

BENJAMIN J. CAYETANO
GOVERNOR



KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

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

IN REPLY REFER TO:

AIR-P
99.0647

October 6, 1999 ⁹⁹ OCT 11 AM 11:58

(OFFICE OF ENVIRONMENTAL
QUALITY CONTROL)

TO: GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION *[Signature]*

SUBJECT: FINAL ENVIRONMENTAL ASSESSMENT
PORT ALLEN AIRPORT
TMK 1-8-08:4, 33, 80, 83, 85
STATE PROJECT NO. AK2010-01

Having reviewed the comments received on the draft Environmental Assessment (EA) for the Port Allen Airport EA, located at Hanapepe, Kauai, the Department of Transportation, has determined that this project will have no significant environmental effect and, with this letter, issues a finding of no significant impact. We request that you publish notice of this determination in the October 23, 1999, issue of the Environmental Notice.

Enclosed is a completed bulletin publication form and four (4) copies of the final EA. Please contact Lynn Becones, Planner, at 838-8811 to clarify any questions you may have.

Enclosures: Bulletin Publication Form
Final Environmental Assessment (4)

c: Edward K. Noda & Associates, Inc.

133

1999-10-23-KA-FA-

OCT 23 1999

FILE COPY

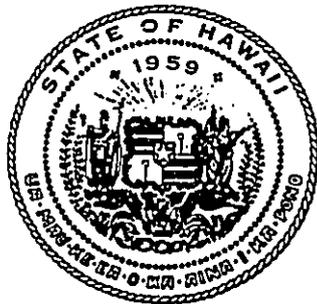
**FINAL ENVIRONMENTAL ASSESSMENT
AND
NEGATIVE DECLARATION**

PORT ALLEN AIRPORT IMPROVEMENTS

STATE PROJECT NO. AK 2010-01

Proposing Agency:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION



Benjamin J. Cayetano, Governor
State of Hawaii

OCTOBER 1999

FINAL ENVIRONMENTAL ASSESSMENT
AND
NEGATIVE DECLARATION

PORT ALLEN AIRPORT IMPROVEMENTS

STATE PROJECT NO. AK 2010-01

District of Waimea, County of Kauai

Tax Map Key: 1-8-08:4, 33, 80, 83, 85

Proposing Agency:

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819

Responsible Official:


Kazu Hayashida
Director

10/6/99
Date

Prepared By:

Edward K. Noda and Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

October 1999

This document is prepared pursuant to Chapter 343, HRS and the Administrative Rules, Title 11,
Chapter 200, of the Hawaii Department of Health

TABLE OF CONTENTS
PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

SECTION	PAGE
1.0 INTRODUCTION	1-1
1.1 PURPOSE	1-1
1.2 SUMMARY OF THE PROPOSED PROJECT	1-1
1.3 SUMMARY OF MAJOR IMPACTS AND MITIGATION	1-2
1.4 LIST OF PERMITS AND APPROVALS	1-3
2.0 DESCRIPTION OF PROPERTY	2-1
2.1 BACKGROUND	2-1
2.2 LOCATION	2-1
2.3 LAND OWNERSHIP	2-2
2.4 EXISTING USES	2-2
2.5 SURROUNDING LAND USES	2-5
2.6 HISTORY	2-6
3.0 DESCRIPTION OF THE PROPOSED PROJECT	3-1
3.1 BACKGROUND	3-1
3.2 PURPOSE AND NEED	3-1
3.3 PROJECT DESCRIPTION - PROPOSED PROJECT ALTERNATIVE	3-2
3.4 OTHER AIRPORT DEVELOPMENT ALTERNATIVES	3-3
3.5 NO-ACTION ALTERNATIVE TO THE PROPOSED IMPROVEMENTS	3-3
4.0 DESCRIPTION OF THE AFFECTED ENVIRONMENT, POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES	4-1
4.1 NOISE	4-1
4.1.1 EXISTING CONDITIONS	4-1
4.1.2 PROPOSED PROJECT	4-4
4.1.3 NO-ACTION ALTERNATIVE	4-4
4.2 LAND USE	4-4
4.2.1 EXISTING CONDITIONS	4-4
4.2.2 PROPOSED PROJECT	4-5
4.2.3 NO-ACTION ALTERNATIVE	4-5

4.3	SOCIAL IMPACTS	4-5
4.3.1	EXISTING CONDITIONS	4-5
4.3.2	PROPOSED PROJECT	4-6
4.3.3	NO-ACTION ALTERNATIVE	4-7
4.4	INDUCED SOCIAL IMPACTS	4-7
4.4.1	EXISTING CONDITIONS	4-7
4.4.2	PROPOSED PROJECT	4-7
4.4.3	NO-ACTION ALTERNATIVE	4-7
4.5	AIR QUALITY	4-8
4.5.1	EXISTING CONDITIONS	4-8
4.5.2	PROPOSED PROJECT	4-8
4.5.3	NO-ACTION ALTERNATIVE	4-8
4.6	WATER QUALITY	4-8
4.6.1	EXISTING CONDITIONS	4-8
4.6.2	PROPOSED PROJECT	4-8
4.6.3	NO-ACTION ALTERNATIVE	4-9
4.7	DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)	4-9
4.7.1	EXISTING CONDITIONS	4-9
4.7.2	PROPOSED PROJECT	4-9
4.7.3	NO-ACTION ALTERNATIVE	4-10
4.8	HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES	4-10
4.8.1	EXISTING CONDITIONS	4-10
4.8.2	PROPOSED PROJECT	4-11
4.8.3	NO-ACTION ALTERNATIVE	4-11
4.9	BIOTIC COMMUNITIES	4-12
4.9.1	EXISTING CONDITIONS	4-12
4.9.1.1	FLORA	4-12
4.9.1.2	FAUNA	4-13
4.9.2	PROPOSED PROJECT	4-14

4.9.3	NO-ACTION ALTERNATIVE	4-14
4.10	ENDANGERED AND THREATEN SPECIES OF FLORA AND FAUNA	4-14
4.10.1	EXISTING CONDITIONS	4-14
4.10.2	PROPOSED PROJECT	4-15
4.10.3	NO-ACTION ALTERNATIVE	4-15
4.11	WETLANDS	4-15
4.11.1	EXISTING CONDITIONS	4-15
4.11.2	PROPOSED PROJECT	4-15
4.11.3	NO-ACTION ALTERNATIVE	4-16
4.12	FLOOD PLAINS	4-16
4.12.1	EXISTING CONDITIONS	4-16
4.12.2	PROPOSED PROJECT	4-16
4.12.3	NO-ACTION ALTERNATIVE	4-16
4.13	COASTAL ZONE MANAGEMENT PROGRAM	4-16
4.13.1	EXISTING CONDITIONS	4-16
4.13.2	PROPOSED PROJECT	4-17
4.13.3	NO-ACTION ALTERNATIVE	4-17
4.14	COASTAL BARRIERS	4-17
4.15	WILD AND SCENIC RIVERS	4-17
4.16	FARMLAND	4-17
4.17	ENERGY SUPPLY AND NATURAL RESOURCES	4-17
4.17.1	EXISTING CONDITIONS	4-17
4.17.2	PROPOSED PROJECT	4-17
4.17.3	NO-ACTION ALTERNATIVE	4-18
4.18	LIGHT EMISSIONS	4-18
4.18.1	EXISTING CONDITIONS	4-18
4.18.2	PROPOSED PROJECT	4-18
4.18.3	NO-ACTION ALTERNATIVE	4-19
4.19	SOLID WASTE IMPACT	4-19
4.19.1	EXISTING CONDITIONS	4-19

4.19.2	PROPOSED PROJECT	4-19
4.19.3	NO-ACTION ALTERNATIVE	4-19
4.20	CONSTRUCTION IMPACTS	4-20
4.20.1	PROPOSED PROJECT	4-20
5.0	SUMMARY OF ISSUES	5-1
6.0	DETERMINATION, FINDINGS, AND REASONS SUPPORTING DETERMINATION	6-1
7.0	LIST OF PREPARERS	7-1
7.1	STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION	7-1
7.2	PRIME CONSULTANT	7-2
7.3	TECHNICAL ANALYSIS	7-2
8.0	REFERENCES	8-1
9.0	LIST OF INDIVIDUALS, AGENCIES AND ORGANIZATIONS CONSULTED .	9-1
10.0	PUBLIC CONSULTATION	10-1
10.1	LIST OF THOSE WHO SUBMITTED COMMENTS AT THE PUBLIC INFORMATIONAL MEETING	10-1
10.2	LIST OF THOSE WHO SUBMITTED COMMENTS AFTER THE PUBLIC INFORMATIONAL MEETING	10-2
10.3	MINUTES OF THE PUBLIC INFORMATIONAL MEETING	10-5
10.4	LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS COMMENTING AT THE PUBLIC HEARING AND ON THE DRAFT ENVIRONMENTAL ASSESSMENT	10-8

APPENDICES

APPENDIX A - COMMENTS AND RESPONSE LETTERS, PORT ALLEN
ENVIRONMENTAL ASSESSMENT, PUBLIC INFORMATIONAL
MEETING, AUGUST 13, 1997

APPENDIX B - PORT ALLEN (KAUAI) AIRPORT NOISE MEASUREMENTS

APPENDIX C - AVIFAUNAL AND FERAL MAMMAL STUDY OF
PORT ALLEN AIRPORT, KAUAI

APPENDIX D - PORT ALLEN AIRPORT BOTANICAL SURVEY REPORT

APPENDIX E - PORT ALLEN AIRPORT IMPROVEMENTS AN ASSESSMENT
OF HISTORIC PRESERVATION ISSUES

APPENDIX F - COMMENTS AND MINUTES, PORT ALLEN ENVIRONMENTAL
ASSESSMENT PUBLIC HEARING, FEBRUARY 22, 1998

LIST OF TABLES

TABLE NO.	DESCRIPTION	PAGE NO.
2-1	ACTUAL AND FORECAST AVIATION DEMAND FOR PORT ALLEN	2-4
4-1	NUMBER OF OPERATIONS FOR EACH TYPE OF AIRCRAFT	4-1
4-2	ESTIMATED DAY-NIGHT SOUND LEVELS (DNL)	4-3

LIST OF FIGURES

FIGURE NO.	DESCRIPTION	FOLLOWING PAGE NO.
1.1	PROPOSED PORT ALLEN IMPROVEMENTS	1-1
2.1	VICINITY MAP	2-1
2.2	PROPERTY MAP (EXHIBIT A)	2-1
2.3	LAND USE PLAN	2-5
4.1	NOISE MEASUREMENT LOCATIONS	4-1
4.2	HELICOPTER FLIGHT TRACKS	4-3
4.3	FLOOD ZONE	4-16

SECTION 1.0 INTRODUCTION

1.1 PURPOSE

This Environmental Assessment (EA) is prepared for the proposed Port Allen Airport Improvements, and pursuant to Chapter 343, Hawaii Revised Statutes (HRS) and the rules and regulations established by the Department of Health, Administrative Rules, Title 11, Chapter 200. The purpose of the EA is to disclose the environmental, economic and technical consequences of the proposed project (improvements) to the public officials responsible for approving the action. Typically, for those actions which do not have a significant effect, a Finding of No Significant Impact (FONSI) can be determined. For those actions which will have a significant effect, an Environmental Impact Statement will be completed. The proposing agency is the Department of Transportation, and the accepting authority is the Governor. This EA is prepared because the proposed project will use State of Hawaii land and funds, and involves modification of an existing helicopter facility.

This EA will be used for the application of County permits required for the project such as the Special Management Area (SMA) Permit and other applicable permits required by the County of Kauai.

1.2 SUMMARY OF THE PROPOSED PROJECT

The proposed project is one which is consistent with the needs of the airport and the community desires. The proposed project consists of the following improvements, as shown on Figure 1.1.

- Construction and preparation of four (4) lease lots for helicopter lease lots and accompanying aprons for helicopter operations, with an associated paved roadway.
- Two (2) fixed wing tie-down areas with an associated taxilane.
- Public comfort station and Department of Transportation, Airports Division (DOTA) maintenance shed.
- Public and employee parking
- Associated infrastructure improvements
- Runway lights for emergency use
- Landscaping for beautification and dust control.

During the development of the Master Plan in 1990, there was considerable community opposition to the development of Port Allen Airport. However, since that time, there has been growing support for limited improvement of facilities for existing operations at the airport and the associated improvements necessary for the support infrastructure. Therefore, the proposed project will be in concert with the stated community desires and will fulfill the needs of the existing helicopter operators. It is noted that the Salt Ponds located north of Runway 9 have been transferred to the control of the Department of Land and Natural Resources. Therefore, for the purpose of this EA, the Salt Ponds are considered to be outside of the Port Allen Airport Boundary.

A public informational meeting was held by the DOTA, during the preparation of the Draft Environmental Assessment in Hanapepe, Kauai, on August 13, 1997. The minutes and written comments received during this period is included in Section 10.3 of this EA. In addition, a public hearing was held on the project and the Draft Environmental Assessment on February 19, 1998. The minutes of the public hearing, testimony and comment letters on the Draft Environmental Assessment are included in Appendix F.

1.3 SUMMARY OF MAJOR IMPACTS AND MITIGATION

The proposed improvements to Port Allen Airport is in keeping with the nature and character of the airport. The major impact of the project will be the grading of the site for the construction of the proposed improvements, including the: hangars which will be constructed by the helicopter operators; and maintenance shed which will be constructed by the DOTA. To mitigate the dust during construction, the contractor will adhere to the provisions of Chapter 11-60.1 of the State of Hawaii Administrative Rules, Section 11-60.1-33 on fugitive dust. In addition, to help control dust, DOTA will pave a portion of the east shoreline access road. The helicopter hangars may have some visual impacts, therefore, the DOTA will require that the area around the hangars be landscaped by the tenants to minimize visual impact.

Although the proposed improvements will not cause an increase in the number of helicopter operations, the DOTA will seek voluntary efforts from these users to direct the aircraft flight tracks, to the extent possible and without compromising safety, away from the Salt Pond, Salt Pond Park, and nearby beach areas. The proposed improvements will have a beneficial impact on the community by relocating airport functions, mainly the helicopter operators, from Hanapepe Town to the Airport. In addition, the proposed runway lights will allow the use of the Airport at night for emergencies. The access to the shoreline for the community will be maintained, and will not be impacted by the proposed improvements.



MAINTENANCE SHED
COMFORT STATION
EMPLOYEE PARKING

PUBLIC
PARKING

FIXED WING
TEDOWNS

AUTOMOBILE PARKING

HELICOPTER HANGARS
(LEASE LOTS)

HELICOPTER APRON

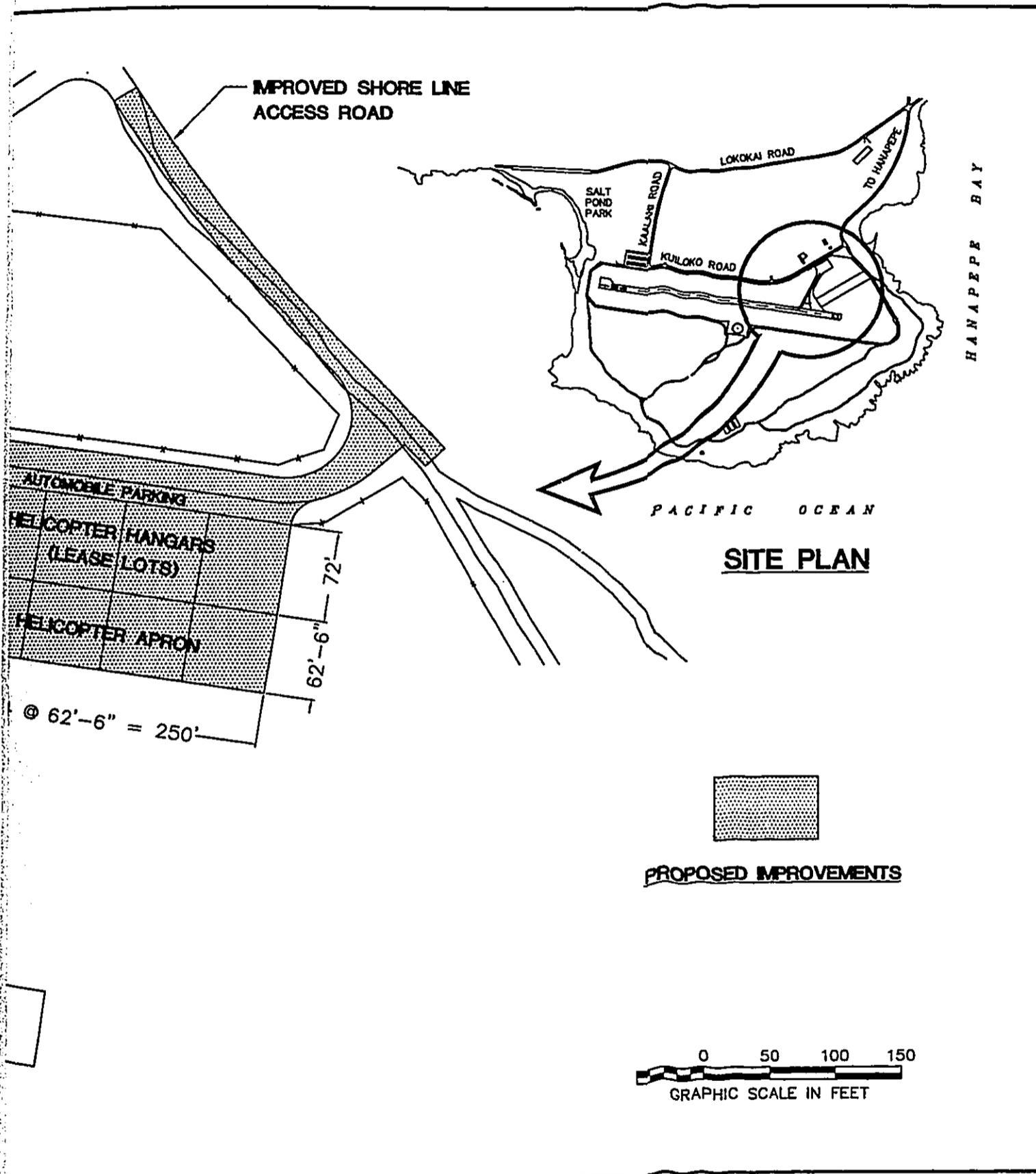
4 @ 62'-6" = 250'



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



**AIRPORT
ASSESSMENT**

Voda and Associates, Inc.

**PROPOSED
PORT ALLEN AIRPORT
IMPROVEMENTS**

SEPTEMBER, 1999 FIGURE 1.1

1.4 LIST OF PERMITS AND APPROVALS

There is one major permit needed for the proposed project. The major permit is the Special Management Area (SMA) Permit from the County of Kauai. DOTA, upon completion of the EA, must apply to the County of Kauai for a SMA permit as Port Allen Airport is within the SMA. Also required from the County of Kauai, will be the grading and building permits before construction can begin on the proposed project. The Department of Water will also have to grant an allocation for the project.

SECTION 2.0 DESCRIPTION OF PROPERTY

2.1 BACKGROUND

As shown on Figure 2.1, Port Allen Airport is a single runway, general aviation airport, located on Puolo Point, adjacent to the town of Hanapepe on the south side of the Island of Kauai. Port Allen Airport is also known as Burns Field as shown on Figure 2.2 and is one of four general aviation airports within the State of Hawaii Airport System. Port Allen Airport is part of the Kauai District of Airports and provides minimal facilities to accommodate transient general aviation aircraft and is used by three helicopter operators. Two helicopter operators use Port Allen Airport as a base for their aircraft operations, but have no physical facilities or buildings. The third helicopter operator is based at Lihue Airport, but conducts their air tour operations from Port Allen Airport on a daily basis.

The land at Port Allen Airport is owned by the State of Hawaii and is comprised of a total of 134.4 acres, consisting of 122.3 acres of ceded land, and 12.1 acres of non-ceded land. Port Allen is within the Special Management Area (SMA), managed and controlled by the County of Kauai.

2.2 LOCATION

Port Allen is located on the south shore of the island of Kauai in the District of Waimea, County of Kauai. The Airport is located adjacent to the town of Hanapepe south of Kaumualii Highway, State Highway 50. The Airport is located on Tax Map Key (TMK) 1-8-08:4, 33, 80, 83, 85. Port Allen Airport's Reference Point is 21° 53' 49" North and 159° 36' 11" West, and consists of approximately 138 acres of land. Port Allen is situated on the western edge of Hanapepe Bay on the Puolo Point peninsula. The Puolo Point Light Station is located on the point of the peninsula. Due to the geographic location on the leeward side of Kauai, Port Allen has clear weather most of the year with almost no visibility problems. Port Allen is located 10 miles from the resort center of Poipu, and 17 miles from Lihue, a 35 minute drive. Access to Port Allen Airport is from Kaumualii Highway on Lele Road, the airport access road. A secondary access is through the Salt Ponds on Kaalani Road as shown on Figure 2.2.

2.3 LAND OWNERSHIP

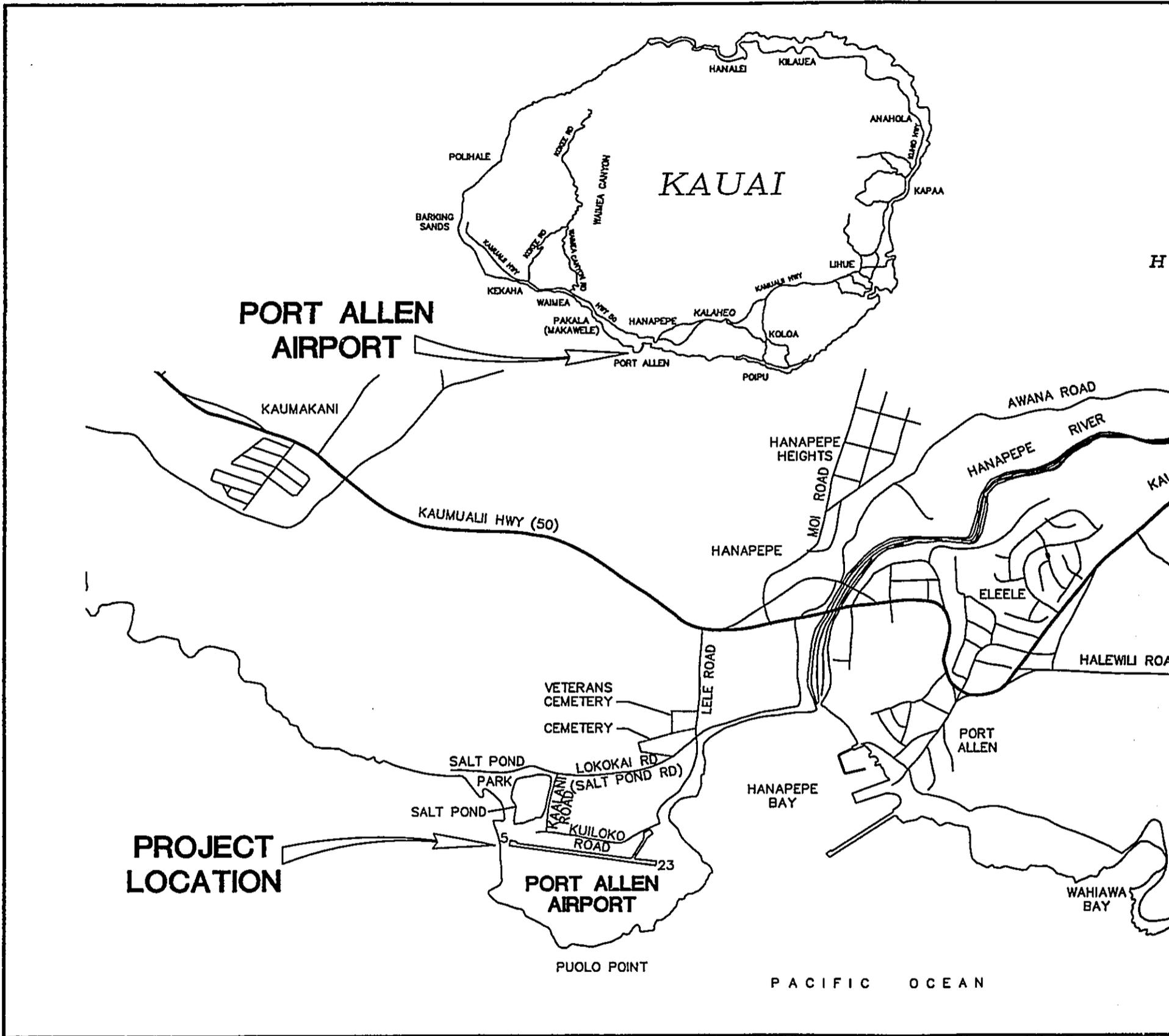
Port Allen Airport is on 179.32 acres of State of Hawaii land, set aside for airport purposes through Governor's Executive Orders (GEO) 931 issued March 3, 1941. From time to time, some of these lands were transferred to other Government functions, such as roadways and parks. Additionally, the Salt Ponds have been transferred back to the Department of Land and Natural Resources, leaving a net acreage of approximately 134 acres for the airport. The majority of the Port Allen land is ceded land except for approximately 12.1 acres of lands acquired by the Territory of Hawaii and the State of Hawaii. Part of these lands, 2.352 acres, were kuleana lands, and the remainder former U.S. Coast Guard land acquired from the U. S. General Service Administration.

Under the Admission Act of March 18, 1959, Public Law 86-3, 73 Statute 4, ceded lands *"shall be held by said State as a public trust for the support of the public schools and other public educational institutions, for the betterment of the conditions of native Hawaiians, as defined in the Hawaiian Homes Commission Act, 1920, as amended, for the development of farm and home ownership on as widespread a basis as possible for the making of public improvements, and for the provision of lands for public use."* The use of the ceded land at Port Allen Airport, as part of the public trust, is within the category of making public improvements and the provision for public use. Since 1941, various GEOs have been issued transferring land from the Department of Transportation to the Department of Land and Natural Resources for various County of Kauai functions, including a portion of Salt Pond Park. On December 17, 1990, the U. S. General Service Administration transferred 9.685 acres of U.S. Coast Guard land at Puolo Lighthouse to the State of Hawaii for airport purposes, maintaining approximately 1,600 square feet for the Lighthouse itself.

As part of the Closure Agreement for 1984 Land Exchange between the Department of Transportation (DOT), Department of Land and Natural Resources (DLNR) and the Department of Hawaiian Home Lands (DHHL), DOT agreed to release the 41.768 acres of the Salt Pond area to DLNR. Therefore, for the purposes of this EA, the Salt Ponds are considered to be outside the boundary of Port Allen Airport. However, the impacts of the proposed project to the salt ponds will be analyzed within this EA.

2.4 EXISTING USES

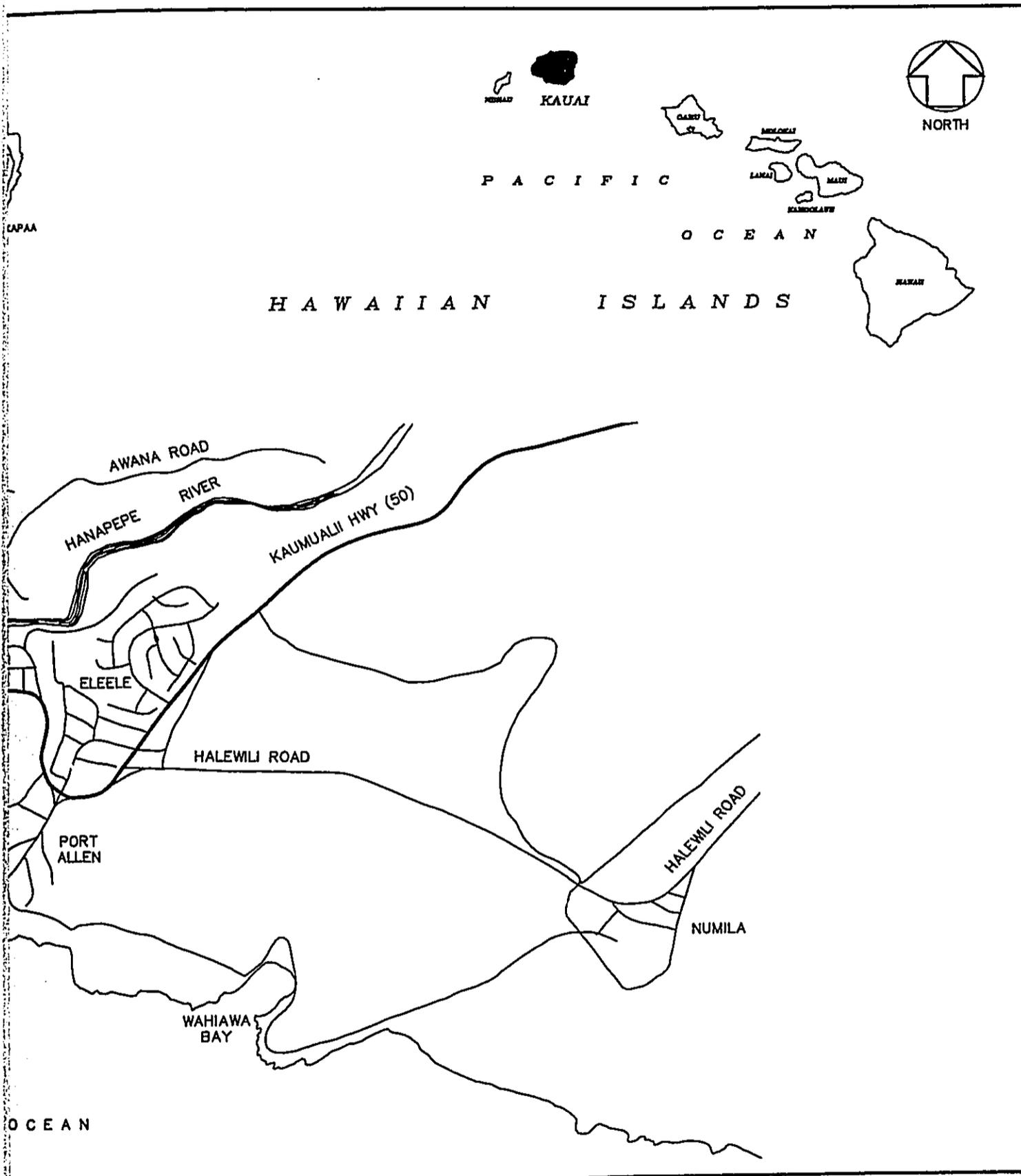
Port Allen Airport consists of a single runway, Runway 9-27, which is 2,480 feet long by 60 feet wide and is paved with bituminous concrete (Figure 2.2). There are no lights for nighttime operations. There is a short taxiway between the runway and the general aviation parking area to



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.

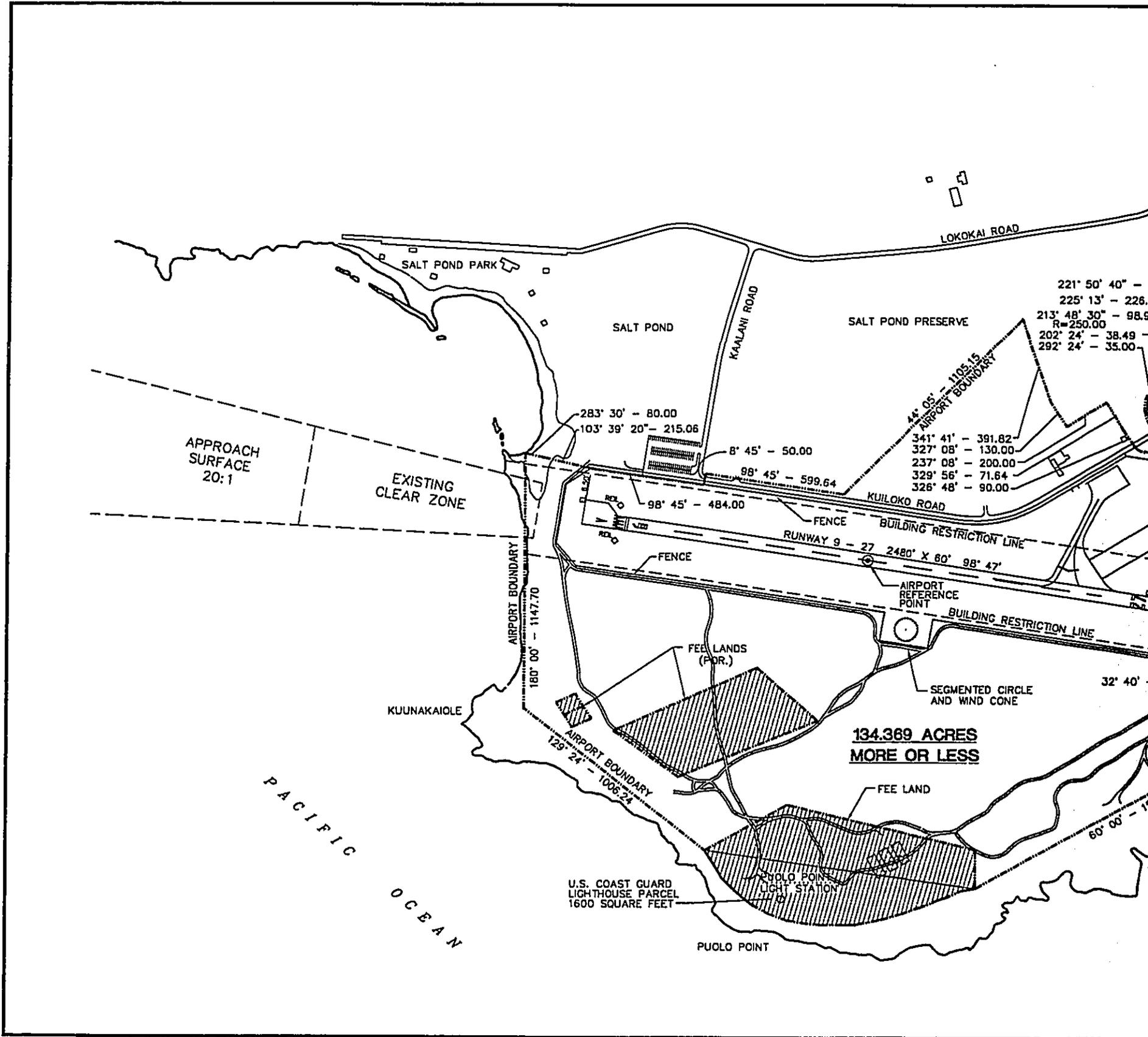


**AIRPORT
ASSESSMENT**

oda and Associates, Inc.

VICINITY MAP

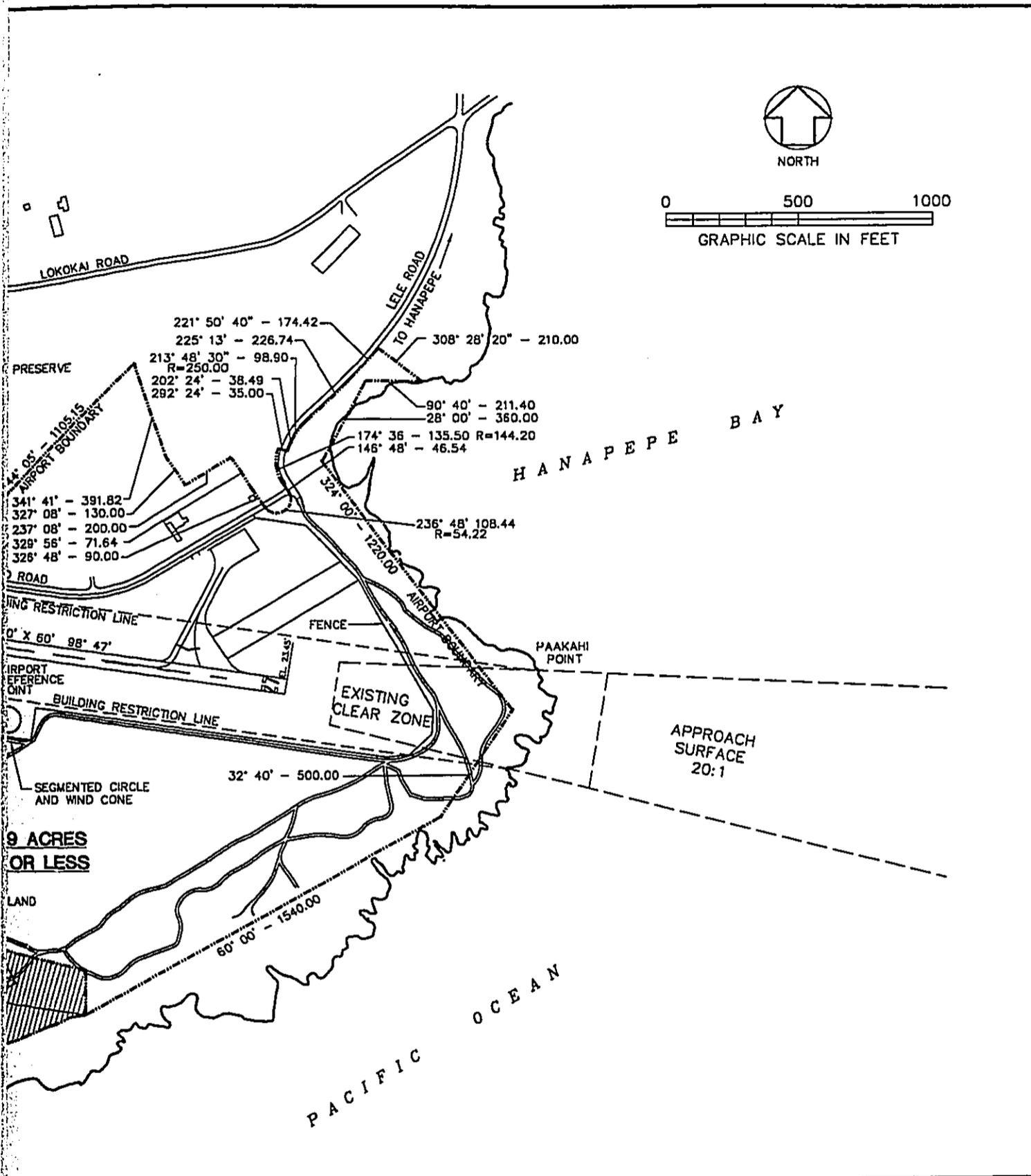
SEPTEMBER, 1999 FIGURE 2.1



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



**AIRPORT
ASSESSMENT**

oda and Associates, Inc.

PROPERTY MAP (EXHIBIT "A")

SEPTEMBER, 1999 **FIGURE 2.2**

the northeast. Also, there are currently two (2) helicopter landing pads near the aircraft parking area. To the north of the Airport, is Kuiloko Road which runs east to west and connects Kaalani Road with Lele Road. Recently, approximately a half of Kuiloko Road has been repaved starting from the junction of Lele Road.

There is an airport fence that encloses the Airport Operation Area (AOA), a segmented circle and a wind cone. The National Oceanic and Atmospheric Administration (NOAA) also maintains an automated weather station at the Airport. There is a unpaved perimeter road around the west, south and east portion of the Airport outside of the fence. An unpaved road, which follows the coastline of the perimeter of the peninsula, is used by the Kauai residents for shoreline access and recreational uses, such as fishing. Access to the shoreline road will be maintained by DOTA. Kuiloko Road provides parking on the shoulders for airport visitors. A former unused terminal was recently demolished due to unsafe conditions.

Currently, three helicopter operators operate at Port Allen Airport: Bali Hai Helicopters; Hawaii Helicopters; and Inter-Island Helicopters. Bali Hai and Hawaii Helicopters operates as a tour helicopter operations. Inter-Island Helicopters provide helicopter services to various government agencies on a scheduled and emergency basis, as well as tour helicopter operations. Bali Hai and Inter-Island Helicopters trailer their helicopters to the airfield from an off-airport site to perform their operations and return the helicopters to the off-airport sites for maintenance and overnight parking. Hawaii Helicopters is based at Lihue Airport and transits their helicopters in and out of Port Allen each day, to perform their air tour operations. Because Inter-Island Helicopters also furnishes emergency service to governmental agencies, from time to time, they take off and land from their hangar at the junction of Lele Road and Kaumualii Highway.

Inter-Island Helicopters currently rents their hangar space from the Department of Hawaiian Home Lands (DHHL) and is in the process of moving from the area. The two helicopter operators (Bali Hai and Inter-Island Helicopters) use the concrete landing pads on the airfield for their operations. Refueling for the helicopters is done with fuel trucks operated by the helicopter companies.

Port Allen operations for 1992 come from *The Update of Hawaii Aviation Demand Forecasts*, Department of Transportation, Airport Division, October 1994, and are listed in Table 2-1, along with forecast of future aircraft operations.

As shown, little growth is forecast for Port Allen from 1992. It should be noted that Port Allen Airport is unmanned and the flight operations are reported by the operators themselves. Any increase in aircraft operations at Port Allen Airport would be caused by independent aviation demand caused by the economic climate, such as an increase in tourist oriented helicopter tours. An ultralight airplane also operates at the airfield, and general aviation aircraft occasionally use the airfield. Because the Airport is located on a peninsula, almost all landings and takeoffs are performed over the ocean.

Table 2-1
ACTUAL AND FORECAST AVIATION DEMAND FOR PORT ALLEN

Aircraft Type	Actual Operations	Forecast Operations				
	1992	2000	2005	2010	2015	2020
Commuter/Air Taxi/Helicopters	12,690	14,000	15,000	16,000	17,000	19,000
General Aviation	700	1,000	1,000	1,000	1,000	1,000
TOTAL	13,390	15,000	16,000	17,000	18,000	20,000

Source: Update of Hawaii Aviation Demand Forecast, October 1994

The shoreline access road provides access for the U.S. Coast Guard to maintain Puolo Point Light Station. The Airport's vegetation has been cut for maintenance purposes, to provide better visual views and to discourage long-term camping in the area.

As noted earlier, the Salt Ponds are located to the northwest of the Airport and historically have been included within the airport boundary. An area of approximately 41 acres, including the Salt Ponds, was transferred by DOT to DLNR for their management. The Salt Pond's auto parking lot and Kaalani Road are part of the land released to DLNR.

2.5 SURROUNDING LAND USES

In addition to the Airport, the County of Kauai Veteran's Cemetery, Hanapepe Refuse Transfer Station, and Kauai Humane Society¹ are located on the Puolo Peninsula. These facilities are located north of the Airport. The Port Allen Airport State Land Use classification is Urban, and has a County Zoning of "Open District". The Salt Ponds are classified as Conservation, and the land to the north and west of the airport is classified as Agriculture as shown in Figure 2.3.

The Puolo Light Station, operated by the U.S. Coast Guard, is located south of the runway, with the Puolo Triangulation Station located next to the light station. The County of Kauai, Salt Pond Park, is located to the west of the Port Allen Airport and incorporates some of the original airport property. The Park is a popular regional recreational beach park for the west side of Kauai. While the Park property stops north of the Airport, the public uses the beach west of the Airport as an extension of the Park because it provides a sheltered water area for waders and non-swimmers. There are restrooms, showers, picnic tables and shaded pavilions, campgrounds and a paved parking lot at the Park.

The town of Hanapepe, located north and east of Port Allen, is the center of commerce for west Kauai. Hanapepe Heights, is a single family residential area, which is located on the west ridge of Hanapepe Valley overlooking the town of Hanapepe. The community of Eleele is located on the heights overlooking Hanapepe Valley, the town of Hanapepe, and Port Allen Harbor. Hanapepe Valley is north of Port Allen Airport, with a geologic history of erosion of the volcanic flows by Hanapepe River. The Hanapepe River is 13.3 miles long.

The floor of Hanapepe Valley widens as it approaches the coast. The river eroded the valley when Kauai stood higher than it does today. As the island sank, the mouth of the valley became Hanapepe Bay. Sediment deposited in the bay built the low plain where Port Allen stands. Today the Hanapepe Valley contains scattered residential lots and also has taro, vegetable and sugar cane cultivation. Gay & Robinson is the only sugar company operating the area near Port Allen, with sugar cane cultivation to the west of Port Allen Airport.

¹ Kauai Humane Society has been relocated to the Puhi area and is not in the Airport's environs.

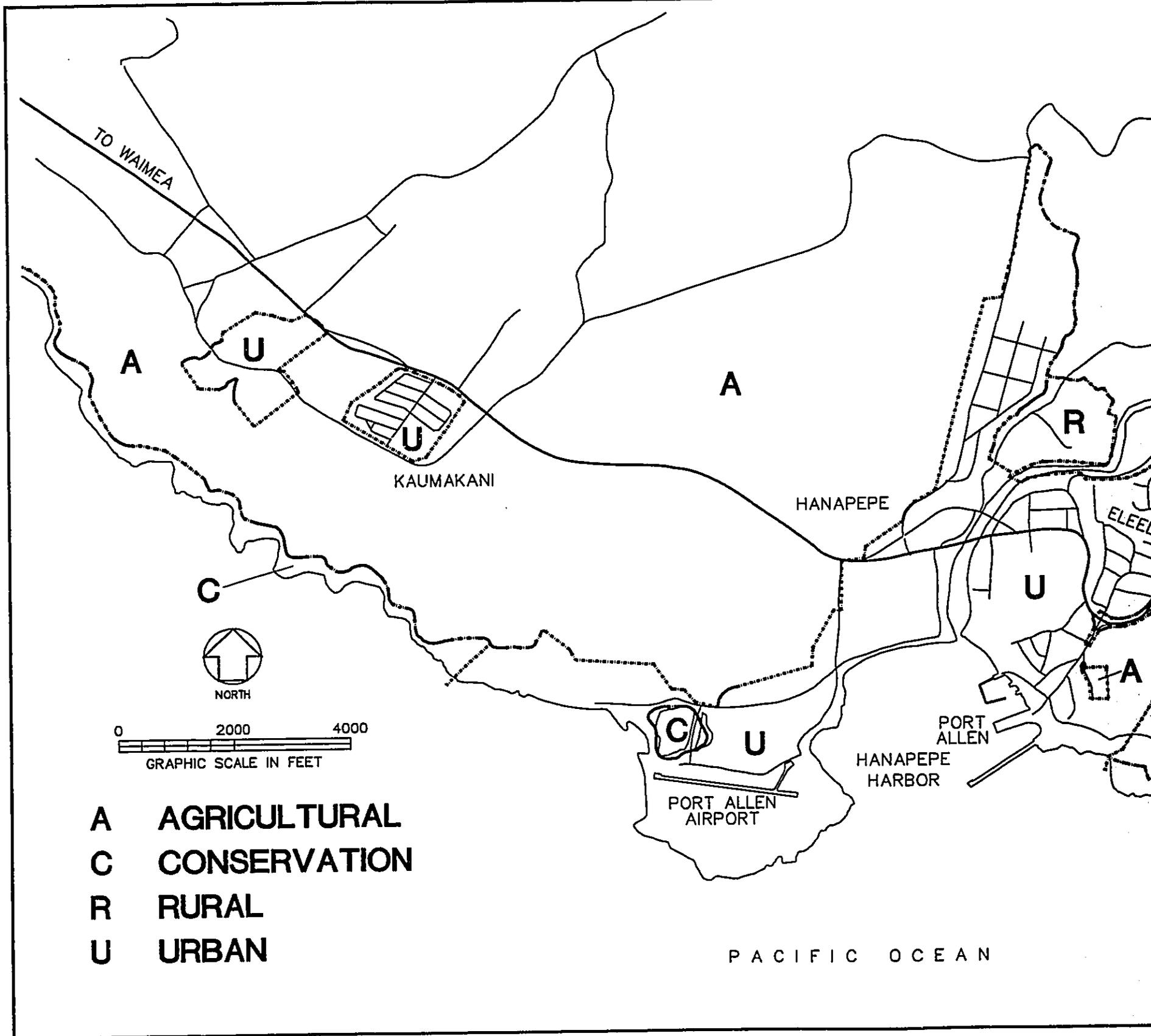
Port Allen Harbor is a light industrial area and a State-owned deep draft harbor. It is Kauai's second harbor, with Nawiliwili Harbor being the primary harbor for Kauai. The facilities at Port Allen are used by the U.S. Navy, as well as for liquid bulk handling, commercial fisheries activities, and other maritime commercial activities. Also, Port Allen Harbor is now the commercial boat center for the Na Pali boat tours, and an alternative port-of-call for smaller passenger vessels.

Kaumakani, a small town west of Port Allen, once was the Olokelee Sugar Mill. The town still has plantation housing. Pakala (Makaweli) is a Robinson family settlement consisting mainly of Hawaiians from Niihau residing on Kauai. The Robinsons maintain an amphibious personnel carrier at Pakala for the weekly trip to Niihau.

2.6 HISTORY

Port Allen Harbor was named after Samuel C. Allen, a Honolulu businessman, who financed much of its development and has been in use from the early 1900's. Port Allen, Ahukini, and Nawiliwili were the three ports on Kauai vying to become the main Kauai port. Nawiliwili Harbor was eventually selected as the main port. Port Allen continues to serve as the second largest port for Kauai. In the 1930's, Puolo Point was designated as a United States Army Military Reservation and was known as the Hanapepe Military Reservation, Port Allen Military Reservation, and the Puolo Point Military Reservation. The airfield was developed by the Army Air Corps on the military reservation in the early 1930's.

The airfield was designated an auxiliary flying field and was named Burns Field for Lieutenant J. S. G. Burns of the Army Air Corps. Small fixed wing aircraft and glider operations were conducted at Burns Field by the Army Air Corps. Burns Field was the first airport on Kauai and served the needs of the island until Lihue Airport was developed. On March 29, 1941, under Governor's Executive Order 931, Port Allen Airport was designated as a territorial airport with a total of 179.32 acres. This is the first formal State reference to Burns Field.



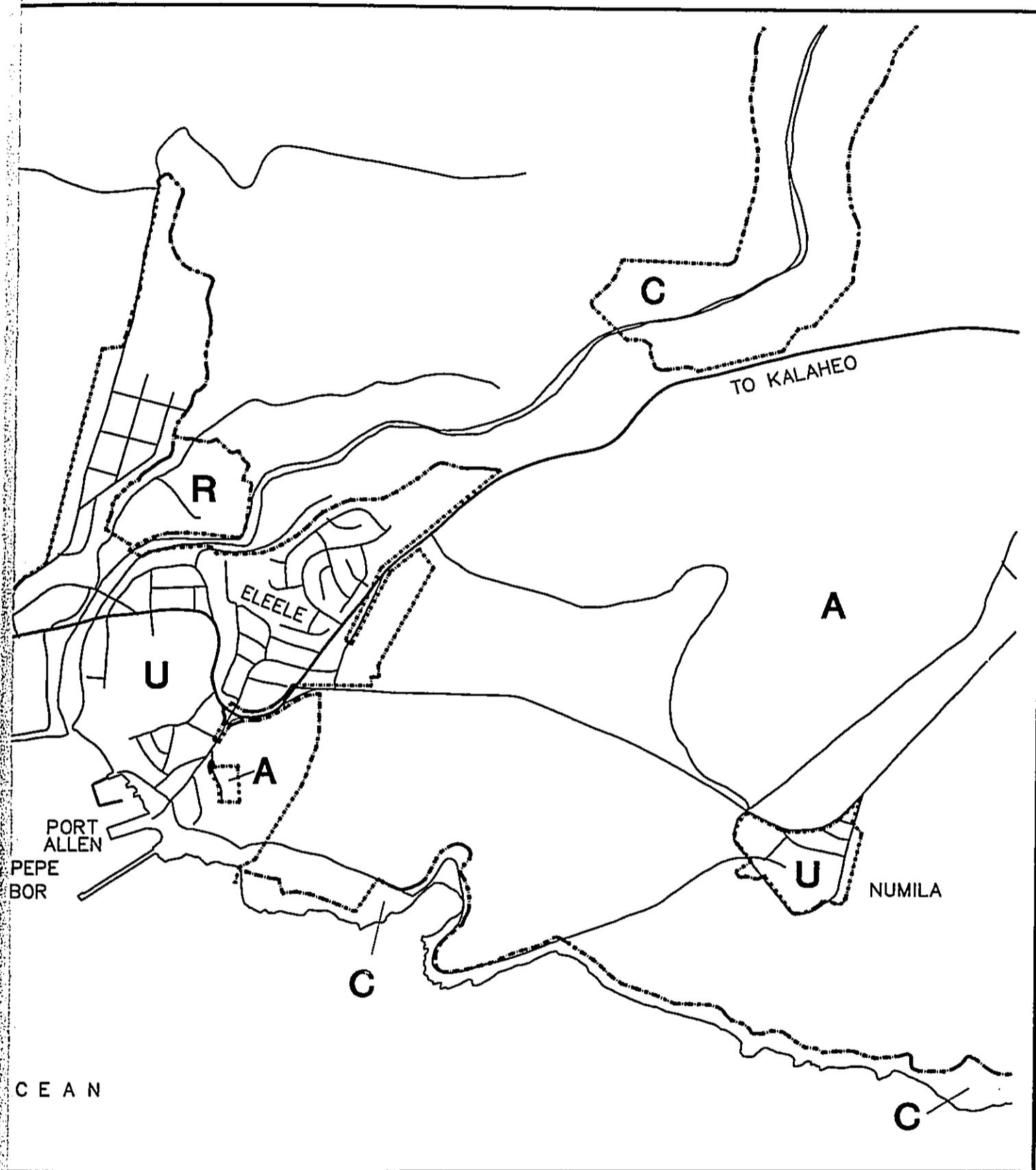
- A** AGRICULTURAL
- C** CONSERVATION
- R** RURAL
- U** URBAN



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



**AIRPORT
ASSESSMENT**

oda and Associates, Inc.

LAND USE PLAN

SEPTEMBER, 1999 FIGURE 2.3

SECTION 3.0 DESCRIPTION OF THE PROPOSED PROJECT

3.1 BACKGROUND

In the late 1980's and early 1990's, DOTA went through a master planning process at Port Allen Airport. As a result of this planning process, DOTA produced two documents: The Port Allen Master Plan, dated May 1990, and the Port Allen Airport Environmental Assessment, dated May 1990. Due to concerns by local residents and the County of Kauai over the scale of the proposed development, DOTA elected not to proceed with any development at Port Allen Airport. However, three helicopter companies, Inter-Island Helicopters, Bali Hai Helicopters and Hawaii Helicopters currently operate from Port Allen Airport. Inter-Island Helicopters and Bali Hai Helicopters have their facilities located in Hanapepe Town, and trailer their helicopters to Port Allen Airport to perform flight operations. Hawaii Helicopters transits from Lihue Airport and conducts their air tour operations from Port Allen Airport.

Port Allen Airport has been an active airport since the early 1930's when it was developed by the Army Air Corps. Since 1941, Port Allen Airport has been a civilian airport for the territory of Hawaii and the State of Hawaii. It was the first airport on Kauai and served the aviation needs of Kauai until the Lihue Airport was developed. Port Allen has been continually used as an airport for over 65 years. Port Allen Airport serves the needs of west Kauai for general aviation, emergency helicopter operations and air tour helicopter flights.

3.2 PURPOSE AND NEED

The purpose of the proposed project is to construct those facilities that will provide efficient and safe aircraft operations at Port Allen Airport. For the helicopter companies it will allow them to base, operate and maintain their aircraft at Port Allen Airport. It will allow the Airport to provide a better Airport environment to accommodate existing and forecast operations, by including paved parking and maintenance facilities. The project provides the capability to allow emergency aviation activities to be conducted at the Airport during nighttime hours (sunset to sunrise). It should be noted that with or without the Proposed Action, the Airport is not limited in airfield capacity, therefore, the project will not increase or decrease the airfield capacity to accommodate aircraft operations. In addition, any increase of aircraft operations would be due to other factors, which would occur with or without the proposed improvements.

3.3 PROJECT DESCRIPTION - PROPOSED PROJECT ALTERNATIVE

The proposed project (recommended) alternative consists of the following improvements to the Port Allen Airport.

- Construction of four (4) lease lots (4,500 sq. ft. each) for hangars and accompanying aprons (3,900 sq. ft. each) for helicopter operations, with an associated paved access roadway.
- Two (2) fixed wing tie-down areas (3,600 sq. ft.) with an associated taxi lane.
- Public comfort station and DOTA maintenance shed, 1200 sq. ft.
- Public (20 spaces) and employee (2 spaces) parking.
- Runway lights for emergency use.
- Associated infrastructure improvements for water, waste water, electricity and telecommunications, and associated roadways.
- Landscaping for beautification and dust control.

The tenants of the four (4) lease lots will be required to provide landscaping for any facilities to be constructed and will require DOTA's approval. Additionally, as part of the infrastructure improvements, a portion of the coastal access perimeter road on the east side of the Airport will be paved. This improved portion of the road will provide better shoreline access. Figure 1.1 details the proposed improvements. The modest program presently proposed by DOTA, is in conformance with community planning and simply moves airport operations back to the airport. It is not expected that the proposed project will increase the operations at the airport.

DOTA will lease the four (4) lots and the helicopter operators will be responsible for constructing and maintaining the lease lots. DOTA will provide utilities to the lease lots and will be responsible for constructing the fixed wing tie downs, public parking, employee parking, DOTA's maintenance shed and the public comfort station. The tenant improvements will include landscaping to minimize visual impact and lights. All applicable lights will be designed in accordance with the Department of Land and Natural Resources publication, *The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers*.

One of the purposes of the proposed improvements is to provide facility sites for those helicopter operators who are presently operating out of Port Allen Airport. Presently, two of these operators must truck their helicopters to the Airport from Hanapepe Town to perform their flight operations. Once their operations are completed, the helicopters must be trucked back into Hanapepe Town. While the transportation of the helicopters is safe, it is recognized that having the helicopter

hangars on Port Allen Airport, proper, would be safer and more efficient. The third helicopter company is based in Lihue, but ferries their helicopters to and from Port Allen Airport each day, to conducts their air tour operations from Port Allen Airport.

Port Allen Airport is a public Airport and airport operations such as hangars and maintenance of aircraft belong on the airport and not in Hanapepe Town. The proposed project will fulfill the airport function by providing facilities for existing demand and the facilities to be provided are primarily existing helicopter operators with capacity to meet the modest growth projected.

Because the helicopters provide emergency service to the Kauai Fire Department and the Police Department, having the helicopters hangar in Hanapepe Town presents an unnecessary delay in providing rescue series. Presently, depending upon the emergency helicopters occasionally take off and land from their facilities in Hanapepe. These emergency helicopter operations create a nuisance for the surrounding Hanapepe neighbors, when using their hanger area to perform flight operations. Using Port Allen Airport will allow the emergency helicopters to take off and land in a less noise sensitive environment and will allow for more efficient operations. For emergencies, runway lighting will be added to the airfield which will allow nighttime emergency operations by all suitable aircraft.

Additionally, the other improvements will serve the general aviation community, and the public and tourists using the airport. With the improvements, it will be necessary for a full-time maintenance personnel from DOTA to be stationed at Port Allen Airport. This additional personnel will provide additional security for the Airport.

3.4 OTHER AIRPORT DEVELOPMENT ALTERNATIVES

No other development alternatives, were considered due to the location of the Airport, existing land use constraints, such as the Salt Pond Park, the Salt Ponds, and aircraft operating constraints. In addition, given the community's objection to larger developments, only the modest and limited development alternative was considered.

3.5 NO-ACTION ALTERNATIVE TO THE PROPOSED IMPROVEMENTS

The No-Action Alternative was adopted in the early 1990's by DOTA for the proposed improvement, following completion of the Master Plan and the Environmental Assessment for the Airport. Due to concerns by the community and the County of Kauai, the proposed Master Plan was

not implemented. The No-Action Alternative is an alternative to the proposed action which would leave the Airport in its present status, i.e. the proposed airport improvements would not be built. However, the present helicopter operations would continue and increase as the aviation demand for air tours and government work increases.

The No-Action Alternative, encompasses all other non-development alternatives for the Airport, such as but not limited to moving the helicopter facilities to other Airports on the island. The No-Action alternative, assumes that the helicopter operators will be located off-of Port Allen Airport, whether in Hanapepe Town or elsewhere. This alternative maintains the current operational procedures used by the helicopter operators, such as trucking or ferrying the helicopters to Port Allen to conduct their flight and air tour operations. The flight tracks would remain unchanged and the current complaints regarding helicopters operations will remain. The growth of helicopter operations is not limited by the current facilities, and identical to the Proposed Project alternative will be a function of the economics or popularity of these air tour operations and government demand. In addition, the No-Action Alternative will continue to subject the community, especially those nearby the Inter-Island Helicopters baseyard, to off-airport helicopter operations.

The No-Action Alternative is not considered a viable alternative at this time, because it does not meet the purpose and need for the project (proposed action), nor is it consistent with the present community desires for limited airport development. The No-Action alternative, will create a less efficient operating environment for the local aviation community and will not allow for nighttime emergency use of the airfield by aircraft. However, pursuant to Chapter 343, HRS, the environmental impacts of the No-Action Alternative will be analyzed and documented.

**SECTION 4.0
DESCRIPTION OF THE AFFECTED ENVIRONMENT,
POTENTIAL ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES**

4.1 NOISE

4.1.1 EXISTING CONDITIONS

Noise measurements were taken at Port Allen Airport from August 23, 1997 through August 25, 1997, and on August 16, 1999 by the acoustical consultant, D. L. Adams Associates, Ltd., dba (doing business as) Darby & Associates. Both reports are presented in Appendix B. The following summarizes the results of the study.

The August 1997 noise measurements were performed at seven (7) stations that are shown on Figure 4.1. The noise measurements were on 70 aircraft operations. An operation is either an arrival (landing) or departure (take-off) of an aircraft. The operations consisted of sixty-two (62) helicopter operations and eight (8) single-engine aircraft operations. Table 4-1 details the number of operations for each type of aircraft. The August 1999 measurements were performed at two locations shown on Figure 4.1, and the number of operations are shown on Table 4-1.

Table 4-1
NUMBER OF OPERATIONS FOR EACH TYPE OF AIRCRAFT *

Date	Bali Hai Helicopters	Inter-Island Helicopters	Will Squyres Helicopters	Hawaii Helicopters	Fly Kauai Single-engine (Fixed-wing)
August 23, 1997	16	8	0	0	0
August 24, 1997	14	0	4	0	0
August 25, 1997	12	8	0	0	8
August 11, 1999	26	16	0	20	0

* Each operation consists of one arrival or one departure

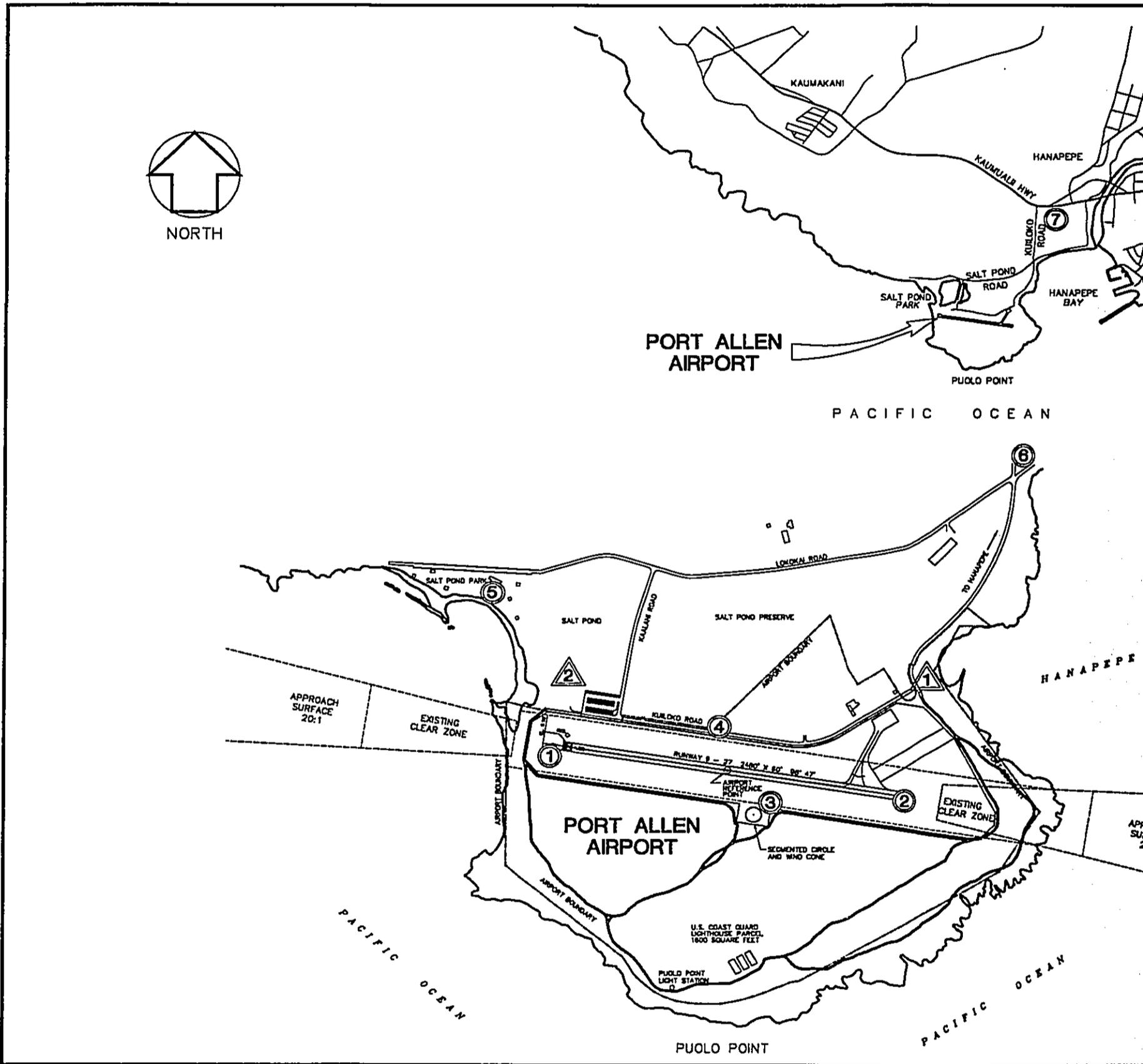
The measurement stations were either attended or unattended. At each of the unattended stations, a sound level meter was left in place from sunrise to sunset or for 24 hours, and programmed to measure the hourly equivalent sound levels (L_{eq}), exceedence levels (e.g., L_1 , L_{10} , L_{50} , and L_{90}), minimum sound levels (L_{min}), maximum sound levels (L_{max}) and Sound Exposure Levels (SEL). The basis for noise measurement is dBA, since this noise scale most closely resembles what humans hear. At each of the attended stations, L_{eq} s, L_{min} s, L_{max} s and SELs from aircraft operations, departure or arrival or flyover aircraft operations, were obtained and visual identification of aircraft types was made to correspond with the measurements.

For airports, the noise measurement used to determine the level of aircraft noise is the Day-Night Sound Level (DNL) in describing aircraft noise and its relation to various land uses within and around an airport. DNL represents the 24-hour average sound level for a typical day. For airports with nighttime aircraft operations, a penalty of 10 dBA is assigned to operations between 10:00 p.m. and 7:00 a.m. However, since Port Allen Airport does not have nighttime operations, this not applicable. For reference, DNL exposure levels of 55 or less are equal or typical of quiet rural or suburban areas. DNL exposures of 55 to 65 are typical of urban areas with high levels of activity or street traffic. DNL exposures of 65 or more are representative of densely developed urban areas and areas fronting high volume roadways. The State of Hawaii, Airports Division, has adopted guidelines for aircraft noise to be less than 60 DNL as a planning level for residential housing developments.

The noise measurements for August 1997 for Stations 1 through 4 are shown in Table 4-2. Similarly, the noise measurements for locations 1 and 2, August 1999, are shown on Table 4-2. This table compares background noise with noise from aircraft operations. As can be seen, the DNLs are larger closer to the runway and fall off away from the airfield. It should be noted at Station 7, which was located in Hanapepe Town, the aircraft noise levels (44 DNL) was essentially equal to ambient noise levels. Similarly, the aircraft noise levels measured at Location 1 during the August 1999 noise monitoring was near ambient noise levels.

The present aircraft operations are lower than the operations referred to in the 1990 Environmental Assessment. The 1996 DOTA statistics show that there were 3,934 operations¹ at the Airport.

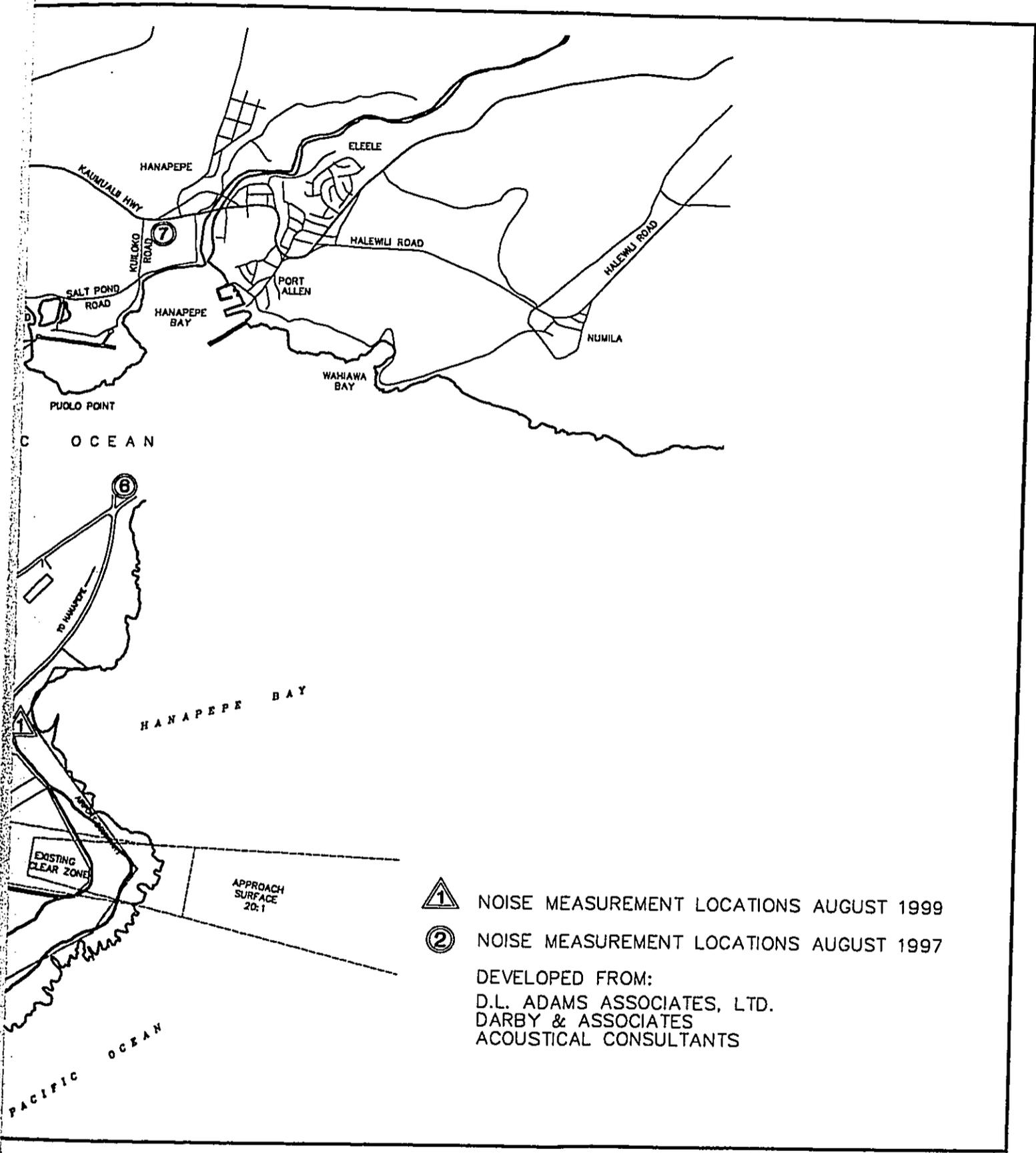
¹ An operation is defined as either a landing or a takeoff.



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



① NOISE MEASUREMENT LOCATIONS AUGUST 1999
 ② NOISE MEASUREMENT LOCATIONS AUGUST 1997
 DEVELOPED FROM:
 D.L. ADAMS ASSOCIATES, LTD.
 DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

AIRPORT ASSESSMENT

NOISE MEASUREMENT LOCATIONS

Noda and Associates, Inc.

SEPTEMBER, 1999 FIGURE 4.1

Table 4-2
ESTIMATED DAY-NIGHT SOUND LEVELS (DNL)

MEASUREMENT LOCATION (August 1997)	DNL AT MEASUREMENT LOCATIONS (in dBA)	
	Background (Without Aircraft Operations)	With Aircraft Operations
1	51	55
2	50	56
3	50	60
4	46	46
(August 1999)		
1	51-52 (Leq - light wind conditions) 54-56 (Leq - high wind conditions)	60
2	44- 46 (Leq -light wind conditions) 48-51 (Leq - (high wind conditions)	46

During the public involvement process, it became apparent that the concern to the public was the single event impact of the aircraft, mainly helicopters. In general, as the DNL represents an average daily noise level over one year, a single intrusive aircraft event will not affect the DNL, but a single flight has the potential to be intrusive and annoying. Due to the low levels of activity at Port Allen Airport, the existing overall (DNL) noise impact may be slight, but single event noise levels may have a potential impact. Concerns have been raised by the Kauai Humane Society with overflights by aircraft². Presently, all aircraft arrive and depart over the ocean at Port Allen Airport. However, since some of the helicopter flights are of an emergency basis, these flights may overfly noise sensitive areas from time to time, depending on the location of the emergency.

The typical helicopter flight tracks are shown on Figure 4.2. The existing aircraft noise has the potential to be annoying due to the single noise event, but the overall DNL show compatible land use at the airport and the surrounding land use.

² The Kauai Humane Society relocated to the Puhi area in 1999.

4.1.2 PROPOSED PROJECT

Because the proposed project will not increase operations beyond what is forecast at Port Allen Airport, noise impacts around the airport will be the same as the No-Action Alternative. Since the helicopter operators will not take off or land from a Hanapepe Town location, there is a beneficial noise impact to residences and land uses neighboring the Inter-Island Helicopters baseyard. This beneficial effect will occur with the relocation of the helicopter operators and will reduce the take off and landing noise in Hanapepe town, Proper.

A mitigation measure under consideration by DOTA, is to reduce the noise impact by having a voluntary noise abatement measure from the helicopter operators. This voluntary abatement measure would direct all flights tracks to avoid the residential areas, beach park and the Salt Pans to the extent possible (e.g. without jeopardizing aviation safety). Although this noise abatement measure will not remove all noise impacts, it may reduce the annoyance potential by increasing the separation between the aircraft and the receptors: the residences; users of the beach; and Salt Pan users.

4.1.3 NO-ACTION ALTERNATIVE

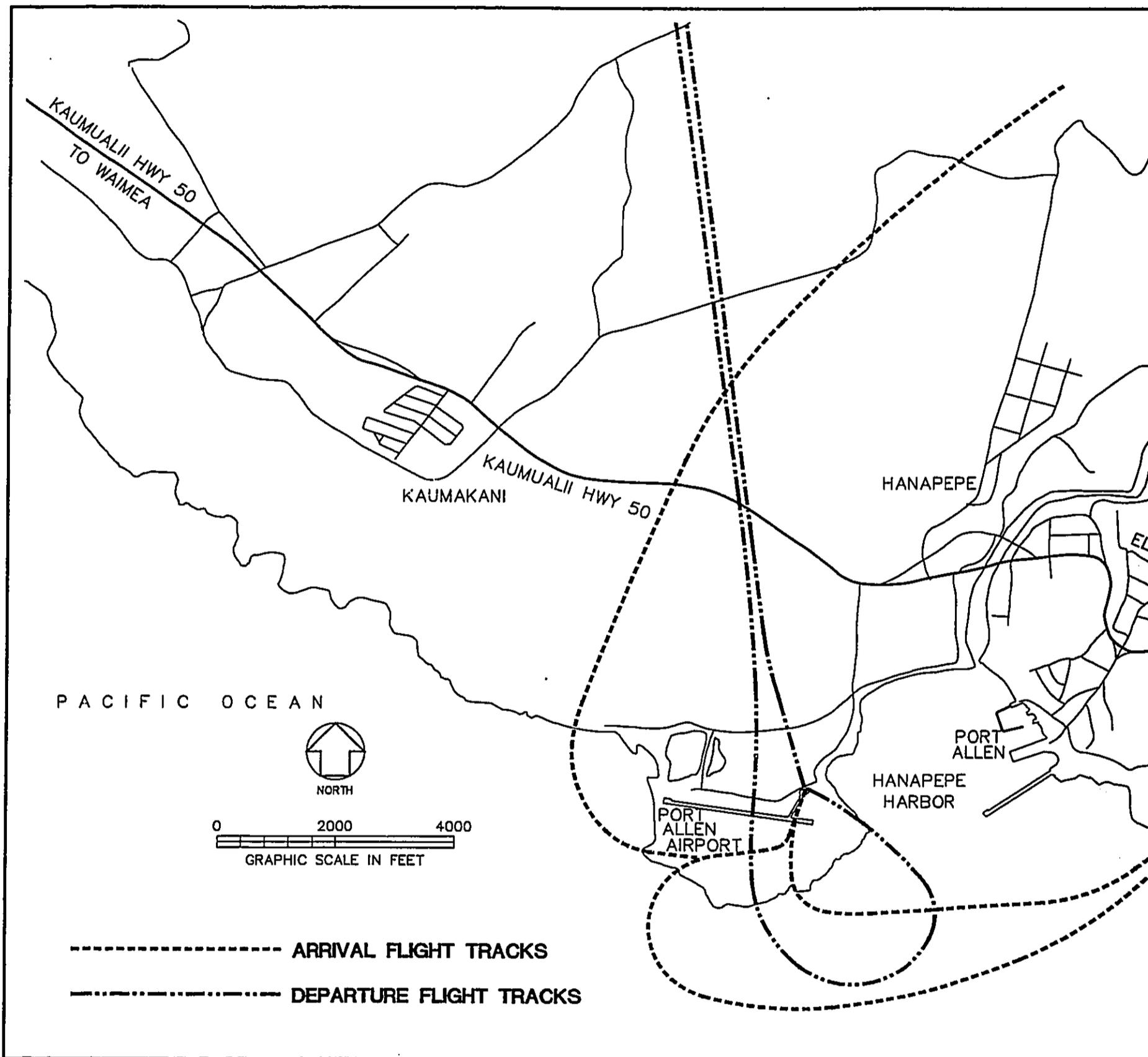
The No-Action Alternative will not increase operations beyond what is forecast at Port Allen Airport. The existing noise impact and that which is created by future aircraft operations will not be changed. The residences of Hanapepe will continue to be subjected to occasional take-off and landing noise as helicopter operations will continue in the Town.

4.2 LAND USE

4.2.1 EXISTING CONDITIONS

Port Allen Airport is in an Urban Land Use category as designated by the State Land Use Commission, and has been in operated as an Airport since the early 1930's. In fact, Port Allen Airport is eligible for consideration as a historic site.

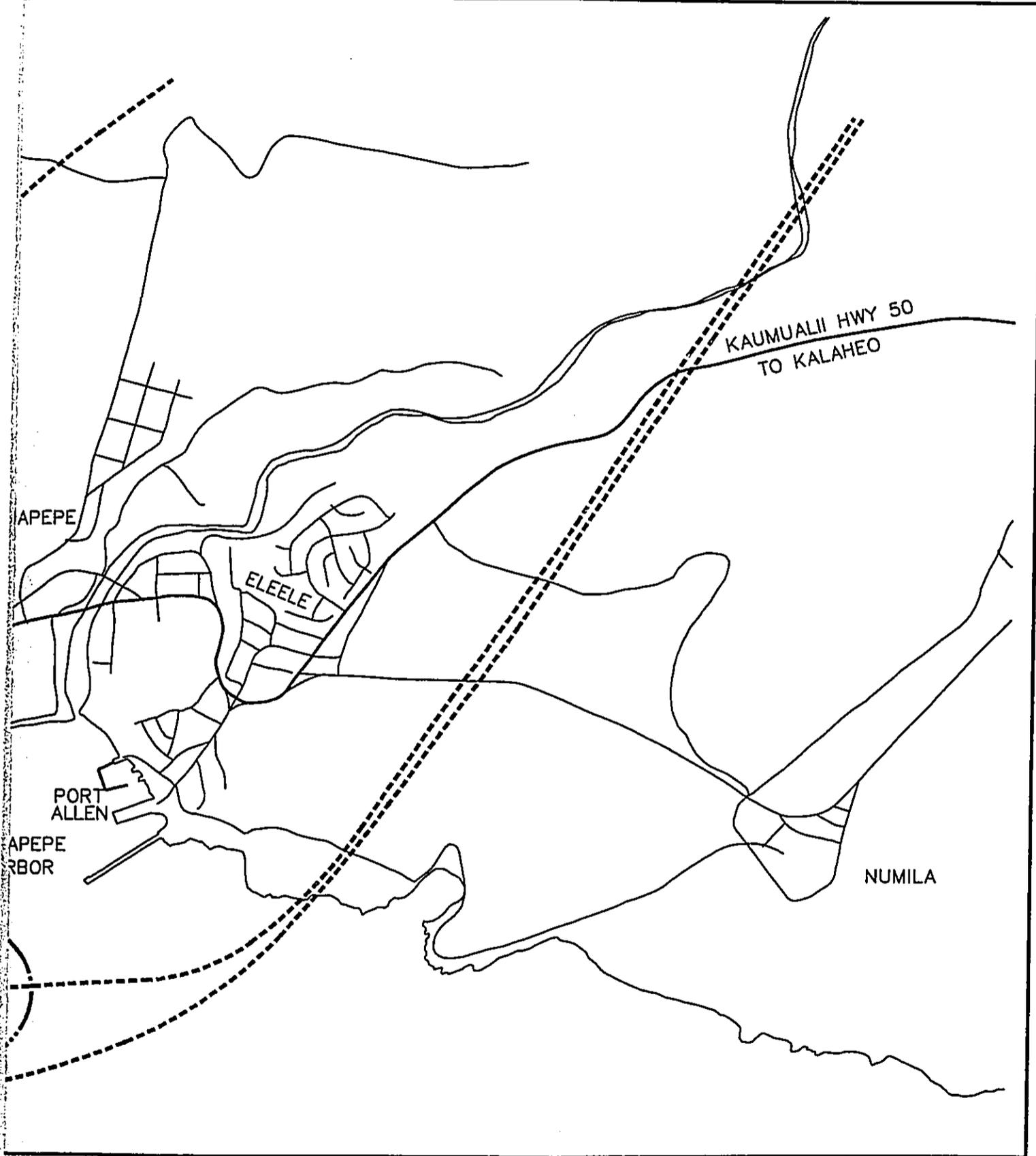
Currently, two of the helicopter operations are based in Hanapepe town proper, one of which is on DHHL owned land. Although, this land use is compatible with the State Land Use



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



AIRPORT
ASSESSMENT

Noda and Associates, Inc.

HELICOPTER FLIGHT TRACKS

SEPTEMBER, 1999 FIGURE 4.2

designation, there has been objections on the use of DHHL lands for the existing helicopter operations. In addition, as emergency flight operations have taken place from Hanapepe Town, proper, this activity is not in conformance with the surrounding land uses.

The DOTA, with FAA agreement, has released to DLNR approximately 41 acres of Airport land including the Port Allen Salt Ponds. For the purpose of this EA, the Salt Ponds are considered to be outside the airport boundary.

4.2.2 PROPOSED PROJECT

The proposed improvements are compatible with the Airport and the existing state land use. Moving the existing helicopter facilities in Hanapepe Town to Port Allen Airport will bring the maintenance hangars (baseyard) in conformance as airport related use. The airport operations are not expected to increase by relocating the helicopter facilities, as any increase of airport operations will be the result of economic demand, and increased tourist activity. These economic factors are independent of the proposed action. Hanapepe Town will receive a beneficial effect, since in effect, the existing helicopters operations are non-conforming uses.

Presently, Port Allen Airport is within the SMA and, as such, any development at the Airport requires a SMA permit from the County of Kauai. Any future development at Port Allen Airport beyond what is proposed in this EA would require additional environmental planning, analysis and documents.

4.2.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will not allow the move of airport/airfield related activities to the Airport. Therefore, the existing helicopter hangars in Hanapepe Town will remain and the helicopter operations will continue to be a non-conforming land use.

4.3 SOCIAL IMPACTS

4.3.1 EXISTING CONDITIONS

The population center closest to Port Allen Airport is the town of Hanapepe, located north and east of Port Allen, and is the center of commerce for west Kauai. Hanapepe Heights, is a single family residential area, which is located on the west ridge of Hanapepe Valley overlooking

the town of Hanapepe. The community of Eleele is located on the heights overlooking Hanapepe Valley, the town of Hanapepe, and Port Allen Harbor. Similar to the rest of the State, sugarcane was the major industry of this area.

As for the airfield proper, the aircraft operators use the East side of the airfield for aircraft parking, enplaning and deplaning of passengers, and aircraft refueling. Neighboring the airfield to the northwest are the Port Allen Salt Ponds. This area has been harvested for salt probably since prehistoric times. Concern has been raised by the users of the Salt Ponds: of dust being generated by airport operation; and aircraft noise impacts. Due to the dry nature of the site, a certain amount of dust is generated by natural conditions, such as wind. Some of the dust can be generated by helicopter operations, but a significant amount of the dust is generated by vehicle traffic using the perimeter road on the east side of the Airport. The majority of this traffic is for recreational purposes, such as fishing. With the management ownership of the Port Allen Salt Ponds being carried out by DLNR, the present operations of the Salt Ponds will continue.

4.3.2 PROPOSED PROJECT

The modest development proposed by the DOTA is in accordance with community desire. This was evidenced by the Hanapepe community and the County of Kauai's concerns over the 1990 Master Plan for the development of Port Allen Airport. As a result of these concerns, the DOTA has proposed this modest development for the existing helicopter operators. The proposed project will not limit the current access to the shoreline or develop any areas not currently used for Airport purposes. In addition, the proposed improvements will not significantly increase the use of Port Allen over the No-Action scenario, or change the social characteristic of the peninsula or Hanapepe. Therefore, no adverse social impact is expected for the proposed improvements at Port Allen Airport. However, even this modest development has received both support and criticism. The comments and testimony during the public involvement process is presented in Appendices A and F.

To help mitigate the dust impact on the Salt Pond operation, DOTA will pave those portions of the Airport and perimeter road as part of the Proposed Project. This will minimize dust generation and reduce dust blowing across the airfield. In addition, the proposed improvements will be designed to keep storm water runoff directed away from the Salt Ponds.

4.3.3 NO-ACTION ALTERNATIVE

The No-Action Alternative would continue to generate dust and aircraft noise impacts from present and future aircraft operations. In addition, the vehicular traffic on the peninsular access road will continue to impact the Salt Ponds with dust generation.

4.4 INDUCED SOCIAL IMPACTS

4.4.1 EXISTING CONDITIONS

Currently, there are two landing pads for helicopters and an aircraft parking area on the East end of the Airport. This area is the main activity area for the Airfield. Concerns had been raised from the community that Port Allen Airport will become a major helicopter center for tourist flights. At this time, there are no other facilities planned at Port Allen which would support such an activity. In addition, a few commentators are supporting a one heliport concept for Kauai, namely at Lihue Airport.

4.4.2 PROPOSED PROJECT

No induced social impact will result from the proposed project since it is planned to accommodate the existing and forecast operations at the airfield. The proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and in Hanapepe Town. No significant increase in aviation demand is expected due to the proposed project, and any increase in helicopter/airplane operations will be the result of increased economic demand from the tourist industry. Much of the concern over the proposed project appears to be a concern of growth and subsequent loss of the present lifestyle of rural Kauai. Any induced growth in the Hanapepe area will be the result of other economic demands. The proposed project is designed to accommodate the present airfield users and allow for limited growth of airport facilities in the future.

4.4.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will maintain the existing conditions and will not allow the use of the Airport by aviation related users. In addition to the lack of hangars at the Airport, the Airport lacks no aircraft tiedowns, paved automobile parking and restrooms.

4.5 AIR QUALITY

4.5.1 EXISTING CONDITIONS

Due to the low number of annual operations and future projected operations at Port Allen Airport, (Section 2.4 Existing Uses), an air quality analysis is not required. Concerns have been raised concerning dust, particularly in the Salt Pond area, being generated by airport operations and by cars using the perimeter road around Port Allen.

4.5.2 PROPOSED PROJECT

The proposed project will have a positive impact since the dust will be controlled by additional paving of taxiway and access roads. These paved roadways and taxiways should minimize or reduce the dust generated by the helicopter hovering and by vehicle traffic on the perimeter road.

4.5.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will continue to subject portions of the airport and surrounding areas to dust impacts.

4.6 WATER QUALITY

4.6.1 EXISTING CONDITIONS

The ocean water surrounding Puolo Point is classified as Class A waters by the State of Hawaii, Department of Health (DOH). Hanapepe Bay and Port Allen Harbor are on the East side of the Puolo Point. The major source of freshwater, runoff and silts into Hanapepe Bay is the Hanapepe River. The Salt Ponds are Classified as Class 2 inland waters by the DOH.

4.6.2 PROPOSED PROJECT

The proposed project will have no impact upon the existing water quality since there will be no change in runoff quantity or quality from the area of the proposed improvements into the ocean or the Salt Ponds. The increased paved area will have localized effects on runoff, but will not change the general runoff characteristics of the Point or Airport. All drainage from the

hangars will go into oil/gas separators for treatment before the drainage is allowed to flow off the hangar lots.

Since the proposed site is not accessible to the municipal wastewater system, a septic tanks will be used for all on-site wastewater disposal system. The disposal system will be designed in accordance with the: State of Hawaii, Department of Health, Chapter 57; Private Wastewater Treatment Works and Individual Wastewater Systems, Kauai County, Department of Public Works requirements; and other applicable standards.

4.6.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will not change the existing runoff characteristics, and therefore, will have no impact on water quality in the area.

4.7 DEPARTMENT OF TRANSPORTATION ACT, SECTION 4(f)

4.7.1 EXISTING CONDITIONS

There are no publicly owned land from a public park, recreational park, recreational area, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic site of national, state or local significance on the Airport. The closest DOT Section 4(f) lands are the Salt Ponds and the County of Kauai Salt Pond Park. These 4(f) lands are located adjacent to the Airport. During busy times, some of the park users will use the eastern shoreline of Port Allen Airport as a recreational area. This usage is outside of the fenced Airport Operational Area and is currently not in conflict with the airport.

4.7.2 PROPOSED PROJECT

Since the proposed project is within the Airport Boundary and the Airport Operational Area, there will be no impact on DOT Section 4(f) land which includes publicly owned land from a public park, recreational park, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic site or national, state of local significance. No impact is expected as a result of the proposed improvements on the Salt Pond and the Salt Pond Park.

4.7.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will maintain existing operations and will continue to have impacts on the neighboring areas.

4.8 HISTORIC, ARCHITECTURAL, ARCHAEOLOGICAL AND CULTURAL RESOURCES

4.8.1 EXISTING CONDITIONS

The Port Allen Airport was surveyed by International Archaeological Research Institute, Inc. in the fall of 1997. The complete report is presented in Appendix E. The purpose of the survey was to determine if the proposed project would impact any recorded or unrecorded historical, archaeological, or cultural sites at Port Allen Airport. There are four (4) known historical sites on the Port Allen Peninsula adjacent to or within the airport boundary as shown in Figure 4.3. The four sites are as follows.

1. Hanapepe Salt Pans³ 50-30-09-49. The Salt Pans were put on the Hawaii Register of Historic Places in 1974 and are the only known representation of this type of salt making. The Salt Pans are outside the Airport Boundary and are under the control of DLNR.
2. House Sites 50-30-09-50 are listed on Hawaii Register of Historic Places and were last surveyed in the early 1970's. The sites are poorly located but are thought to be east of the area of the Salt Ponds which are now under the administration of DLNR. Another housing site was to the east of Puolo Point. There are no remains at the site at Kuunakaiole Point. The sites have been characterized as being in a deteriorated condition.
3. Kauakahiunu Heiau 50-30-09-51. This Heiau was dedicated to Kane and Kanaloa and is not on the National or Hawaii Register of Historic Places. There is some confusion about the location of the Heiau. It is possible to interpret the location of the Heiau as any where from Kuunakaiole Point to Puolo Point. It is possible the recent hurricanes have washed over the site to make it unrecognizable.

³ The Salt Pans area is commonly referred to as the Salt Pond area. Salt Pans are the official designation given to this historic and cultural site.

4. House Site or Fishing Site 50-30-09-52. This site, as were the above sites, was located in the 1928 to 1929 time period by Wendell Bennett during a survey of traditional Hawaiian historic sites on Kauai. It was referred to as a housing platform and has been interpreted to be a fishing shrine which was located at Puolo Point. Bennett located this site east of Kauahakiunu Heiau (50-30-09-51). However, at this time it cannot be located with confidence. It is located on the National or Hawaii Register of Historic Places. It is probable that the remains were destroyed or scattered by recent hurricanes.

There are reported to be a number of human burials and grave markers in the within Puolo Point. There are reports of finding burials in the vicinity of the Salt Ponds and other burials near the kuleanas at Puolo Point. The exact burial sites are unknown at Puolo Point. There are sandy areas which were well suited for use as burial sites in traditional Hawaiian times. For this reason, development in the sandy areas should be prohibited.

It is reported that Hanapepe is a place where Hawaiian spirits leap into the netherworld of po. In a general sense, the leaping places are at a cleft on some high bluff overlooking the sea or in the edge of a valley wall. Such places, often named Leinaakauhane, are found on all of the islands, with Hanapepe on Kauai being one of these locations. However, the exact location of the site within the Hanapepe region was not specified. Puolo Point has been reported as a place by a resident.

4.8.2 PROPOSED PROJECT

There are no known historic sites at the location of the proposed improvements at Port Allen Airport. The site of the proposed project was cleared and graded in the late 1920's and it is unlikely that significant sites will be found beneath the ground surface. However, the exact location of Leinaakauhane was not specified and the proposed improvements are not expected to impact this place. Therefore, the proposed project will have no adverse impact on historic, architectural, archaeological and cultural resources. In addition, there will be no impact on the coastal shore near Port Allen Airport by the proposed project and access for the public to the coastline and other areas on the peninsula will be maintained.

4.8.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will have the same impact that presently exists.

4.9 BIOTIC COMMUNITIES

4.9.1 EXISTING CONDITIONS

4.9.1.1 FLORA

The vegetation in the vicinity of the Port Allen environs, (see Appendix D, Port Allen Airport Botanical Survey Report), has been described in the 1840's "as a number of sunburned hills. A few sorts of coarse grass with a number of annual plants and three (3) or four (4) Malvaceous shrubs include the principal vegetation". Today, the coastal areas support a variety of indigenous plants like Beach Naupaka (*Scaevola taccada*), and the tree Heliotrope (*Messerschmidia argentea*). However, much of the peninsula is covered with Haole-Koa (*Leucaena leucophala*), Kiawe (*Prosopis pallida*) and Guinea grass (*Panicum maximum*). Chinese banyan, coconut trees, and bouganivillia are also present. The plant cover of Port Allen Airport can best be described as Mowed Mixed Vegetation. The dominant components are grasses, with three species predominant: pitted breadgrass (*Bothriochloa pertusa*), buffelgrass (*Cenchrus ciliaris*) and the common sandbur (*Cenchrus echinatus*). Other common grasses are swollen fingergrass (*Choris barbata*), star grass (*Choris divaricata*), and Bermuda grass (*Cynodon dactylon*). Within the grassland are clumps of small shrubs such as Australian salt brush (*Atriplex semibaccta*), wild bean (*Macroptilium lathyroides*), (*Macroptilium atropurpureum*), nodeweed (*Synedrella nodifolia*), golden crown-beard (*Verbesina enceliodescqa*), alfalfa (*Medicago sativa*), the native vine, pauohiiaka (*Jacquemontia ovalifolia sandwicensis*) and others. Due to grass cuttings, all the vegetation is trimmed to a height of approximately one foot.

At the western boundary of the Airport, on both the north and south of the airfield, are areas of land which can be classified as wetlands due to species of obligated or facultative wetland plants such as pickleweed (*Batis maritima*), false daisy (*Eclipta alba*) and pluchea (*Pluchea indica*).

North of the airfield and Kuilioko Road there is an undeveloped space of five to ten acres which is covered with buffelgrass, Guinea grass, opiuma (*Pithecellobium dulce*), ironwood trees (*Casuarina equisetifolia*), haole koa, and ilima (*Sida sp.*) bushes. This field is east of the Salt Pond Wetland.

4.9.1.2 FAUNA

Port Allen Airport and the environs, including the Salt Pond wetlands, were surveyed by Bruner in July 1997, (see Appendix C), for mammals and birds, and the results are consistent with early survey results, Wilson Okamoto, 1990. In the Salt Ponds wetlands complex at the west end of the airport, outside of the Port Allen Boundary, two native water birds were recorded. One species was the endangered or threatened Black-necked Stilt (*Himantopus mexicanus knudseni*) and the other was the Black-crowned Night Heron (*Nycticorax nycticorax*). While the Stilts were foraging for food, the Salt Ponds were being worked for salt and the birds appeared to habituate to the activity and not be disturbed. Also, observed at the Hanapepe Salt Ponds have been the Hawaiian Duck or Koloa (*Anas wyvilliana*) and the Hawaiian Coot or Alae Keokeo (*Fulica alai*). Both of these species are endangered. The Hawaiian Goose or Nene (*Branta sandivensis*), another endangered species, has also been reported by Salt Pond users to occasionally occur in the area of the Salt Ponds.

During the survey, no resident endemic birds were observed, but the endemic Short-tail Owl or Pueo (*Asio flammeus sandwichesis*) would be expected. While no indigenous or native seabirds were recorded on the survey, the threatened Newell's Shearwater (*Puffinus newelli*) may overfly this area as it goes to and from the sea for foraging.

There are a number of migratory shore birds which have been recorded at Port Allen: the Pacific Golden Plover (*Pluvialis fulva*) the most abundant; the Sanderling (*Calidris alba*); Wandering Tattler (*Heteroscelus incanus*); and the Ruddy Turnstone (*Arenaria interpres*). The Bristle-thighed Curlew (*Numenius tahitiensis*) winters primarily on islands south of Hawaii, but a few species are found in the Port Allen environs. The Curlew is now a species of concern, which means sometime in the future it may be listed as a threatened or endangered species.

During Bruner's survey in July 1997, the only mammals observed were feral cats. Undoubtedly, the Roof Rat (*Rattus rattus*), the Norway Rat (*Rattus norvegicus*), and the Polynesian Rat (*Rattus exulans*) are also present on the airport. The Hawaiian Hoary Bat (*Lasiurus cinereus semotus*), Hawaii's only endemic terrestrial mammal has not been reported at Port Allen, but can be found in a similar habitat.

4.9.2 PROPOSED PROJECT

The proposed project will not impact any critical habitat nor is it expected to adversely impact the existing flora and fauna of Port Allen. In addition, the proposed improvements will not adversely affect the resident mammal, or transitory or resident bird population. The proposed project will be built in an Airport and will use less than five (5) acres of the Airport. With the recent clearing of the peninsula by the DOTA, additional grasslands have been created for the birds which prefer open coastal grassland. The addition of landscaping will offset some of the loss of grassland. Since there will be no development in the wetlands, no further action is required at this time to further examine or delineate the wetlands. As the Newell's Shearwater may overfly the Point, it is proposed that all applicable nighttime lighting at Port Allen Airport will be in accordance with DLNR's, *A Guide for Architects, Planners, and Resort Managers The Newell's Shearwater Light Attraction Problem* to minimize the airfield as a distraction for night flying birds.

4.9.3 NO-ACTION ALTERNATIVE

There will be no new impact with the No-Action Alternative since the airfield will not be disturbed.

4.10 ENDANGERED AND THREATENED SPECIES OF FLORA AND FAUNA

4.10.1 EXISTING CONDITIONS

There are no endangered or threatened species of flora on Port Allen Airport. Four species of endangered water birds are reported on the wetlands of the Port Allen environs and one migratory shore bird, a species of concern, was sighted near the Airport. The Hawaiian Stilt was surveyed in July, 1997 in the Salt Ponds, outside of the airport boundary. Both the Hawaiian Coot and Koloa have been reported from earlier surveys at the Salt Ponds. The Port Allen Salt Ponds are seasonal in nature due to rainfall, and depending on the time of the year, the endangered water birds could be found at the wetlands foraging for food. To date, no nesting activity has been reported. The proposed project will not impact the Port Allen Salt Ponds. The Nene, the State bird, an endangered species, has been reported in Koloa, and in the Salt Pond area by the users.

The Bristle-tailed Curlew has been reported at Port Allen. This migratory shore bird is a species of concern, which means at sometime in the future, it could be listed as an endangered or threatened species. The Curlew uses the coastal grasslands for foraging. With recent

clearing of the Port Allen Airport's brush, the additional grasslands will provide habitat for the Curlew and other migratory shore line birds.

4.10.2 PROPOSED PROJECT

The proposed project will have no impact on the endangered or threatened species of flora or fauna, and on the Salt Ponds as they are outside the airport boundary. Maintenance of the airport as grassland will have a beneficial effect for the Bristle-tailed Curlew and other shoreline birds since it will provide additional foraging area.

4.10.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will not change the existing impact.

4.11 WETLANDS

4.11.1 EXISTING CONDITIONS

Within the Port Allen Airport, there are seasonal wetlands south of the western end of the Airport. The total area of the wetlands is approximately 10 acres and are characterized with pickleweed, an obligated wetland plant. These wetlands have not been officially delineated. At this time, there are no plans to disturb the area. The proposed improvements are on the east end of the airport. However, if the west end of Port Allen Airport is to be changed in any way, the wetland will be delineated. Outside of the Port Allen Airport Boundary and north of the airfield are the Port Allen Salt Ponds. This land is under the control of the DLNR. Currently, the Salt Ponds are used for the production of salt. This production of salt is a historic activity and the endangered water birds appear to co-exist with the salt makers.

4.11.2 PROPOSED PROJECT

The proposed project will not disturb the seasonal wetlands within the airport boundary, and since the Salt Ponds are outside the airport boundary, there will be no adverse impact.

4.11.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will have no impact on the wetlands than what currently exists.

4.12 FLOOD PLAINS

4.12.1 EXISTING CONDITIONS

Port Allen Airport has been delineated on the Flood Insurance Rate Map (FIRM) of the National Flood Insurance Program prepared by the Federal Emergency Management Agency (FEMA). Figure 4.4 shows the areas of Port Allen Airport subject to flooding. The western end of Port Allen Airport has been determined Zone VE, Zone AE and Zone X. Zone VE is a zone where coastal flooding could occur with wave action and the flood elevation has been determined (Figure 4.4). Zone AE is a zone where the base flood elevation has been determined and Zone X is an area of a 500 year flood or an area of 100 year flood with an average depth of less than one foot. The nearby Salt Pond Park and the Port Allen Salt Ponds are in Zone VE.

4.12.2 PROPOSED PROJECT

The proposed project will have no impact since it is outside the flood area. The proposed improvements are not in the flood zone, and therefore, will have no adverse impact on the flooding characteristics.

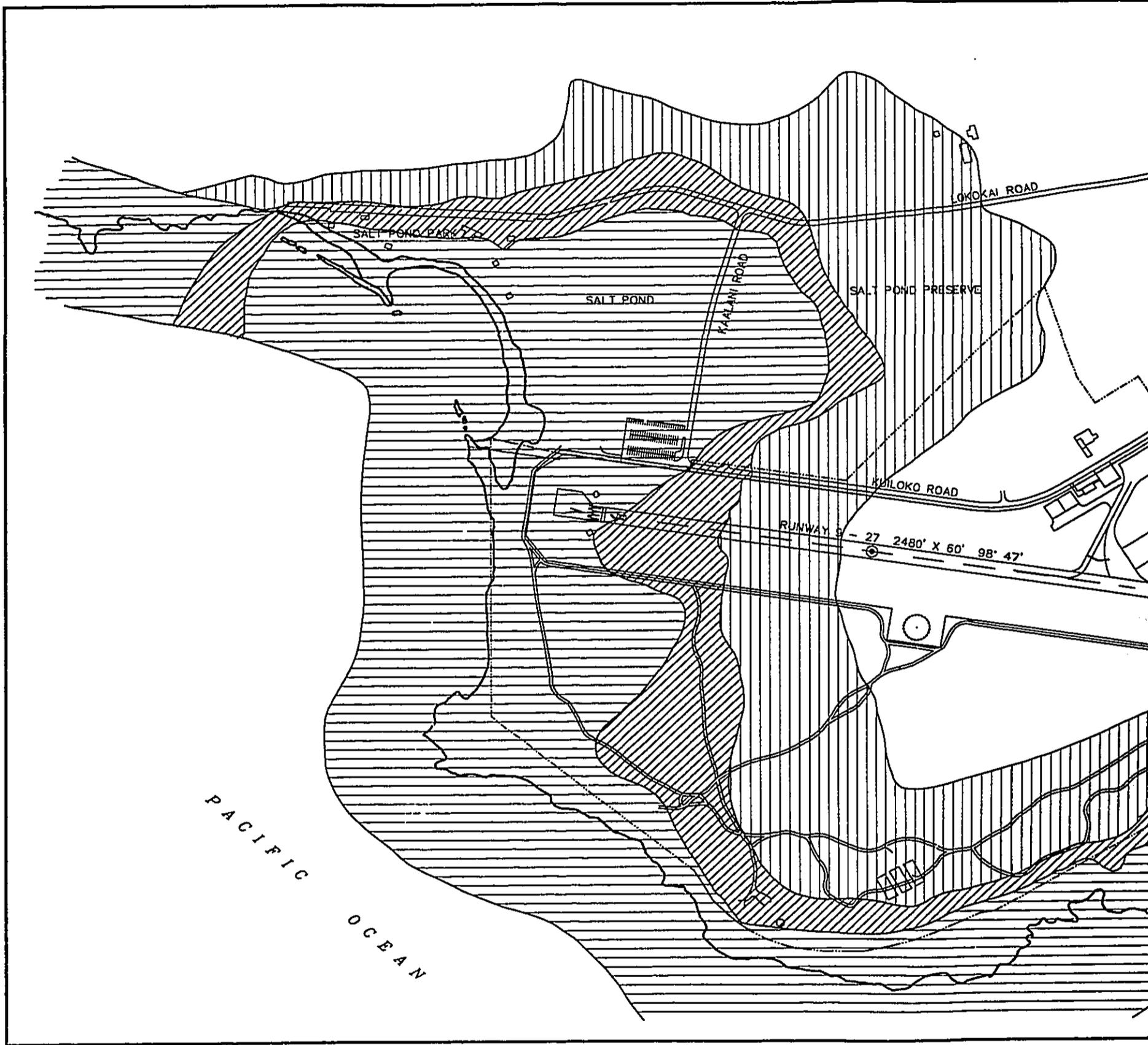
4.12.3 NO-ACTION ALTERNATIVE

The No Action Alternative impact will remain the same as present.

4.13 COASTAL ZONE MANAGEMENT PROGRAM

4.13.1 EXISTING CONDITIONS

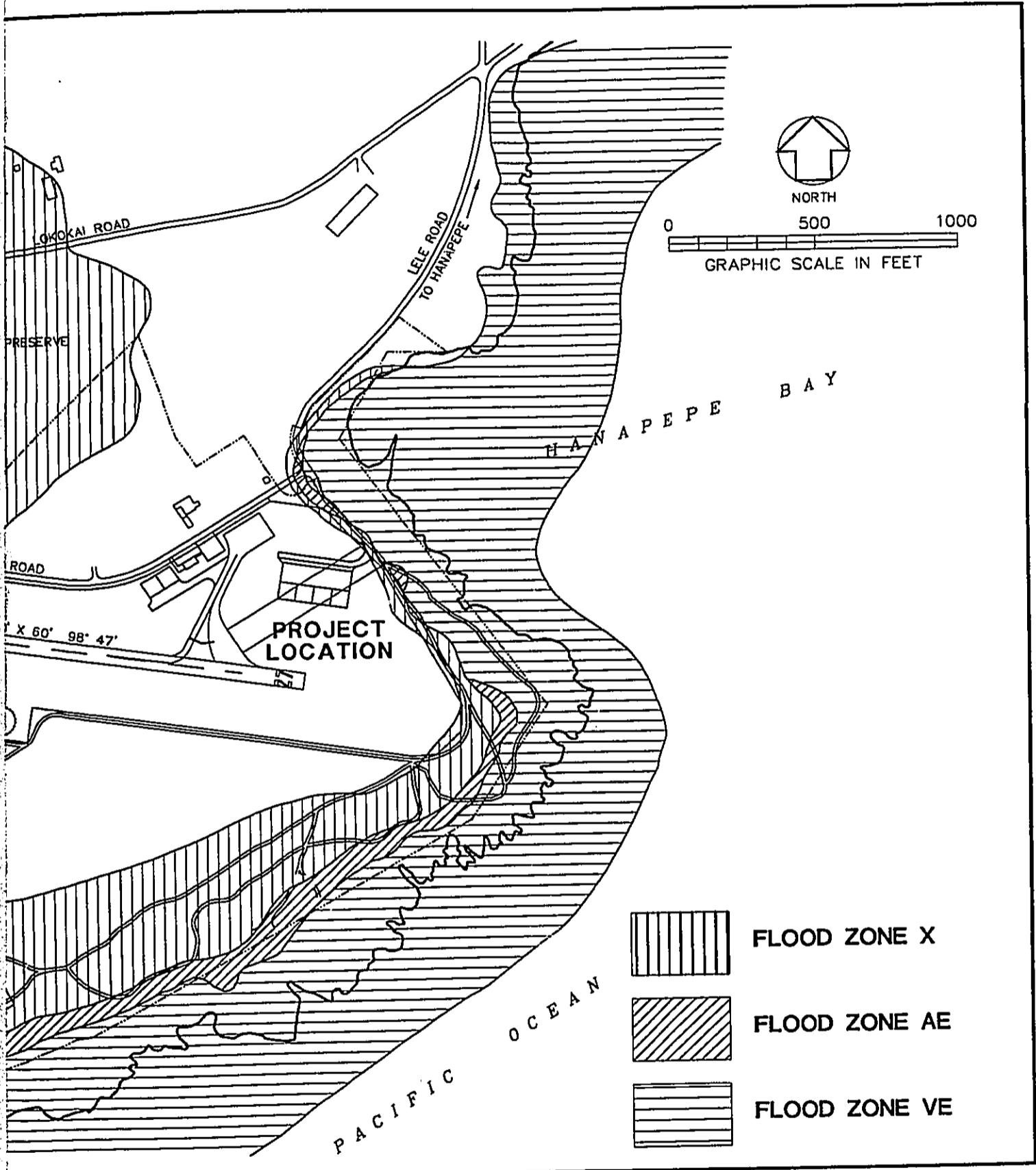
The Airport is within the Special Management Area (SMA) as delineated by the County of Kauai.



Airports Division

**PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT**

Prepared by : Edward K. Noda and Associates, Inc.



AIRPORT
ASSESSMENT

FLOOD ZONE

Noda and Associates, Inc.

SEPTEMBER, 1999 FIGURE 4.3

4.13.2 PROPOSED PROJECT

The requirements of the Coastal Zone Management Program will be complied with, as the DOTA will be required to obtain a SMA permit from the County of Kauai for the proposed project.

4.13.3 NO-ACTION ALTERNATIVE

The No-Action Alternative impact will remain the same.

4.14 COASTAL BARRIERS

This section is not applicable, since there are no coastal barriers within the Port Allen Airport Environs.

4.15 WILD AND SCENIC RIVERS

This section is not applicable, since there are no rivers within the Port Airport Environs.

4.16 FARMLAND

This section is not applicable, since there are no farmlands within the Port Allen Airport Environs.

4.17 ENERGY SUPPLY AND NATURAL RESOURCES

4.17.1 EXISTING CONDITIONS

The only energy supplies which are currently used at Port Allen is the fuel for airplane operations and airfield maintenance. Presently, there is no lighting at Port Allen.

4.17.2 PROPOSED PROJECT

The proposed project will include low intensity airfield lights for night time use. The use of the airfield lights will be for emergency use only, and due to its low potential for use, it will not create an undue demand on Kauai Electric Company. The remainder of the facilities will

be built with energy-efficiency fixture, to the extent feasible. The lots to be developed for the helicopter operators will be furnished with utilities to the lots. The facilities to be developed by the helicopter operators will be, for the most part, replacement of existing facilities and will not cause an increase in the present power usage. Since there is space for modest/limited growth, increased power usage will occur. However, this growth is dependent upon growth in the general economy. The impact of the proposed project will be minimal.

4.17.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will maintain existing conditions and will not increase energy demand or the use of natural resources.

4.18 LIGHT EMISSIONS

4.18.1 EXISTING CONDITIONS

There are no lights currently at the Airport.

4.18.2 PROPOSED PROJECT

The proposed improvements include runway lights for emergency situations. It has not been determined, at this time, whether a pilot operated radio frequency switch or manual operated switch will be used at the airfield. At Upolu Airfield, on the island of Hawaii, the runway lights are switched on by a pilot using a radio frequency signal, and at Kalaupapa Airport, on the island of Molokai, the runway lights are turned on manually by the Airport Attendant or by a designated personnel.

It is expected that the runway lights will only be used in emergency situations. The improvements to be built by the helicopter companies will include ramp lighting. A concern has been voiced by DLNR over the Newell's Shearwater fledglings, a marine bird, overflying Port Allen Airport on departing their nests in mountains, being attracted to urban lights and becoming disoriented.

As mitigation for the Newell's Shearwater, all applicable lighting at Port Allen Airport will be designed and installed using the DLNR design criteria brochure, *The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers*. As

all applicable tenant lighting will be designed to follow DLNR design criteria to minimize light attraction to Newell's Shearwater, there will be no significant adverse impact to the night-flying birds. In addition, it is expected that the emergency runway lighting will be used only for those necessary emergencies, and therefore will have no adverse impact on the Newell's Shearwater.

4.18.3 NO-ACTION ALTERNATIVE

The No-Action alternative will have no impact since there is presently no runway or tenant lighting at Port Allen. However, without runway lighting for emergency flight, there will continue to be an aviation hardship to the west Kauai community in times of need.

4.19 SOLID WASTE IMPACT

4.19.1 EXISTING CONDITIONS

The DOTA is responsible for the solid waste for the airport, in general, which may be generated by the passengers and users of the Airport. The DOTA contracts to a commercial solid waster hauler.

4.19.2 PROPOSED PROJECT

The proposed improvements will allow for the development of four (4) lease lots for helicopter operators and infrastructure improvements. The helicopter operators, who lease the lots for development, will be responsible for having their solid waste disposed of by an approved commercial solid waste hauler. Since the helicopter operators will be relocating their maintenance facilities to Port Allen Airport, the amount of solid waste generated will remain the same as it is at present. The proposed project will have no impact since the improvements will not generate additional solid waste.

4.19.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will have no impact on solid waste.

4.20 CONSTRUCTION IMPACTS

4.20.1 PROPOSED PROJECT

The proposed project consists of grading, paving, installation of water and electricity services, septic tank, fencing and landscaping. It is expected that the construction of the proposed improvement will take six months. All construction debris will be disposed of in approved landfill sites. The Contractor will be responsible for dust control from the project and will adhere to the provisions of Chapter 11-60.1 of the State of Hawaii Administrative Rules, Section 11-60-1-33 on fugitive dust. The State Contractor will also be responsible for controlling water disposal from construction operations. Since the site is remote from the housing areas, noise from construction is not expected to be a problem. The Contractor will stage his work to keep Port Allen Airport operational at all times.

SECTION 5.0
SUMMARY OF ISSUES

Listed below is a summary of issues raised during the development of the Draft EA. These issues were identified during the public involvement process, including a Public Information Meeting of August 13, 1997 and a Public Hearing on February 19, 1998. The list of commentators is presented in Section 10 and the letters and testimony are presented in Appendix A and F, respectively.

1. Issue - Use of ceded land for Port Allen Airport.

Response - Ceded land can be used for the *provision of public use*, and Port Allen Airport is a public use.

2. Issue - Effect upon the Salt Ponds and the Salt Pond Park.

Response - The Salt Ponds are considered to be outside the Port Allen Airport Boundary and under the jurisdiction of the DLNR. DOTA will, on a voluntary basis, have the aircraft operators perform all flights to minimize the impact on the Salt Ponds and the Salt Pond Park. To control dust, DOTA will pave the initial portion of the access road to Puolo Point on the east side. Additionally, DOTA will direct all drainage from the proposed improvements away from the Salt Ponds.

3. Issue - Level of development.

Response - The proposed development will include sites for four helicopter hangars, two fixed wing tie-downs, public parking, comfort station, and other minor improvements. The proposed improvements are modest in nature and provide for relocating airport functions to the Port Allen Airport. Further, the proposed improvements are those requested by the community.

4. Issue - Will the level of Airport Noise increase?

Response - Recent airport noise studies for the EA indicate the noise levels will remain the same and, presently, the DNL levels for off airport sites are within recommended guidelines for land use.

5. Issue - Are there archaeological sites and burials on the airport?

Response - While there are archaeological sites on the airport, a recent archaeological survey indicates that there no sites in the location of the proposed improvements. The archaeological sites cannot be specifically located but only in general vicinity, due to weathering of the sites and imprecise location data. However, these general sites are well away from the proposed improvements. Similarly, the burial sites are only known by their general location, but are not in the area of the proposed improvements. The proposed improvements will not affect any of the archaeological or burial sites.

6. Issue - Will the highway traffic increase?

Response - Since the primary purpose of the proposed project will be to relocate the helicopter facilities in Hanapepe Town, the traffic should remain the same or increase slightly. A positive aspect will be that the helicopters will no longer be trucked to and from the airport.

7. Issue - Will access to the Port Allen Peninsula be limited by the proposed project?

Response - DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreational activity and will maintain access to the peninsula for the people of Kauai. DOTA will pave a portion of the east side access road to control dust and improve the access .

8. Issue - What will the flights paths be for Port Allen?

Response - DOTA will have discussions with the aircraft operators to voluntarily direct aircraft flights away from the Salt Ponds, Salt Pond Park, and Hanapepe Town to reduce noise impacts. As part of the proposed project, a DOTA employee will be at Port Allen Airport from Monday through Friday and will provide a greater degree of control at the airport.

**SECTION 6.0
DETERMINATION, FINDINGS, AND REASONS
SUPPORTING DETERMINATION**

The proposed project will not have any significant impact on the environment and, therefore, preparation of an Environmental Impact Statement is not required. Therefore, this document constitutes a Notice of Negative Declaration/Finding of No Significant Impact for the proposed project (recommended alternative). It is compatible with existing and planned land uses and activities in the area. The applicant will comply with applicable statutes, ordinances and rules of the Federal, State, and County governments, when applicable. The "Significance Criteria", Section 12 of the Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules," were reviewed and analyzed. Based on the analysis, the following were concluded:

1. No irrevocable commitment to loss or destruction of any natural or cultural resources would result. The area affected by the proposed project consists primarily of previously graded land in an Urban land use and within the boundaries of Port Allen Airport. The specific site for the proposed improvements is within the Airport area with sparse introduced grasses and low lying shrubs, providing little, if any, habitat for native wildlife. No significant natural resources would be destroyed or lost. No surface cultural remains were identified on site. If subsurface remains or sites are uncovered, work will stop and these resources will be evaluated by state archaeologists for their significance and a determination made as to their disposition.
2. The action would not curtail the range of beneficial uses of the environment. Instead, the proposed action would allow for the proper use of the airport for airport purposes.
3. The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines. The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". Two (2) board policies are espoused: conservation of natural resources, and enhancement of the quality of life. With regard to the former, the proposed project does not consume significant natural resources. In regard to the latter, the proposed project will move an airport function from Hanapepe Town to the airport, which will benefit the people and the environment of Hawaii in the future by providing airport facilities at the airport.

4. The economic or social welfare of the community or state would not be substantially affected. The proposed actions will allow for environmentally-sound development of the site, instead of having airport functions outside of the airport. The project will result in positive economic impacts without significant negative social consequences.
5. The proposed action does not substantially affect public health. The project will remove helicopter hangars in Hanapepe Town to the airport. This relocation will reduce helicopter noise from take-offs in Hanapepe Town when the helicopters are operating in an emergency situation.
6. No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated. The project will not result in any foreseeable changes or effects on population or public facilities.
7. No substantial degradation of environmental quality is anticipated. No adverse environmental impacts are expected. Short-term, construction noise, air quality and construction traffic will have a minor impact on the nearby surroundings. The proposed project will relocate airport functions to the airport.
8. The proposed action does not involve a commitment to larger actions, nor would the cumulative impacts result in considerable effects on the environment. The proposed action is self-contained and of independent utility. Also, at this time, there are no significant nearby developments which could cause significant cumulative impacts.
9. No rare, threatened, or endangered species or their habitats would be affected. There are no rare, threatened or endangered species on the site. The site is located within an airport and urban setting. The Salt Ponds located just outside the airport boundary, can provide occasional foraging areas for the Endangered Hawaiian Stilt, Coot and Koloa Duck. The proposed project will not have an effect on the Salt Ponds.
10. Air Quality, water quality, and ambient noise would not be detrimentally affected. Grading and construction may have the potential to affect air quality, water quality and ambient noise levels on a short-term basis. Engineering controls will be incorporated into the proposed project to minimize the impact, and to ensure that the impact is within regulatory requirements.

11. The project would not affect environmentally sensitive areas, such as flooding plains, tsunami zones, erosion areas, geologically hazardous lands, estuaries, fresh water or coastal waters. The proposed project is outside flooding and tsunami zones, is not in a geologically hazardous land, and will not affect estuaries, fresh water or coastal waters. Grading of the project will ensure that there will be no runoff. The design of the improvements will use best management practices to minimize runoff during construction.
12. There will be no effect on scenic vistas or view planes in county or state plans or studies. The proposed project does not have a direct effect on vistas or view planes, as the helicopter operators will be required to landscape the hangars for beautification.
13. The proposed project will not require substantial energy consumption. The majority of the energy used will be construction and will be a short-term impact.

**SECTION 7.0
LIST OF PREPARERS**

It is recognized that no one individual can be an expert in all of the environmental analyses presented in an Environmental Assessment (EA). Consequently, an interdisciplinary team, consisting of technicians and experts in various topics, was required to prepare and complete this study. The prime consultant was Edward K. Noda and Associates, Inc. Since the State of Hawaii may apply for future federal funding for the proposed project, the EA was prepared in accordance with FAA Order 5050.4a, *Airport Environmental Handbook*. Listed below are the preparers of the EA.

7.1 STATE OF HAWAII, DEPARTMENT OF TRANSPORTATION, AIRPORTS DIVISION

Listed below are the employees of the State of Hawaii, Department of Transportation, Airports Division, who are responsible for the preparation of this EA. The identities and background of the principal preparers are listed below:

- **Mr. Ben Schlapak, P.E., Head Planning Engineer**
Education: B.S., Norwich University, 1959, Mechanical Engineering
B.S., Texas A & M, 1964, Civil Engineering
M.S., Texas A & M 1965, Engineering
Thirty-five (35) years of engineering experience and sixteen years of experience in environmental impact analysis, and mitigation.

- **Mr. Steve Takashima, Senior Planner**
Education: B.A., University of Hawaii, 1971, Business Statistics and Economics
M.B.A., University of Hawaii, 1975, Business Administration
Seventeen (17) years of experience in transportation planning, forecasting, and analysis, as Hawaii DOT transit manager, and airport environmental and noise compatibility planning. Recent projects include the Barbers Point Master Plan and Noise Compatibility Program, Kahului Airport Environmental Impact Statement, Haleiwa By-Pass Road, Castle Interchange, H-2 and H-3 Interstate Highways, Waimea By-Pass Road and Waiawa Interchange.

- Ms. Lynn Becones, Planner
Education: B.A. University of Hawaii, 1973, Anthropology
Four (4) years of airport and environmental planning experience. Recent projects include Kahului Airport, Kauai Heliport, and Dillingham Airfield.

7.2 PRIME CONSULTANT

As stated above, Edward K. Noda and Associates, Inc. (EKNA) was the prime consultant for the EA. The project team included EKNA and subconsultants to provide expertise in different areas of study. Listed below are the principal preparers of EKNA.

- Mr. James G. Dittmar, Consultant
Education: B.A. University of Southern California, 1963, Zoology
Graduate Studies: Oceanography and Business, UCLA, Long Beach State, and University of Hawaii
Thirty (30) years of experience in transportation and infrastructure development projects including environmental programs such as the Honolulu International Airport Reef Runway Environmental Impact Statement, the Kalaupapa Airport, Roadways and Wharf Improvements Environmental Impact Statement, and Kahului Airport Environmental Impact Statement.
- Mr. Brian T. Ishii, P.E., Principal-in-Charge
Education: B.S., University of Hawaii, 1978, Civil Engineering
M.S., University of Hawaii, 1982, Ocean Engineering
Fifteen (15) years of engineering experience with twelve (12) years of experience in master planning and environmental planning of airports and related topics. Recent projects include master plans and environmental studies for Honolulu International Airport, Kalaupapa Airport, Dillingham Airfield, and Kahului Airport.

7.3 TECHNICAL ANALYSIS

The EKNA project team included subconsultants to provide expertise in different areas of the study for the preparation of the EA. Listed below are the identities, specialties and background of these subconsultants.

- Archaeology, Historical and Cultural Resources Studies - International Archaeology Research Institute, Inc. (IARI). Established in 1984, IARI has completed ninety-two (92) projects in Hawaii and completed a number of surveys for airports.
- Fauna Studies - Phillip L. Bruner. A wildlife biologist since 1966, Mr. Bruner has conducted wildlife studies throughout the Pacific Basin, including Polynesia and Micronesia. He has conducted wildlife surveys on all the major Hawaiian Islands.
- Flora and Wetland Studies - Botanical Consultants. Twenty-nine (29) years of experience in botanical and wetlands surveys in the Hawaiian Islands, Mariana Islands, and West Carolinas.
- Noise Studies - D. L. Adams Associates, Ltd. dba Darby & Associates, Acoustical Consultants. Twenty-five (25) years of experience in airport noise studies including Honolulu International Airport, Dillingham Airfield, and Waimea-Kohala Airport.

**SECTION 8.0
REFERENCES**

1. Wilson Okamoto & Associates, Inc., Port Allen Airport Environmental Assessment, prepared for the Department of Transportation, Airports Division, May 1990.
2. Wilson Okamoto & Associates, Inc., Port Allen Airport Master Plan, prepared for the State of Hawaii, Department of Transportation, Airports Division, May 1990.
3. Department of Geography, University of Hawaii, *Atlas of Hawaii*, Second Edition, University of Hawaii Press, Honolulu, 1983.
4. MacDonald, Gordon A., Agatin T. Abbott, & Frank L. Peterson, *Volcanoes in the Sea*, Second Edition, University of Hawaii Press, Honolulu 1990.
5. Joesting, Edward, *Kauai A Separate Kingdom*, University of Hawaii Press and Kauai Museum Association, Ltd, 1984.
6. Harbors Division, Department of Transportation, *Master Plan Update for Port Allen Harbor* (1993 Edition), April 1994.
7. Department of Land and Natural Resources, *The Newells Shearwater Light Attraction Problem - A Guide for Architects, Planners, and Resort Managers*.
8. State of Hawaii, Department of Business, Economic, Development & Tourism, *The State of Hawaii Data Book 1993-1994*, June 1994.
9. County of Kauai, *Hanapepe-Eleele Development Plan*, Ordinance No. 312, June 14, 1977; Section 10-3.3, 1978 Cumulative Supplement; Ordinance No. 349, July 1, 1978.
10. Hazlett, Richard W. & Donald W. Hyndman, *Roadside Geology of Hawaii*, Mountain Press Publishing Company, Missoula, Montana, 1996.

11. National Flood Insurance Program, *Flood Insurance Rate Map, Kauai County, Hawaii Community-Panel Number 150002-0186 D*, Federal Emergency Management Agency, Map Revised September 30, 1995.
12. Aries Consultants, Ltd., *Update of Hawaii Aviation Demand Forecasts*, prepared for the State of Hawaii, Department of Transportation, Airports Division, October 1994.
13. Office of Environmental Planning, State of Hawaii, Department of Health, *Water Quality Standards Map of the Islands of Kauai and Niihau*, October 1987.

SECTION 9.0
LIST OF INDIVIDUALS, AGENCIES AND ORGANIZATIONS CONSULTED

1. County of Kauai, Planning Department
2. State of Hawaii, Department of Land and Natural Resources, Division of Forestry and Wildlife
3. Federal Aviation Administration, Airports District Office, Honolulu

**SECTION 10.0
PUBLIC CONSULTATION**

10.1 LIST OF THOSE WHO SUBMITTED COMMENTS AT THE PUBLIC INFORMATIONAL MEETING.

All comments and response letters are in Appendix A.

Mr. Steve D. Chilton
Chief Pilot
Inter-Island Helicopters
P. O. Box 156
Hanapepe, Hawaii 96716

Mr. David Dias, Junior
Bad Boys Cycles
P. O. Box 1017
Hanapepe, Hawaii 96716

Mr. Marty Hoffman
West Side Activities
P. O. Box 926
Waimea, Hawaii 96796

Mr. Dennis Imamura
Patrol Sergeant
Kauai Police Department
3060 Umi Street
Lihue, Hawaii 96766

Mr. Kelly Johnston
2490 Kipuka Street
Koloa, Hawaii 96756

Mr. Gordon Kaaumoana
P. O. Box 294
Makaweli, Hawaii 96769

Ms. Annie K. Kanahale
P. O. Box 262
Makaweli, Hawaii 96769

Mr. Donald H. Kanahele
P. O. Box 262
Makaweli, Hawaii 96769

Mr. George K. Kanehele
P. O. Box 262
Makaweli, Hawaii 96769

Mr. Ioa K. Kanahele
P. O. Box 294
Makaweli, Hawaii 96769

Mr. Isaac A. Kanahele
P. O. Box 225
Makaweli, Hawaii 96769

Kay K. Kanahele
P. O. Box 228
Makaweli, Hawaii 96769

Ms. Kathy N. Kaohelaulii
P. O. Box 208
Makaweli, Hawaii 96769

Mr. David K. Sproat
Kauai Fire Department
4444 Rice Street, Suite 295
Moikeha Building
Lihue, Hawaii 96766

Mr. Fred Sumida
Bad Boy Cycles
P. O. Box 1017
Hanapepe, Hawaii 96716

Corey Swartz
2490 Kipuka Street
Koloa, Hawaii 96756

10.2 LIST OF THOSE WHO SUBMITTED COMMENTS AFTER THE PUBLIC
INFORMATIONAL MEETING.

All comments and response letters are in Appendix A.

Dee M. Crowell, Director
Planning Department
County of Kauai
Kapule Building
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Ms. Margaret Emerson
P. O. Box 1025
Kalaheo, Hawaii 96741

Mr. Dennis M. Esaki
South Sea Helicopters, Inc.
3901 Molulele Loop #32
Lihue, Hawaii 96766

Ms. Naia Hill
P. O. Box 597
Hanapepe, Hawaii 96716

Ms. Sherry Hoe
Executive Director
The Kauai Humane Society
P. O. Box 530
Hanapepe, Hawaii 96716

Maryanne W. Kusaka
Mayor
County of Kauai
4444 Rice Street, Suite 235
Lihue, Hawaii 96766

Curtis & Bonnie Lofstedt
Island Helicopters Kauai, Inc
P. O. Box 831
Lihue, Hawaii 96766

Bonnie Lofstedt
Island Helicopters Kauai, Inc.
P. O. Box 831
Lihue, Hawaii 96766

Mr. Arnold L. Lum
Native Hawaiian Legal Corporation
1164 Bishop Street, Suite 1205
Honolulu, Hawaii 96813

Mr. Bob McCaig
2770 Milo Hae Loop
Koloa, Hawaii 96756

Patsy T. Mink (Two letters received September 8, 1997 and October 7, 1997)
Member of Congress
P. O. Box 50124
Honolulu, Hawaii 96850-4977

Mr. Edwin Q. P. Petteys
Branch Manager
Kauai District
Division of Forestry and Wildlife
Department of Land and Natural Resources
3060 Eiwa Street, Room 306
Lihue, Hawaii 96766-1875

Mr. Cesar C. Portugal
County Engineer
Department of Public Works
County of Kauai
4444 Rice Street
Moikeha Building, Suite 275
Lihue, Hawaii 96766

Mr. Will Squyres
Will Squyres Helicopter Tours
P. O. Box 1770
Lihue, Hawaii 96766

Kali Watson, Chairman
Hawaiian Homes Commission
Department of Hawaiian Home Land
P. O. Box 1879
Honolulu, Hawaii 96805

Michael D. Wilson, Chairperson
Board of Land & Natural Resources
P. O. Box 621
Honolulu, Hawaii 96809

10.3 MINUTES OF THE PUBLIC INFORMATIONAL MEETING

The Public Informational Meeting was held on August 13, 1997 and was opened at approximately 7:00 p.m. at the Hanapepe Recreational Auditorium. Attached are the attendance sheets. Listed below are the five representatives from the Airports Division and their Consultant who attended the meeting.

- AIRPORTS DIVISION REPRESENTATIVES

Stan Sekimoto, Kauai Airports District Manager
Tim Skinner, Assistant Kauai Airports District Manager
Ben Schlapak, Head Planning Engineer
Steve Takashima, Airport Planner
Lynn Becones, Airport Planner

- CONSULTANT

Jim Dittmar, Edward K. Noda and Associates, Inc.

The meeting was opened by Ms. Juliet Aiu, Commissioner of Transportation. Mr. Ben Schlapak gave his comments on the history of planning at the Port Allen Airport. Mr. Schlapak emphasized that Port Allen Airport was an active airport, and that DOT plans to maintain it as an active airport. While DOTA did put aside the proposed Master Plan for Port Allen in 1990, DOTA has now receiving requests from existing operators, other governmental agencies, and the public, supporting the development for a moderate program for the Airport.

The Consultant explained the EA process and stated that this meeting is to gather public input for the proposed project. It was pointed out that there are two airport operators, Interisland Helicopters and Bali Hai Helicopters who are now using the airport for operations, but are forced to do maintenance off airport due to lack of facilities. It is DOTA's position that those off airport operations belong on the airport for community safety and, in particular, for those helicopters operations which involve search and rescue.

- SUMMARY OF ISSUES

The general mood of the people attending the meeting ranged from endorsement of the proposed project to cautious concern. Listed below are the comments from the participants and replies from Mr. Schlapak:

1. Level of development proposed by DOTA.

Reply - The improvements proposed are four helicopter hanger pads (the hangers are to be built by the helicopter operators) and aprons, two fixed wing aircraft tiedowns, a parking lot for approximately 12 cars, comfort station, and a DOTA maintenance

building. If additional improvements are proposed in the future, DOTA will undertake additional planning and environmental documentation..

2. It was requested that the new noise curves show the noise over residential areas and the Salt Pond.

Reply - The EA will show the noise curves.

3. The EA should show the flight paths of the helicopters and fixed wing airplanes.

Reply - The EA will show the flight paths.

4. Concern was raised about military helicopters flying over the beach areas, the Salt Ponds and the residential areas around Port Allen.

Reply - DOTA will attempt to address these areas within the EA. However, the military has a defense mission to follow.

Later in the meeting, a Navy Helicopter pilot stated that he had landed twice at Port Allen in the last two years. Once to evacuate a scuba diver with the bends for transportation to Oahu, and the second time for training. However, depending upon their mission, the Navy tries to avoid sensitive areas.

5. How many helicopter operators would there be at Port Allen.

Reply - There are two existing operators who have expressed an interest in building facilities, Interisland Helicopters and Bali Hai. With the four hanger pads, there is room for four operators maximum or a minimum of two.

6. Concern was raised over the location of the hangers and fuel storage.

Reply - All facilities will be located and designed in accordance with FAA Design Criteria.

7. Concern was raised about gliders operating at the airfield due to an earlier issue concerning an tow cable being dragged over the airfield and adjacent area.

Reply - As a public airport, Port Allen Airport is opened to all airfield users. At this time, there are no request for glider operators facilities at the airport. However, if there are requests, it will be addressed based upon availability of space and safety of operations.

8. Is Port Allen Ceded Land?

Reply - The majority of land at Port Allen is ceded land except for some lands which were kuleanas. It is also understood there are Hawaiian Burials on or near the kuleanas at the airfield. The ceded land issue will be addressed in the EA. An archaeological study will be completed and the families of the former kuleanas will be contacted for information concerning the burials and their proper designations.

9. A Fire Chief¹ supported the proposed facilities at Port Allen since it will make their Search and Rescue Operations safer.

Reply - The type of helicopter operations will be discussed in the EA.

10. The Division of Forestry and Wildlife supports the proposed facilities at Port Allen since it will be more convenient and safer for their operations on West Kauai.

Reply - The type of helicopter operations at Port Allen will be discussed in the EA.

11. Growth and revenue are needed for West Kauai.

Reply - The proposed project at Port Allen will support modest growth for the airport.

12. Will the proposed hangers be landscaped?

Reply - The EA will require landscaping of the hangers in order to minimize visual impacts.

13. Will the traffic projections for Port Allen after the improvements be included in the EA?

Reply - The traffic projections will be included in the EA.

14. Will the draft EA be circulated?

Reply - The availability of the draft EA will be in the Office of Environmental Quality Control bulletin. Additionally, DOTA will put the draft EA in the Kauai libraries and will mail draft EA to anyone requesting a copy.

15. Will there be further review of the proposed improvements?

Reply - DOTA will have to request an Shoreline Management Area (SMA) Permit from the County of Kauai, since Port Allen is within the SMA.

¹ The Fire Chief was not speaking on behalf of the County of Kauai's position on this project as stated in their letters dated August 29, 1997 and November 18, 1997.

16. Are there any plans for concessions for selling goods at Port Allen?

Reply - No other concessions are planned at this time. The Helicopter operators may sell goods directly connected with their business, i.e. t-shirts.

17. What environmental studies are planned?

Reply - Flora and fauna studies, aircraft noise studies and archaeological studies will be completed and included in the EA.

18. Is this proposed development of some bigger development?

Reply - DOTA is trying to keep the development minimal in order to blend into the community. The runway is not long enough to allow for any development except general aviation. The County of Kauai can control the development at Port Allen through the SMA permit.

19. Will the County General Plan be taken into account?

Reply - Yes.

20. When will the draft EA be available?

Reply - Will have the draft EA completed within three to six months.

10.4 LIST OF AGENCIES, ORGANIZATIONS AND INDIVIDUALS COMMENTING DURING PUBLIC HEARING AND ON THE DRAFT ENVIRONMENTAL ASSESSMENT

The comment letters and responses to the comments and the Public Hearing minutes are included in Appendix F.

FEDERAL AGENCIES

Federal Aviation Administration, Western-Pacific Region, Honolulu Flight Standards Office

STATE OF HAWAII AGENCIES

Department of Hawaiian Home Lands
Department of Land and Natural Resources, Division of Forestry and Wildlife
Department of Land and Natural Resources, State Historic Preservation Division
Office of Environmental Quality Control
Office of Hawaiian Affairs

COUNTY OF KAUAI AGENCIES

Department of Public Works
Planning Department

OTHER ORGANIZATIONS AND INDIVIDUALS

Rizal Antonio
Myron Arakaki
Richard Arakaki

Andrea Cronrod

Fran and David Dias, Jr.
Sam Dias
Linda Anne M. Donley

Frances N. Fraizer

Elsie T. Godbey
Thomas N. Godbey

Dorothea Hayashi
Greg Hirano
Steven Hirano
Marty Hoffman, West Side Activities
Nolan Holi
Wilma Holi
Artis Hopman

Ralph Ishikawa, Flowers West

Linda Kaiekapu, Western Motors Service, Inc.
Annie K. Kanahele
Bernard O. Kanahele
Diane H. Kanahele
Donald H. Kanahele
George Kanahele
Carol T. Kanna
Peggy W. Kaohelaulii, Kekaha Niihau School
Robert King and Stanley Buduan
Fred Jager, Koloa Community Association
Sylvia A. Koshi, U.S. Postal Service

Ann Leighton
David H. Leopold

Bonnie Lofstedt, Island Helicopters Kauai, Inc.
Arnold Lum, Native Hawaiian Legal Corporation

Feli Macadangdang
Emily L. McCaig
Robert B. McCaig
Delphin Mills

Judith Naumu-Stewart
Lily Ng
Edward T. Nonaka
Samuel Nowden

Carl R. Oliver
Kaleki L. Oliver
Sylvia Oliver

Margy Parker, Margy Parker and Associates
Leah K. Pereira, Beneficiary of Prince Kuhio's Trust

Robbie A. Reneau

Clayton Sakahashi
Judy Dalton, Sierra Club

Dawn M. Traina
Travcomm Avionics

Ronald L. Victorino, Sr., George Matsuda, Marla M. Castillo, Colleen Louis, Linda Inouye,
Anna Souza, Ronald L. Victorino, Jr.

Jackson Wong, DBA Wongs Restaurant and Omoide Deli

APPENDIX A

**COMMENTS AND RESPONSE LETTERS
PORT ALLEN ENVIRONMENTAL ASSESSMENT
PUBLIC INFORMATIONAL MEETING
AUGUST 13, 1997**

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

2770
AIRPORTS DIV.

AIR

AIR-A

AIR-E

AIR-L

AIR-R

AIR-~~SP2~~

AIR-S

Steve D. Childs 14 Aug 97
NAME DATE

Inter Island Helo Chief Pilot
COMPANY/ORGANIZATION

P.O. Box 156
ADDRESS

Hawaïpe Hi 96716
CITY STATE ZIP CODE

COMMENT/REQUEST:

Hello Jerry, As the chief pilot, of course I support the max of the tower in the airfield. Like any airfield anywhere in the world, aviation operation should be conducted there, not out of the middle of town! We are the only company with overnight parking permits. Balahti has ducks in like. Just as the rest of the four operators. The only noise problem in Hawaïpe is when the County four operators, not of like, violate weather minimums and fly across town in an attempt to conduct tours. There is not 1 complaint against me or Inter-Island, to anyone in Hawaïpe, except for a very few Council complaints. Noise is the sound of money and economically Hawaïpe and its people need help badly! It is a proven fact that our operation cannot be effectively

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

NAME

DATE

COMPANY/ORGANIZATION

ADDRESS

CITY

STATE

ZIP CODE

COMMENT/REQUEST:

Run out of Libby. Being at Burns Field
will better facilitate us in the state and Federal
work that we alone conduct on this island. A
couple of months ago a State parks worker on the
North Shore was in desperate need of medical
attention. Due to the fact of the major privatization
and not being at the airfield, I could not respond or
get permission to take off from the Hangar to do
the same. I was forced to wait + 3 hours to daylight
so as to see how to drive to the airfield to take care
in my own. Is it going to take a death
to get your attention? Stop the nonsense, help
the Economy of the West side. Help us do better
serve the community.

And name the Hangar

Please send to:

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

October 1, 1997

Mr. Steve D. Chilton
Chief Pilot
Inter Island Helicopters
P. O. Box 156
Hanapepe, Hawaii 96716

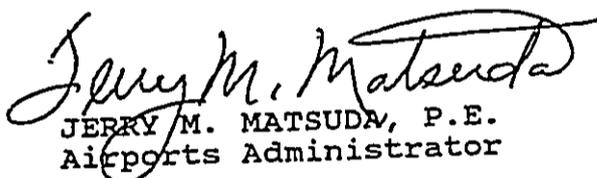
Dear Mr. Chilton:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

41

RECEIVED AUG 25 1997

PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV. AIR AIR-A AIR-E AIR-L AIR-R AIR-EP AIR-S

David Dias, Jr 8/21/97 NAME DATE

Bad Boy Cycles COMPANY/ORGANIZATION

P.O. Box 1017 ADDRESS

Hanapepe, HI 96716 CITY STATE ZIP CODE

COMMENT/REQUEST:

We support Inter-Island Heli move to Burnsfield. economically it will help Hanapepe & noise complaints will be less than minimal.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator State of Hawaii, Department of Transportation, Airports Division Honolulu International Airport 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. David Dias, Jr.
Bad Boys Cycles
P. O. Box 1017
Hanapepe, Hawaii 96716

Dear Mr. Dias:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive.
JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

2179

PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPGTS DIV. AIR AIR-A AIR-E AIR-L AIR-R AIR-EP AIR-S

MARTY HOFFMAN NAME 8/13/97 DATE

WEST SIDE ACTIVITIES COMPANY/ORGANIZATION

P.O. BOX 926 ADDRESS

WAIMEA HI 96796 CITY STATE ZIP CODE

COMMENT/REQUEST:

I support the proposed Port Allen Airport improvements that were presented on 8/13/97. I operate the activity desks at Waima Plantation Cottages. Many of our guests prefer to fly out of Port Allen to avoid the 1 1/2 hour commute to and from Hihau. This plan will also bring more jobs to the west side. Most importantly the rescue service provided by Inter Island Helicopters will be much more timely and effective. Currently with their hangar in Hanalei they must trailer the helicopter to the airfield when a rescue is called for. This plan will allow them to respond in a shorter time which could make the difference between life & death. Marty Hoffman

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator State of Hawaii, Department of Transportation, Airports Division Honolulu International Airport 400 Rodgers Boulevard, Suite 700 Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Marty Hoffman
West Side Activities
P. O. Box 926
Waimea, Hawaii 96796

Dear Mr. Hoffman:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COPY

216

COMMENT/REQUEST FOR INFORMATION FORM

ceji

Dennis Imamura
NAME

August 14, 1997
DATE

Kauai Police Department Patrol Sergeant
COMPANY/ORGANIZATION

3060 Umi St.
ADDRESS

Lihue HI 96766
CITY STATE ZIP CODE

COMMENT/REQUEST:

As a life long member of the westside community, Kekaha, I am in favor of having this heliport and small aircraft airport being built at Burns field, Hanapepe. Here are my reasons why we should have the heliport there. I was just recently transferred to the patrol bureau of KPD. Prior to that, I was the Vice Sergeant in charge of coordinating our green harvest operations on Kauai. I have over 25 years of service with KPD. We have about four green harvest missions on Kauai. It takes a lot of coordination with the 25th infantry, the DEA bocow helicopter, and another Hughes 500 to park at your Lihue airport. We finally ended up parking fronting the FEDEX building, close to the grass strip. We had to supply two security personnel to guard the helicopter overnight. This costs our department about \$1800.00 per week. I then had to coordinate with Kukui Grove management to land the helicopter by the golf driving range so that we could rig it up with our equipment for our missions. Space is getting mighty scarce in the Lihue area for us to do our job. The military also landed there for a safety briefing on the first day of the mission.

By approving the heliport at Burns Field, all of the helicopter could land and stage right there at Burns Field. We could have our briefing and debriefing there at the hanger. Rigging the helicopter no problem, and we will be out of everyones way. Your consideration for approval in this matter will be greatly appreciated.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dennis Imamura

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Dennis Imamura
Patrol Sergeant
Kauai Police Department
3060 Umi Street
Lihue, Hawaii 96766

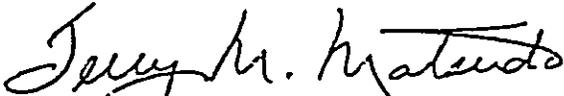
Dear Mr. Imamura:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

2181

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV.
AIR _____
AIR-A _____
AIR-E 1 RE
AIR-L _____
AIR-R _____
AIR-EP 2
AIR-S _____

Kelly Johnston
NAME

8-22-97
DATE

COMPANY/ORGANIZATION
2490 Kipuka St.

ADDRESS
Koloa HI 96754

CITY STATE ZIP CODE

COMMENT/REQUEST:

We support Inter-Island Helicopters
move to Burnsfield.

If would facilitate rescue calls
& police work & economically to
Hanalei.
The helicopter ~~act~~ activity will have no
impact on Hanalei.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96810

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Ms. Kelly Johnston
2490 Kipuka Street
Koloa, Hawaii 96756

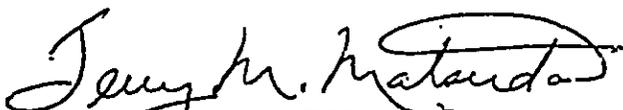
Dear Ms. Johnston:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

241

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

- AIRPORTS DIV. —
- AIR
- AIR-A
- AIR-E
- AIR-L
- AIR-R
- AIR-EP
- AIR-S

GORDON K KAUMOANA 8-18-97
 NAME DATE

COMPANY/ORGANIZATION

PO BOX 294
 ADDRESS

MAKAWALI HI 96769
 CITY STATE ZIP CODE

COMMENT/REQUEST:
We request the interisland Helicopter to be move at
the Burns field. Airport.

And people has being saying that this Helicopter is
causing the problem over a salt pond patch
Which is not true. Wind cause dirt.

And the Helicopter is far away from the salt pond
patch owner.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
 State of Hawaii, Department of Transportation, Airports Division
 Honolulu International Airport
 400 Rodgers Boulevard, Suite 700
 Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. CKIMOTO
BRIAN K. MINAAI

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

RECEIVED
OCT 03 1997

EDWARD K. NODA & ASSOCIATES

Mr. Gordon Kaaumoana
P. O. Box 294
Makaweli, Hawaii 96769

Dear Mr. Kaaumoana:

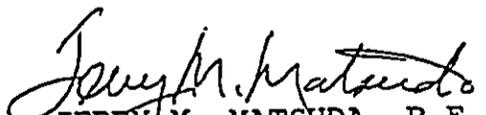
Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

213

AIRPORTS DIV.
AIR
AIR-A
AIR-E
AIR-L
AIR-R
AIR-EP
AIR-S

Arnie K Kanahel 8/19/92
NAME DATE

COMPANY/ORGANIZATION

PO Box 262
ADDRESS

Makaweli HI 96769
CITY STATE ZIP CODE

COMMENT/REQUEST:

Im Going along with the Salt patch makers.
Im also going along with the Interisland Helicopter.
to move to the Burns fields Airport.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96818-1650

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

Ms. Annie K. Kanahale
P. O. Box 262
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

244
AIRPORTS DIV.

AIR e
AIR-A
AIR-E 10
AIR-L
AIR-R
AIR-EP 2
AIR-S

DANIEL H KANAHELE
NAME

8-18-97
DATE

COMPANY/ORGANIZATION

P.O. Box 208 242
ADDRESS

MAKAEHI HI 96741
CITY STATE ZIP CODE

COMMENT/REQUEST:

I represent the interisland Helicopter to be move
at Burns Field Airport. And ones a salt pond patch owner.
Thing they say is not true. About the dirt it is not
Very true. Because wind is always causing the dirt.
But truly it not that bad. But I truly say the
I agree to help the interisland Helicopter no other
reason is to say but the truth.
Really the truth.
But there a but" there which means
Please. people don't lie about the salt pond patch
about getting dirty on the salt which is not true.
That all I have to say for now.
Aloha mahalo

Please send to:

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

Mr. Donald H. Kanahele
P. O. Box 262
Makaweli, Hawaii 96769

Dear Mr. Kanahele:

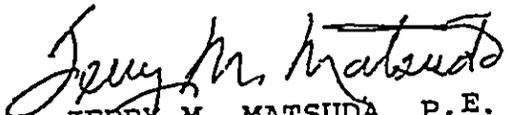
Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

2137

AIRPORTS DIV. 2
AIR _____
AIR-A _____
AIR-E 1E
AIR-L _____
AIR-R _____
AIR-EP 2
AIR-S _____

George K. KANAHELE
NAME

8-12-97
DATE

COMPANY/ORGANIZATION

P.O. BOX 262
ADDRESS

MAHAUELI H 96769
CITY STATE ZIP CODE

COMMENT/REQUEST:

I Represent interisland Helicopter.

Please send to:

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1373

September 25, 1997

Mr. George K. Kanahale
P. O. Box 262
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

243

AIRPORTS DIV.
AIR
AIR-A
AIR-E
AIR-L
AIR-R
AIR-EP
AIR-S

IDA K KAHUMOHANA 8-18-87
NAME DATE

COMPANY/ORGANIZATION

P.O. Box 299
ADDRESS

MAKAHELI Hi 96769
CITY STATE ZIP CODE

COMMENT/REQUEST:

I Represent interisland Helicopter

I Agree to Help interisland

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1373

September 25, 1997

Mr. Ioa K. Kanahale
P. O. Box 294
Makaweli, Hawaii 96769

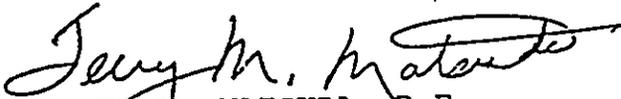
Dear Mr. Kanahale:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

212
AIRPORTS DIV
AIR 0
AIR-A 1
AIR-E 1
AIR-L
AIR-R
AIR-EP 2
AIR-S

ISARC & KAWAHEKE
NAME

8-18-87
DATE

COMPANY/ORGANIZATION

P.O. BOX 225
ADDRESS

MAKAWELI HI 96769
CITY STATE ZIP CODE

COMMENT/REQUEST:

I Agree to help interisland Helicopters.
To be move at the burns field Airport
It will be a good cause for the community
Reason why representing is anything with
Emergency interisland is there to help.
Makalo tleha.

Please send to:

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1680

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Isaac A. Kanahele
P. O. Box 225
Makaweli, Hawaii 96769

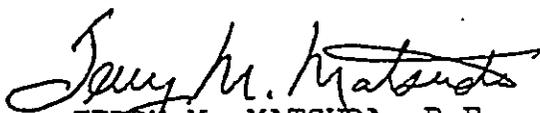
Dear Mr. Kanahele:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: /Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV
AIR
AIR-A
AIR-E 1
AIR-L
AIR-R
AIR-EP 2
AIR-S

KAY IK KANAHEIE 8-18-97
NAME DATE

COMPANY/ORGANIZATION

P.O. BOX 228
ADDRESS

MAKAWELI HI 96769
CITY STATE ZIP CODE

COMMENT/REQUEST:
I have a good comment. I agree to help the
interisland Helicopters to be move at burns field Airport.
It is a good thing to have interisland Helicopter near
by to help with all emergency with all Emergency.
Please support interisland Helicopters.
Things like, Fire over the mountain
People getting hurt by Hiking
All the so we need to keep the interisland going.
That all I have to say Mahalo aloha.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAAI

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Ms. Kay K. Kanahale
P. O. Box 228
Makaweli, Hawaii 96769

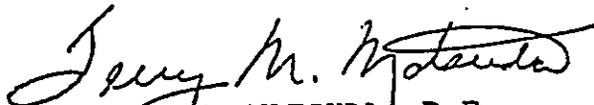
Dear Ms. Kanahale:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

Ms. Kathy N. Kaohelaulii
P. O. Box 208
Makaweli, Hawaii 96769

Dear Ms. Kaohelaulii:

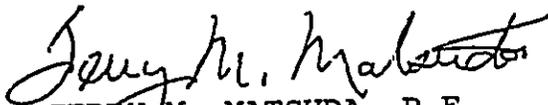
Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

244

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV.

AIR
AIR-A
AIR-E TK
AIR-L
AIR-R
AIR-EP 2
AIR-S

DAVID K. SPROAT 8/18/97
NAME DATE

KAUAI FIRE DEPT.
COMPANY/ORGANIZATION

4444 RICE ST. MOIKEHA BLDG. SUITE 295
ADDRESS

LII HI 96766
CITY STATE ZIP CODE

COMMENT/REQUEST:

I AGREE WITH DOT'S PLAN FOR BURNS FIELD.
I THINK DOT SHOULD MAKE A CONCERTED EFFORT
TO DO BORDER SCREENINGS OF NATIVE PLANT ROWS
ALONG ITS NEW BAR BOUNDARIES AND ESPECIALLY
BETWEEN THE SALT PONDS AND THE AIR STRIP.
ESTABLISH FLIGHT PATTERNS (TAKE-OFF & LANDINGS)
WHICH ARE ONLY SEAWARD AND AWAY FROM
AND AROUND THE TOWN AND RESIDENTIAL
AREAS.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAAI

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

Mr. David K. Sproat
Kauai Fire Department
4444 Rice Street, Suite 295
Moikeha Building
Lihue, Hawaii 96766

Dear Mr. Sproat:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed in the EA.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

2180
RECEIVED AUG 25 1997

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

AIRPORTS DIV.

AIR

AIR-A

AIR-E

AIR-L

AIR-R

AIR-EP

AIR-S

Fran Sumida 8/21/97
NAME DATE
Bad Boy Cycles
COMPANY/ORGANIZATION
P.O. Box 1017
ADDRESS
Hanapepe, HI 96716
CITY STATE ZIP CODE

COMMENT/REQUEST:

We support Inter-Island Helicopters
move to Burnsfield.
Economically it will help Hanapepe
& noise ~~start~~ complaints will be
less than minimal.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Ms. Fran Sumida
Bad Boy Cycles
P. O. Box 1017
Hanapepe, Hawaii 96716

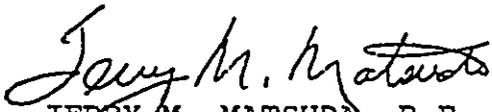
Dear Ms. Sumida:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓Edward K. Noda and Associates, Inc.

PORT ALLEN AIRPORT
ENVIRONMENTAL ASSESSMENT

COMMENT/REQUEST FOR INFORMATION FORM

2182

AIRPORTS DIV.

AIR

AIR-A

AIR-E

AIR-L

AIR-R

AIR-EP

AIR-S

Corey Swartz
NAME

8-22-97
DATE

2490 Kipuka St.
COMPANY/ORGANIZATION

Koloa HI 96756
ADDRESS CITY STATE ZIP CODE

COMMENT/REQUEST:

We support Inter-Island Helicopters
move to Burnsfield.

It would facilitate rescue calls
& police work & economically to
Hanalei.

The helicopter ~~act~~ activity will have no
impact on Hanalei.

Please send to: Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1373

September 25, 1997

Corey Swartz
2490 Kipuka Street
Koloa, Hawaii 96756

Dear Cory Swartz:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive.
JERRY M. MATSUDA, P.E.
Airports Administrator

c: /Edward K. Noda and Associates, Inc.

MARYANNE W. KUSAKA
MAYOR



PLANNING DEPARTMENT

2277
DEE M. CROWELL
PLANNING DIRECTOR
IAN K. COSTA
DEPUTY PLANNING DIRECTOR
TELEPHONE (808) 241-6677
FAX (808) 241-6699

Post-It® brand fax transmittal memo 7671		# of pages > 3
To ADMINISTRATOR	From PLANNING DEPT.	
Co. DOT	Co. County of Kauai	
Dept. AIRPORTS	Phone # 241-6677	
Fax # 838-8750	Name George	

August 29, 1997

Mr. Jerry M. Matsuda, P.E.
Airports Administrator
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1280

Subject: Environmental Assessment (EA) Preconsultation
Port Allen Airport
TMK: 1-8-08:1, Hanapepe, Kauai
State Project No. AK2010-01

Dear Mr. Matsuda:

Thank you for the opportunity to comment on the proposed improvements to the Port Allen airport. The proposed project includes construction of four helicopter hangars, a helicopter apron, a maintenance shed, a comfort station, a fixed wing aircraft tie down area, driveways, and parking lots. It appears that the proposed improvements will result in an increase in activity at the airport, including increased helicopter and fixed wing aircraft take off and landings, and additional automobile traffic.

In evaluating the plan, the County urges DOT to take into careful consideration the historical/cultural assets surrounding Port Allen airport - particularly Salt Pond. Public Hearings in the Hanapepe community are necessary. Our Hawaiian community especially, would appreciate, and sincerely deserve, to hear the State's plans for this area, so they can comment appropriately.

In addition, the airport is located within the County of Kauai Special Management Area (SMA), and the proposed development will require an SMA permit. If the valuation of the improvements exceeds \$125,000, an SMA Use Permit and Public Hearing before the Planning Commission will be required.

Mr. Jerry M. Matsuda
August 29, 1997
Page 2

The County SMA Rules and Regulations require that development within the SMA conform to objectives, policies, and guidelines which are designed to protect coastal resources, and public access to those resources. Policies relevant to your proposal concern the provision of public access to and along the shoreline; protection of coastal recreational opportunities; protection of sensitive coastal ecological resources; protection of cultural and historic resources; and preservation of scenic and open space qualities.

The project site is located on the Puolo Point peninsula, a significant natural landmark. Regarding the peninsula, the 1989 Kauai Coastal View Study states:

"The low flat broad peninsula of Puolo Point also creates a vivid landform, the profile of which is visible from promontories all along the south shore of the island."

The Coastal View Study classifies the peninsula as a "Significant Coastal Scenic/Open Space Resource".

Proposed structures such as the helicopter hangars, and the comfort station, should be sited and designed in a manner that does not detract from the scenic characteristics of the site. Structure height should be kept to a minimum. Structures should have non-reflective exteriors, painted with colors that blend with the surroundings. Use of landscaping to help screen the structures also should be considered.

The subject property contains salt ponds utilized by native Hawaiians for salt harvesting. Helicopter activity near the ponds may increase dust, noise and propeller wind, and interfere with the salt harvesting process. Such adverse impacts on the salt ponds may conflict with the requirements of the SMA Rules and Regulations regarding protection of cultural and historic resources.

Increased helicopter and fixed wing aircraft activity may also adversely impact the adjacent Salt Pond County Park, a popular coastal recreational resource. Flight paths should avoid the Salt Ponds and County Park areas as much as possible.

The shoreline around the perimeter of the airport is used for fishing and recreational purposes. The project should not restrict continued public use of this area.

Mr. Jerry M. Matsuda
August 29, 1997
Page 3

The project site is on a probable flight path of the Federally listed Threatened Species, the Newell's Shearwater. Light glare that projects upward or laterally can disorient Shearwaters on their way to the sea, and cause them to run into objects or fall from exhaustion. Security and other outdoor lighting should be shielded or indirect and pointing downward to protect this sensitive coastal species. The Lihue District Office of the State Division of Forestry and Wildlife should be consulted during the EA process, so that they can identify measures to mitigate impacts of the project on the Shearwater.

Please contact George Kalisik of my staff at 241-6677 if you have any questions.

Sincerely,



Dee M. Crowell
Planning Director

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1376

September 25, 1997

Mr. Dee M. Crowell
Director
Planning Department
Kapule Building
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Dear Mr. Crowell:

Subject: Port Allen Airport Environmental Assessment (EA)
Project No. AK2010-01

Thank you for your letter of August 29, 1997 regarding the EA for the proposed improvements at Port Allen Airport. The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred to the Department of Land and Natural Resources. For the purposes of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen Airport Boundary. However, the environmental impact of the proposed improvements on the Salt Pond Preserve will be addressed in the EA.

The recreational aspects of the shoreline around the Port Allen Peninsula and the county park will also be addressed in the EA. The perimeter road around the Peninsula will be maintained for recreational uses. Additionally, we are also concerned with the visual aspects of the proposed developments and will require appropriate structures and landscaping as necessary.

The EA will be used as the basis for our application for Shoreline Management Use Permit from the County of Kauai. Currently, our subconsultant, International Archaeological Research Institute, Inc., is performing a historical and cultural survey of the proposed site and the results will be included in the EA.

Mr. Dee M. Crowell
Page 2
September 25, 1997

AIR-EN
97.1376

Navigation lights are planned to be installed on the airfield for emergency operations. The Department of Land and Natural Resources' publication, "The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers," will be used as the criteria document for all lighting requirements for any improvements at Port Allen. We will also consult with the Lihue office of the Department of Land and Natural Resources during the draft stages of the EA to identify any impacts of the project on the Shearwater.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

September 19, 1997

Mr. Kazu Hayashida
Director of Transportation.
State of Hawaii
869 Punchbowl St.
Honolulu, HI 968213

P. MAIL ROOM OFFICE

97 SEP 27 AM 10: 31

RE: Improvements at Burns Field, Kauai

Dear Mr. Hayashida,

I am writing in opposition to the proposed expansion of facilities at Burns Field on Kauai. I understand that the State is planning to add improvements that will provide for four or five helicopter companies, each of which could operate more than one aircraft.

Kauai wrestles constantly with balancing helicopter noise and our population's desire for peace and relaxation in its recreational environment. Salt Ponds Park, next to Burns Field is very, very popular with local residents and visitors for family outings. It is also a popular camping location. I strongly believe that the impact of the proposed improvements will cause a major outcry by the public because Salt Ponds Park and the Salt Ponds themselves will become way too noisy to be enjoyed. That outcry would be justified. Proceeding with these improvements would be a travesty, especially when considering the fact that Lihue Airport has plans for heliport improvements that could accommodate all existing helicopter operations, including those that operate at Burns Field. In fact, why not simply close Burns Field?

In addition, increased helicopter operations in and out of Burns Field will result in far more overflights of residential areas. Already, helicopter operations on Kauai affect several residential communities with the consistent buzz of helicopter engines. It is something this island lives with in recognition of the contribution to the tourism industry made by helicopter operations. But, it doesn't mean that we like it. And, the thought of Burns Field's expansion allowing even more companies to fly Kauai tours makes me shudder. It also makes me sad because I believe that this action by the State Department of Transportation will be a major contributing factor to the probable ruin of this special island that is our home should this plan proceed.

Please hold a public hearing on this proposal and receive official testimony before you proceed any further; before you spend airport funds any more. I am willing to bet that the few who favor this move for reasons of economic development will be far outweighed by the many who would be fairly horrified by what the State of Hawaii is planning now.

Very truly yours,

Margaret Emerson

Margaret Emerson
P.O. Box 1025
Kalaheo, HI 96741

c - Governor Ben Cayetano
Senator Lehua Fernandes Salling
Representative Bertha Kawakami
✓Congresswoman Patsy Mink
Senator Daniel Inouye

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EN
97.1443

October 8, 1997

Ms. Margaret Emerson
P. O. Box 1025
Kalaheo, Hawaii 96741

Dear Ms. Emerson:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your letter of September 19, 1997, with comments on the EA currently being developed for the improvements to Port Allen Airport. This project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

Please contact Benjamin Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

A handwritten signature in cursive script, appearing to read "Kazu Hayashida".

KAZU HAYASHIDA
Director of Transportation

c: Hon. Benjamin J. Cayetano
Hon. Lehua Fernandes Salling
Hon. Daniel K. Inouye
Hon. Bertha Kawakami
Hon. Patsy Mink
Edward K. Noda and Associates, Inc.

LB:nf

RECEIVED
Come On And See Us



3901 MOKULELE LOOP • BOX 32 • LIHUE, KAUAI, HAWAII 96766
TEL: (808) 245-2222 • 1-800-367-2914 • FAX: (808) 246-9556

617 97 NOV 17 A11 27

DOT-AIRPORTS
KAUAI DISTRICT

November 12, 1997

TO:	LOG NO.
<input checked="" type="checkbox"/> AIR-K	<input type="checkbox"/> AIR-KO
<input type="checkbox"/> AIR-K1	<input type="checkbox"/> AIR-KU
<input type="checkbox"/> AIR-K2	<input type="checkbox"/> AIR-KP
<input type="checkbox"/> AIR-KA	<input type="checkbox"/> AIR-KM
<input type="checkbox"/> AIR-KC	<input type="checkbox"/> AIR-KNB
<input type="checkbox"/> AIR-KE	<input type="checkbox"/> AIR-
<input type="checkbox"/> AIR-KN	<input type="checkbox"/> FILE

Mr. Stan Sekimoto
Airport District Manager
Lihue Airport
3901 Mokulele Loop #6
Lihue, Kauai, HI 96766

Re: Princeville/Burns Field Heliports

Dear Mr. Sekimoto,

We would be interested in obtaining 2 pads at the Princeville Airport and Burns Field Heliport. Please include South Sea Helicopters to the list of operators interested in these heliports.

Thank you very much,

Dennis M. Esaki
President
South Sea Helicopters, inc.

AIR-K
97.0954

November 24, 1997

Mr. Dennis Esaki, President
South Sea Helicopters, Inc.
3901 Mokulele Loop #32
Lihue, Hawaii 96766

Dear Mr. Esaki:

Thank you for your 12 November 1997 letter concerning your interest in two pads at Princeville and Port Allen Airports.

By copy of this letter, we are forwarding your letter to our Airports Division Planning staff in Honolulu for their information and necessary action.

If you have any questions, please call me at 246-1400.

Sincerely,

SIGNED

Stan S. Sekimoto
Airports District Manager

bc:✓AIR-EP (Ben Schlapak) w/attachment

SSS:rn

September 16, 1997

Mr. Kazu Hayashida
Director of Transportation
State of Hawaii
869 Punchbowl St.
Honolulu, HI 96813-5097

Dear Mr. Hayashida:

The State is proposing to build improvements at Burns Field to allow four or five helicopter companies to operate out of that airport. The improvements, as I understand, will allow each company to park several helicopters at each location. It is estimated that this could generate a booming business of 100 additional flights a day to the Burns Field area.

As a long time resident of Hanapepe, I have grave concerns about the impact of this business to the area. The Hanapepe Salt Pan is the only ancient cultural saltmaking area which exists in the state. I am a member of a family that has worked the salt pans for many years. The Salt Pond Beach Park is a popular recreational area for westside residents that also needs to be protected from noise and ecological pollution.

I request a public hearing before the State proceeds any further in order to express my concerns.

Sincerely,

Nami Hill

cc: Representative Bertha Kawakami
Senator Lehua Fernandes Salling

P.O. Box 597
Hanapepe, HI
96716

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1850

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:

AIR-EN
97.1435

October 3, 1997

Ms. Nani Hill
P. O. Box 597
Hanapepe, Hawaii 96716

Dear Ms. Hill:

Subject: Port Allen Airport Environmental Assessment (EA)
Project No. AK2010-01

Thank you for your letter of September 16, 1997 on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred to the Department of Land and Natural Resources. For the purposes of the EA, it will be assumed that the Salt Pond Preserve is outside the Port Allen Airport boundary. However, the environmental impact of the proposed improvements on the Salt Pond Preserve will be addressed.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

2401 -

THE KAUAI

Humane Society

P.O. BOX 530, HANAPEPE, KAUAI, HAWAII 96716
SHELTER - (808) 335-5255 FAX (808) 335-3947

September 15, 1997

Mr. Jerry Matsuda, P.E.
Airports Administrator
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

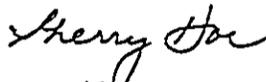
Dear Mr. Matsuda:

RE: Environmental Assessment Preconsultation

As a representative for the Kauai Humane Society, our only concern has been and continues to be helicopters flying low and directly overhead of the animal shelter on Lokokai Road.

The noise stresses the dogs and oftentimes it takes 30 minutes or more to calm the dogs down. Only a few helicopter companies continue to fly directly above the shelter. I have contacted each company in the past, and I've pleaded for them to fly a distance to one side or the other. But for some, these pleas have fallen on deaf ears. Any help or suggestions will be greatly appreciated.

Sincerely,



Sherry Hoe
Executive Director

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1886

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
97.1432

October 2, 1997

RECEIVED

OCT 03 1997

EDWARD K. NODA & ASSOCIATES

Ms. Sherry Hoe
Executive Director
Kauai Humane Society
P. O. Box 530
Hanapepe, Hawaii 96716

Dear Ms. Hoe:

Subject: Port Allen Airport Environmental Assessment

Thank you for your letter of September 15, 1997, regarding the Port Allen Airport Environmental Assessment. We will address your comments in the draft Environmental Assessment. The Project is on schedule and we will be submitting the draft Environmental Assessment to the Office of Environmental Quality Control within two months for notice of publication.

Please have your staff contact Lynn Becones, Planner, at (808) 838-8811 to clarify any questions you may have.

Sincerely,


Jerry M. Matsuda, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates (J. Dittmar)
Federal Aviation Administration (D. Welhouse)

Maryanne W. Kusaka
Mayor



Wallace G. Rezendes, Sr.
Administrative Assistant

OFFICE OF THE MAYOR

November 18, 1997

Mr. Jerry M. Matsuda, P.E.
Airports Administrator
State of Hawai'i
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, Hawai'i 96819-1880

Dear Mr. Matsuda:

This letter is intended to clarify the County's position relative to the proposed Port Allen Airport improvements, as documented in the minutes from your August 13, 1997 public meeting.

Under "Summary of Issues", point 9, the minutes state: "The County of Kaua'i supports the proposed facilities at Port Allen since it will make their Search and Rescue Operations safer." Although the County's Fire Chief testified at that meeting, his comments should not be construed to speak for the County as a whole. The County's position is more accurately stated in Dee Crowell's letter dated August 29, 1997.

In that August 29, 1997 letter, we requested that public hearings be held in the Hanapepe community prior to any action on the part of DOT. Please advise when these hearings will be scheduled. We would like to insure that the Hanapepe community is adequately informed of any opportunity to comment, for the record, on the plan.

Thank you in advance for your response.

With warmest aloha,

A handwritten signature in cursive script that reads "Maryanne W. Kusaka".

Maryanne W. Kusaka

c: Dee Crowell, Planning Director
Chief David Sproat, Kaua'i Fire Department

MWK/bt

Mo'ikeha Building • 4444 Rice Street, Suite 235, Lihu'e, Kaua'i, Hawai'i 96766
Phone (808) 241-6300 • Fax (808) 241-6877

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-EP
97.1576

December 11, 1997

The Honorable Maryanne W. Kusaka
Mayor of Kauai
Mo'ikeha Building
4444 Rice Street, Suite 235
Lihue, Hawaii 96766

Dear Mayor Kusaka:

Subject: Port Allen Airport Environmental Assessment
Proposed Airport Improvement
State Project No. AK2010-01

Thank you for your letter of November 18, 1997. We will clarify the "Summary of Issues" section by stating that the position on the improvements is that of the County Fire Chief. We will also reflect the County's position on the Port Allen Airport Proposed Improvements as well as address the concerns in Dee Crowell's letter of August 29 in the Draft Environmental Assessment.

We plan to hold a Public Hearing on the Proposed Improvements after the Draft Environmental Assessment has been released and reviewed, which we anticipate will be in mid-February. We will notify your office of the Public Hearing date as well as advertise in the local newspapers.

Please have your staff contact Benjamin Schlapak, Head Planning Engineer, of the Airports Division at (808) 838-8821 to clarify any questions you may have.

Very truly yours,

Kazu Hayashida
KAZU HAYASHIDA
Director of Transportation

c: Dee Crowell
Kauai Fire Department (Chief David Sproat)
Edward K. Noda & Associates (J. Dittmar)



**ISLAND
HELICOPTERS**

September 15, 1997

17 SEP 24 AM 9:34
OFFICE

Mr. Kazu Hayashida
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Subject: Proposed Improvements, Port Allen Airport
State Project No. AK2010-01

Dear Mr. Hayashida:

Enclosed you will find, for the record, our comments and supporting documents related to the proposed improvements to the Port Allen Airport facilities.

Although it is true that these facilities have been used for over twenty years, it does not mean that they should continue to be allowed. You may not be aware of the fact that on a daily basis, the current limited use of the airport is a nuisance to the surrounding areas of the airport. This includes the Hanapepe Salt Beds and Salt Pond Park. This park is one of the few family beaches and camping areas that have been enjoyed by generations of the past, present and future. Requiring the current operators to move their operations to the Lihue Airport is long overdue.

Also, you must take into consideration, that improving this facility to accommodate more companies, would also require a considerable amount of improvements to the surrounding infrastructures, such as the roads leading into the Burns Field area. It would also induce many more cars onto Highway 50 through a very small town. The noise impact over all of the little communities on the westside would be dramatically increased, to an intolerable level.

As you are well aware, the Department of Transportation has recently announced the long overdue improvements to the Lihue Heliport. There is ample room at the Airport to accommodate the operators currently using the Port Allen facility. The helicopter operator who provides the emergency rescue service to the County, has been offered space at the airport. This company does not choose to relocate to the Lihue Airport because he does not want to pay the substantial airport rent, landing fees and property taxes, that all of the other tenants pay. Inter-Island Helicopters prefers that the county and state support him versus him helping to support these agencies. As stated in our attached comments and supported in other related documents, all rescue operations begin and end at the Lihue Airport, where the ground personnel are picked up and dropped off. If this operator was located at the Lihue Airport, the continuous unnecessary overflights of Hanapepe, Kalaheo and Omao would be eliminated.

Mr. Kazu Hayashida
September 15, 1997
Page 2

We strongly encourage you to conduct public hearings, on Kauai, in the near future for all of the communities of Kauai to voice their concerns. The ~~informational~~ meeting held in Hanapepe in August was listed as an informational meeting only. The Kauai District Airports Manager stated that this was for the presentation of the proposed improvements and public hearings would be held at a later date; therefore, many people who are opposed to these improvements have not had a chance to make it known. Please allow us this chance. The residents of Kauai need to decide this issue, not the powers that be in Honolulu. We live here day to day and we want to have an integral part in the decision making process which will affect us forever.

Sincerely,



Curtis and Bonnie Lofstedt
Owners, Island Helicopters Kauai, Inc.

cc: Governor Ben Cayetano
Senator Lehua Fernandes Salling
Senator Avery Chumbley
Senator Cal Kawamoto, Co-Chair Senate Transportation Standing Committee
Senator Norman Sakamoto, Co-Chair Senate Transportation Standing Committee
Representative Ezra R. Kanohe
Representative Bertha Kawakami
Representative Hermina Morita
Representative Kenneth T. Hiraki, Chair House Transportation Standing Committee
Representative Roy M. Takumi, Vice-Chair House Transportation Standing Committee
Senator Daniel Inouye, U.S. Senate
Representative Patsy Mink, U.S. House of Representatives
Mayor Maryanne Kusaka
Mary Thronas, Kauai County Chairperson
Kaipo Asing, Kauai County Council
Ron Kouchi, Kauai County Council
Randall Valenciano, Kauai County Council
James Tehada, Kauai County Council
Brian Baptiste, Kauai County Council
James Tokioka, Kauai County Council
Stan Sekimoto, Kauai District Airports Administrator

RE: Comments on Proposed Improvements to BURNS FIELD AIRPORT, Hanapepe, Kauai

We are taking this opportunity to make it known to all concerned, that Island Helicopters Kauai, Inc., operating from the Lihue Airport, is strongly opposed to any expansion at the Port Allen Airport. It is particularly distressing to us that our monies are being used by the Department of Transportation at the request of one helicopter operator. As a tenant and operator out of the Lihue Airport, we pay rent and landing fees in the amount of over \$43,000 per year directly into the State of Hawaii, Airports Fund. In addition, we pay over \$3,000.00 per year in property taxes directly to the County of Kauai. Taking into consideration the amount of money we are generating directly into the State and County, this letter will address not only our concerns as a helicopter company, but also as a community member.

Island Helicopters is the second oldest helicopter company on Kauai, opening our doors in 1980. We are also the oldest helicopter tenant at the Lihue Airport. Our tenancy not only includes helicopter pads at the interim heliport, but we also have office space, aircraft tie-down space and hangar space as well. Since May 1991, when all helicopter companies operating from the Lihue Airport were forced to move their operation to the Interim Heliport, we have operated with a 300% increase in rent for parking our helicopters. During the last six years, no improvements to the heliport, such as public restroom facilities, have been made. Little or no maintenance has been required of our helipads. All helicopter companies are responsible for the mowing and weeding of the grass areas between the gates and the landing pads. We also experienced a 300% increase in landing fees in addition to a surcharge for Airport Terminal Fees. Considering the previous facts just stated, this increase has always appeared unjustified. It has only recently been announced that there will, in fact, be major improvements to the heliport with a projected budget in excess of \$10 million plus and additional \$12 million for T-hangars.

Island Helicopters alone has paid approximately \$250,000 in rents and fees as a tenant at the Lihue Airport directly into the State Airports Division Fund since 1991. In contrast, the operator seeking the improvements at the Burns Field Airport, namely Inter-Island Helicopters, has paid minimal rent in the amount of \$76 per month to the State of Hawaii for the last eighteen months and prior to that was paying minimal rent not exceeding \$100.00 per month. Neither helicopter company operating from this location pays property taxes to the County of Kauai for their operations at Burns Field. Why is it, then, that the State of Hawaii, namely the Department of Transportation feels the need to spend any money to upgrade this facility?

In September 1996, Inter-Island Helicopters solicited the County Council of Kauai to assist him in being allowed permanent tenancy and the ability to build permanent hangar space at the Burns Field Airport. It was under the premise of his contract with the County of Kauai's Fire Department and the Police Department and Federal Government contracts that he should be allowed to operate a facility at this location. Island Helicopters and numerous residents brought it the Council's attention that Inter-Island was misleading the County and State, as he was conducting helicopter tours of Kauai from this location even though he didn't have a tour operator's permit. The owner, Ken D'Atillio, continually denied the fact that they were doing tours; however, we submitted copies of advertising stating that

they were in fact doing tours. In addition, Inter-Island was landing in areas that no other helicopter was allowed to land, including the North Shore and inside Mt. Waialeale Crater. It appeared that this was due to his exclusive contracts with the various government agencies. We put it on the record with the County Council that Inter-Island would use his exclusive arrangement with the State and County government as a sales tool to lure visitors away from other helicopter operators. Included with this statement is a copy of the home page of Inter-Island Helicopters that substantiates our concern. Also included with this statement is a copy of the home page of Bali Hai Helicopters which also confirms that these two companies have a definite competitive advantage over the helicopter operators at the Lihue Airport because they do not have the overhead that tenants of the D.O.T.

Why is a hanger at Burns Field so important? It has been stressed by everyone concerned that the reason Inter-Island Helicopters should be allowed permanent facilities at the Burns Field Airport is because he performs rescue operations for both the Fire and Police Departments. Since all rescue operations are coordinated out of the Lihue Fire Station or the Lihue Police Departments, etc. it would make better sense for the helicopter operations to be centralized in Lihue. Inter-Islands current flight path from Burns Field to Lihue and to the north shore to pick up the emergency personnel, are very disruptive to the community. Also for north shore rescue operations, those respective fire and police stations play an integral part in the rescue and again time would be saved by flying from Lihue to Hanalei, versus Burns Field to Hanalei. Newspaper articles that Inter-Island and friends use to support his importance in rescues, confirms that the rescues begin at the Lihue Airport to pickup observers and emergency personnel. The air time over the bedroom communities is unnecessary. It is well documented that this company does not fly by the same rules as the other helicopter companies, i.e. they do not follow the same altitude requirements as all other operators on Kauai, nor are they limited to flying over neighborhoods during daylight hours only; therefore creating the most disturbances to the communities in their direct flight path. Communities such as Omao, Lawai and Kalaheo as well as north shore communities, are continually buzzed at treetop level while he flies under the guise of always doing search and rescue. Regardless of whether or not he is performing a rescue, his good deeds are far overshadowed by the fact that he is not a good neighbor.

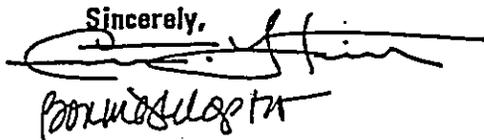
After Hurricane Iniki in 1992, Island Helicopters very seriously considered investing into the equipment necessary to allow us the ability to competitively bid for County, State and Federal contracts. To our great dismay, we found that there was no competitive bid system in place, particularly in the County of Kauai. To this day, in fact, there is no competitive bid system for the Fire Department. During the period after the hurricane that we were making our inquiries, we were harassed by the owner of Inter-Island Helicopters as he was told by people in the county agencies that we were soliciting work.

There are many helicopter companies who are qualified and fly by the rules who would be more than willing to participate or have participated in past rescue missions. Most do not have slingload equipment or infrared equipment on their aircraft because while we were spending \$250,000.00 to the State for rents, Inter-Island Helicopters was spending \$250,000.00 on his own aircraft. In addition, it needs to be noted that the government contracts put out to bid on Kauai, are written specifically for a Hughes 500 helicopter, (see exhibits). Why is that? The only Hughes 500 helicopter on Kauai is owned by Inter-Island; therefore, these contracts are written specifically for his company. It should be noted that the military helicopters that participate in the marijuana eradication program are Bell Jet Rangers. Island Helicopters does in fact own a Bell Jet Ranger.

In closing, although we are against any improvements to the Burns Field Airport and strongly urge that a **Public Hearing is warranted**. In the event that these improvements do take place, as one of the oldest operators, we will aggressively compete for one of the four spaces available so that we will be able to compete in the lopsided market that the Airports Division will have created. With the tens of millions of dollars that is proposed to be spent on the new permanent facilities at the Lihue Airport for all helicopters, it behooves us that an additional project that would affect so many residential areas would even be considered. Before any further monies are spent in proposals, designs, etc. for the Burns Field Airport, every attempt should be made to force the operators currently operating at the Burns Field Airport to move their operations to the Lihue Airport, where they have been offered space, but do not want to pay the same monies as all the other operators.

We would like to bring to light the actual impact these additional helipads could have on Kauai's noise levels. There could be as many as five (5) operators allowed from Port Allen. Given an average of 2-3 helicopters for each operator, and an average of 5-6 flights per day (remember, flights depart and arrive). The minimum flights would be 100 times per day over the residential areas, and of course, a busy day would be three or more times this amount! Please, think about this development long and hard before creating an unnecessary situation.

Sincerely,



Curtis and Bonnie Lofstedt,
Owners, Island Helicopters Kauai, Inc.



Helicopter Adventure Tours of Kauai

Looking for maximum adventure on your next vacation to Kauai, Hawaii? Well then don't miss out on the opportunity of seeing over 80% of the island that is only accessible by helicopter. Take our 1 hour long super adventure helicopter ride around the entire island! When selecting your helicopter tour on the *Garden Island* of Kauai, it's your choice of aircraft. We fly the *Ferrari* of helicopters while the other companies here fly the "caravans" and "yugos". If having a **guaranteed window seat** is important to you, discover why the county of Kauai uses our helicopter and pilots for search and rescue missions here on the island of Kauai.

We are the only company on Kauai that features the *Hughes 500* helicopter with guaranteed window seating, **no middle back seats!** We fly with the **DOORS OFF** for the most awesome aerial adventure of a lifetime and unequal photo opportunities. Doors are available on request. Flying on the faster "Hughes 500" helicopters means more time spent hovering at waterfalls in the tropical rain forest, and less time getting to them.

Inter-Island's Grand Tour

A 60 Minute Flight in *Paradise*

A warm ALOHA from



All of us from Bali Hai Helicopter Tours welcome you to the Garden Island.

We would like to share with you the adventure of a lifetime in paradise.

Fly with Bali Hai Helicopter Tours for professional service with an immaculate safety record at an exceptional price. The owner and pilot, James Lee has flown over 20,000 helicopter hours, He is the most experienced helicopter pilot in the state.



Bali Hai headquarters is conveniently and strategically located on the sunny southwest region of Kauai, in the "Biggest Little Town" of Hanapepe on Highway 50, on the way to Waimea Canyon. Bali Hai holds an exclusive tour permit to operate from the secluded and unique location on the southwest side of the Island. The Port Allen Airport is a superior departure point because of its close proximity to the major scenic areas on Kauai. Bali Hai is the only company who can offer more of our island at less cost than any other air tour operator on Kauai.

Bali Hai flies a fleet of Bell 206B Jet-Rangers, an aircraft which is proven to be "the safest single turbine engine helicopter in the world". It is built for comfort, reliability, and superior visibility.

Helicopters/air

HAWAII

Kauai Air Hawaii
800-622-3144

PO Box 4118 / Kailua Kona 96740; fax 808-885-6188; Flying with safe, reliable, professionally maintained fleet of Bell 206BIII and LIII helicopters. Staff of experienced aerial photography pilots knowledgeable with all mounts. Services include full service film work, aerial coordination, location scouting, external load work, cargo transport, etc. (See ad on page 204)

I'D Aviation Helicopters Big Is. 808-329-3031
Mauna Kea Helicopters Big Is. 808-885-6400
Volcano Hel-Tours Big Is. 808-967-7578

KAUAI

AIR-1 Inter-Island Helicopters
808-335-5009

Kauai
PO Box 156 / Hanalei, HI 96716-0155; fax 808-335-5567; Ken D'Amilio; Hughes 500FF helicopter, day/night capability, 2,000 lbs. lift capacity, fastest 5-place turbine in the world. Camera nose mount, belly/side mounts. External load, rappelling, rigs for stunts, personnel transportation, medivac and rescue. This helicopter is the ideal machine for film work of any kind. (See ads on this page and index tab)

Jack Harter Helicopters, Inc.
808-245-3774

Kauai
PO Box 305 / Lihue, HI 96766-0305; 2nd phone 888-245-2001; fax 808-245-4661; e-mail: cramer@aloha.net; Casey Riemer, Bev Harter; Helicopter charters on Kauai using two Bell 206 BIII Jet Ranger helicopters. Extensive knowledge of Kauai's wilderness and history. Experienced in transporting executives, personnel and equipment for film and video production and location scouting. Equipped to perform external cargo loads. 33 years of helicopter charter experience on Kauai.

Island Helicopters Kauai, Inc.
808-245-8588

Kauai
PO Box 831 / Lihue, HI 96766-0831; 2nd phone 800-829-5999; fax 808-245-6258; e-mail: island@aloha.net; http://www.planet-hawaii.com/island; Curt Loistest; Curt Loistest, owner and chief pilot, has 25 years experience filming in Hawaii, and over 23,000 accident free flight hours. Both AS350 BA and Bell 206 B III helicopters available. Experienced in all camera mounts. Curt has piloted camera helicopter for numerous major motion pictures, TV shows and series, commercials, specials, etc., in Hawaii.

Kauai

6766-9708; 2nd phone 888-245-2001; fax 808-245-4661; e-mail: cramer@aloha.net; Casey Riemer, Bev Harter; Helicopter charters on Kauai using two Bell 206 BIII Jet Ranger helicopters. Extensive knowledge of Kauai's wilderness and history. Experienced in transporting executives, personnel and equipment for film and video production and location scouting. Equipped to perform external cargo loads. 33 years of helicopter charter experience on Kauai.

INTER-ISLAND AIR HELICOPTERS

EQUIPMENT AVAILABLE

- MD 500 FF
Lift Capacity 2000 lbs
- Night Sun Search Light
30 Million Candle Power
- FLIR-Forward looking infrared
Thermal Imaging System
- Camera Nose Mount
- Double Muff Headsets
Ground to Air Communications
- Night Vision Goggles
ANVIS-6 3rd Generation

CAPABILITIES

- Day/Night Operations
- Precision Long-Line Work
Cargo Nets / Slings
- Parachute Drops / Stunt Drops
- Rappelling / Stabo
- Rigging for Stunts / Stuntwork
- Medivac / Rescue
- Weapons on Request
- 18,700 Hours Accident Free!

Extensive background in completion of
FEATURE FILMS, COMMERCIALS, DOCUMENTARIES, STUNTWORK, AERIAL
PHOTOGRAPHY, Location Scouting and Transportation of Film Personnel.

ANYTHING ANYWHERE ANYTIME

808-335-5009 Fax 808-335-5567

AERIAL FILMING
AERIAL CRANE
REMOTE SITE TRANSPORT
AERIAL COORDINATION /
16 YEARS OF ACCIDENT FREE

90 Nakolo Pkce Room 2 H

INVITATION FOR BID

SEALED OFFERS will be received up to and publicly opened at 2:00 P.M. on SEP 23 1997 in the office of the Division of Purchasing, Department of Finance, 4444 Rice Street, Room 303, Lihue, Kauai, Hawaii for the FURNISHING AND DELIVERY OF HELICOPTER SERVICES FOR THE MARIJUANA ERADICATION PROGRAM, County of Kauai, Lihue, Kauai, Hawaii.

The Director of Finance reserves the right to reject any or all the offers and to waive any defects in whole or in part, in said offer if deemed to be in the best interest of the County.

Before any prospective bidder shall be entitled to submit a bid, he must comply with the provisions of Section 103-55, H.R.S., regulating the wages, hours and working conditions of contractors supplying services to governmental agencies. Accordingly, all prospective bidders must submit a certificate as provided as Schedule "B" in this document.

Time is of the essence in execution of a contract for this service, therefore the Bidder must submit with their offer, a tax clearance from the Department of Taxation and the U.S. Internal Revenue Service. Reference Scope of Work and Award, Section VI, regarding this Tax Clearance Requirement.

Attention of bidder is particularly called to the Federal requirements which will obligate the Contractor and sub-contractors to comply in all respects with Federal contract provisions regarding Equal Employment Opportunity, Interest of Member of Congress and of Public Officials, Ineligible Contractor, Access and Records and Drug Free Workplace.

Solicitation documents may be obtained from the Division of Purchasing, upon application of Document No. 2125.

Wallace G. Rezendes, Jr.

WALLACE G. REZENTES, JR.
Director of Finance
By Order of Maryanne Kusaka

- ~~Shall have at the minimum two (2) helicopters as specified hereinafter available on an on call basis 24 hours, every day to the Police Dept.~~
- I. Shall have at the minimum two (2) pilots qualified as specified hereinafter available on an on-call basis 24 hours, every day to the Police Dept.

4. EQUIPMENT - AIRCRAFT: (NO SUBSTITUTION OF THIS ITEM)

Aircraft and equipment specifications shall be as follows:

- A. Helicopter shall be Hughes 500 D, E, F, or NOTAR MODEL, set up with high skids for rappelling and spraying. Maximum lift capacity shall be no less than 1200 pounds maximum rotor diameter of 28 feet. The helicopter shall be equipped with the following:
1. Global Positioning System
 2. Above Ground level altimeter
 3. Above Sea level altimeter
 4. UHF & VHF-FM radio communications system
 5. Siren or P.A. system
 6. Dual audio internal communication system
 7. Emergency locator & transmitter
 8. Approved by all FAA regulations.
 9. Emergency life saving equipment; ie life raft, fire extinguisher, life vest, survival kit.
 10. Spray Rig
- B. All aircraft contracted shall be OAS certified.

5. INSPECTION OF EQUIPMENT:

Prior to award and during the term of the contract, all equipment to be used by the Contractor for the services herein shall be available for inspection upon request by the Officer-in-Charge and within 48 hours of notification.

6. PILOT QUALIFICATIONS:

The Pilot shall:

- A. Have a minimum of 5000 hours of helicopter flight time
- B. Have experience in helicopter long line and extraction flight techniques, 1000 hours sling load, and a minimum of 50 hours of rappelling experience.
- C. All pilots shall possess a Part 133-Longline, 135- Air Taxi, 137- Agricultural endorsement/certification for the purpose of aerial spraying and long line/sling load operation.
- D. Be drug free and submit to an immediate drug test upon request at their own expense
- E. Possess a positive attitude towards the goals and objectives of the marijuana eradication program
- F. Possess a current FAA Helicopter pilots license
- G. Be certified by the Office of Aircraft Services
- H. Provide pilot qualification/history records upon request
- I. Pass a proficiency check test by the Domestic Cannabis Eradication/Suppression (DCE/SP) Committee
- J. Be spray rig qualified

Report Of The
COMMITTEE

ON

**PUBLIC SAFETY & SERVICES/
INTERGOVERNMENTAL RELATIONS**

COMMITTEE
REPORT NO.

CR-PSS/IGR-108-96

Page 1 of 3.

From the
COUNTY COUNCIL
LIHUE, HAWAII

TO:

X MAYOR

Bd of Water Supply
Civil Defense
X County Attorney
Economic Development
Elderly Affairs
Finance Dept
Fire Dept
Housing
Liquor
Outreach
Personnel Services
Planning Dept
Police Dept
Prosecutor
Public Information
Purchasing
Real Property Div
PUBLIC WORKS
County Engineer
Building Division
Fiscal Section
Parks & Recreation

STATE:

Governor
D A G S
Dept of Health
D O T
D L H R
D B E D T
B & F

OTHERS:

September 11, 1996

RE: PSS/IGR-52-96;
PSS/IGR-55-96;
and PSS/IGR-62-96

Honorable Ronald Kouchi
Chair, Kauai County Council
County of Kauai
State of Hawaii

Sir:

Your Committee on Public Safety and Services/Intergovernmental Relations to which was referred PSS/IGR-52-96 and PSS/IGR-55-96 and to which was added PSS/IGR-62-96, which are:

~~PSS/IGR-52-96~~ Communication (8/5/96) from Councilmember Richard Minatoya, requesting that Chief David Sproat be present at the August 21, 1996 meeting to discuss the helicopter rescue contract;

~~PSS/IGR-55-96~~ Communication (8/20/96) from Stan Sekimoto, Airports District Manager, Department of Transportation, submitting a response regarding Inter-Island Helicopter's request to locate its operations at Burns Field; and

~~PSS/IGR-62-96~~ Communication (9/3/96) from Dorothea Hayashi, resident of Hanapepe, submitting comments regarding the helicopter rescue contract."

begs leave to report as follows:

The purpose of these communications is to discuss the current helicopter rescue contract situation the County has with Inter-Island Helicopters.

Committee Chair Richard Minatoya stated that the current helicopter rescue contractor Inter-Island Helicopter is contemplating leaving the island, and Mr. Minatoya requested the status on the Administration going out for bid on this contract. County Attorney Hartwell Blake stated that their office and the Finance Department are working on a contract and developing the "Scope of Work".

Bob Mullins, Administrative Assistant, stated that he is aware of the community concerns on the helicopter noise created from Inter-Island Helicopters. He also stated that the reason why a single operator is performing the rescue and drug enforcement missions is due to the fact that Inter-Island is the only company that has the equipment, however, he believes it's an open bid situation.

Report Of The
COMMITTEE
ON

COMMITTEE
REPORT NO.

CR-PSS/AGR108-96

**PUBLIC SAFETY & SERVICES/
INTERGOVERNMENTAL RELATIONS**

Page 2 of 3.

1
From the
COUNTY COUNCIL
LIHUE, HAWAII

TO:

X MAYOR

Bd of Water Supply
Civil Defense
X County Attorney
Economic Development
Elderly Affairs
Finance Dept
Fire Dept
Housing
Liquor
Outreach
Personnel Services
Planning Dept
Police Dept
Prosecutor
Public Information
Purchasing
Real Property Div
PUBLIC WORKS
County Engineer
Building Division
Fiscal Section
Parks & Recreation

STATE:

Governor
D A G S
Dept of Health
D O T
D L N R
D B E D T
B & F

OTHERS:

Several residents in the Hanapepe area testified on the noise and dust problems from Inter-Island Helicopters operations being located at the old Amfac site in Hanapepe now owned by Hawaiian Home Lands and questioned whether he was operating tours from that location since he only has permission to operate rescue missions as a government contractor.

Chair Minatoya wrote to Stan Sekimoto, Lihue Airport Administrator to inquire on Inter-Island Helicopters situation. Mr. Sekimoto's response states Inter-Island has been offered an opportunity to relocate to the Lihue Airport pending the completion of the master plan for Burns Field where he currently lands and flies out from for rescue missions.

Judy Naumu Stewart, resident of Kekaha, pointed out that fairness should be granted to other helicopter companies in an open bid and that all flights should originate from the Lihue Airport. Currently, she stated Inter-Island leaves Burns Field and must pick-up an observer (Fire Department or Police Department personnel) and that he picks them up in Puhi. Other companies must pay rent and landing fees at Lihue Airport but Inter-Island hasn't been paying fees due to his unique location and set-up at Burns Field.

Gilbert Nobriga, President of the Salt Pond Hui, stated that the Inter-Island Helicopter flights creates a lot of dust and is a nuisance to Salt Pond especially when they are working in the ponds. He disagrees with the continuation of this helicopter service from Burns Field.

Elsie Godbey read a letter submitted by Dorothea Hayashi, a Hanapepe resident, stating how the helicopter has affected her by flying over her home on numerous cases and how she has complained to the Fire Chief about the problem. She urged the County to put this contract out to bid.

Testimony was submitted by Curtis and Bonnie Lofstedt (see attached) as residents of Kalaheo and owners of Island Helicopter along with a photograph of an Inter-Island Helicopter hovering over their home and a copy of an advertisement for tours from Inter-Island Helicopters. They oppose granting Inter-Island Helicopters the ability to relocate its operations to Burns Field for several reasons.

Bonnie Tobin, a former Inter-Island Helicopter employee stated that when she worked there for two (2) years he operated tours.

Your Committee pointed out the following concerns and requested the Administration follow-up on these matters:

- 1) Is Inter-Island Helicopters operating legally from the former Amfac site now owned by Hawaiian Home Lands?
- 2) What were the conditions imposed on his operations as specified by the Planning Commission?
- 3) Has his contract to provide services for the Fire and Police Departments been awarded through open bid?

Report Of The
COMMITTEE

ON

**PUBLIC SAFETY & SERVICES/
INTERGOVERNMENTAL RELATIONS**

COMMITTEE
REPORT NO.

CR-PSS/IGR108-96

Page 3 of 3.

From the
COUNTY COUNCIL
LIHUE, HAWAII

TO:

X MAYOR

Bd of Water Supply
Civil Defense
X County Attorney
Economic Development
Elderly Affairs
Finance Dept
Fire Dept
Housing
Liquor
Outreach
Personnel Services
Planning Dept
Police Dept
Prosecutor
Public Information
Purchasing
Real Property Div
PUBLIC WORKS
County Engineer
Building Division
Fiscal Section
Parks & Recreation

STATE:

Governor
D A G S
Dept of Health
D O T
D L N R
D B E D T
B & F

OTHERS:

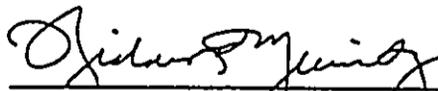
x Stan Sekimoto
Airports Admin.
391 Mokulele
P.O. Box 6
Lihue, HI 96766

- 4) Once the Attorney's Office develops the specifications and scope of services for the emergency rescue services and DEAMission, can a copy be submitted to Council?
- 5) When is the contract going out to bid?
- 6) The bid should state that the contractor operate from th Lihue Airport to allow fairness to all contractors.

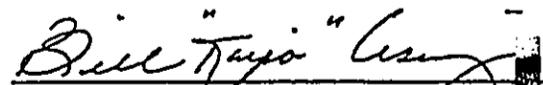
Council Chair Ronald Kouchi stated that the only way to find out if other companies are willing to provide services of this nature is t go out to bid.

Upon motion duly made by Councilmember Correa, seconded by Councilmember Secretario, and unanimously carried, your Committe on Public Safety and Services/Intergovernmental Relation recommends that PSS/IGR-52, 55 and 62-96 be received for the rec

Respectfully submitted,


RICHARD K. MINATOYA, *Chair*


JESSE FUKUSHIMA, *Vice Chair*


BILL "KAIPO" ASING, *Member*


MAXINE CORREA, *Member*

Honorable Kalpo Asing
Honorable Max A. Correa
Honorable Nelson Secretario

Minutes of the September 4, 1996, Public Safety and Services/Intergovernmental Relations Committee meeting.

Upon motion duly made by Councilmember Asing, seconded by Councilmember Secretario, and unanimously carried, the Minutes were approved.

The Committee proceeded on its agenda items as shown in the following Committee Reports which are incorporated herein by reference.

PSS/IGR-53-96 Communication (8/5/96) from Councilmember Richard Minatoya, requesting that the County Attorney be present to discuss the status of the Wai'oli Beach Park Volleyball Court relocation project. [This item was deferred.]

Upon motion duly made by Councilmember Asing, seconded by Councilmember Secretario, and unanimously carried, PSS/IGR-53-96 was deferred.

CR-PSS/IGR-113-96: see Bill No. 1796 A BILL FOR AN ORDINANCE ADOPTING ARTICLE 3A OF CHAPTER 16, OF THE KAUAI COUNTY CODE 1987 RELATING TO EMERGENCY USE OF PRIVATE REAL PROPERTY [Approved as amended, 5-0]

There being no objections, the Committee recessed at 9:55 a.m.

The Committee reconvened at 10:00 a.m. and proceeded as follows:

~~PSS/IGR-53-96~~ Communication (9/10/96) from Councilmember Richard Minatoya, requesting information from various departments relating to the Helicopter Rescue Contract. [This item was deferred.]

Richard Minatoya: The current helicopter contractor has requested to appear before the Committee on October 2, 1996. The representatives from the Police and Fire Department would also like to wait until October 2, 1996 to respond.

There being no objections, the rules were suspended.

Ronald Kouchi: Fire Chief, did you get our request to clarify what the equity would be if the current vendor relocated from Burns Field to Lihue? Would the vendor lose equity? We were a little confused last week as to what concern the County had about any equity that the private vendor may have.

David Sproat, Fire Chief: I am not sure if this is a question for me because I do not fully understand it.

Kouchi: If you haven't gotten the letter, I would like to forward the information to you. There was also a letter from Dorothea Hayashi regarding concerns with the vendor and she had indicated that in her discussions with you there was a reference between Burns Field and Lihue and some loss of equity that the vendor would have. It seemed kind of confusing because we were not aware that the County had any equity. All we were interested in was what the vendor could perform, what the contract required the vendor to do, and what equity anybody else has.

Sproat: I think I understand what you are asking now. I have not seen the communication but I think I can recall some discussion and it had to do with a request to move his operations to Lihue. My response was, "it was not our position to tell any contractor where he should go and operate." He chooses to operate where he is located and how it is not our position to move him to any particular location. If he chooses to operate out of Burns Field, then he is allowed to because he has always operated out of that location. It was not our position to recommend his move or how it is done or why it should be done. It was solely a private matter so I didn't think the equity issue in this case had any bearing on what we were trying to achieve through a contract on rescue services.

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EN
97.1437

October 6, 1997

Curtis and Bonnie Lofstedt
Island Helicopters Kauai, Inc.
P. O. Box 831
Lihue, Hawaii 96766

Dear Mr. and Mrs. Lofstedt:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your letter of September 15, 1997. Your comments will be incorporated into the EA for Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

If you have any questions, please contact Lynn Becones, Planner, of our Airports Division at (808) 838-8811)

Very truly yours,


KAZU HAYASHIDA
Director of Transportation

c: Hon. Benjamin J. Cayetano
✓ Edward K. Noda and Associates, Inc.

LB:nf

RECEIVED

OCT 09 1997

EDWARD K. NODA & ASSOCIATES



ISLAND
HELICOPTERS

DIRECTOR
DEPT. OF
TRANSPORTATION
OCT 29 10 05 AM '97

1102

October 22, 1997

Mr. Kazu Hayashida
Director of Transportation
State of Hawaii
869 Punchbowl Street
Honolulu, HI 96813-5097

Subject: Proposed Improvements, Port Allen Airport
State Project No. AK2010-01

Dear Mr. Hayashida:

The purpose of this letter is to follow-up on our letter dated September 15, 1997. I have reviewed the attendance sheets for the "informational" meeting held in Hanapape, Kauai on August 13, 1997 and several things are quite obvious.

1. There were 48 attendees who signed in.
2. Of the 48 attendees, 5 are employed or have relatives employed by Inter-Island Helicopters and 1 is Inter-Island's lawyer of record; 13 are County of Kauai Fire Department Employees and wives; 1 is a County of Kauai Police Officer; 3 State Department of Land and Natural Resources employees; and 7 State of Hawaii Transportation employees and husband. This amounts to 63% of the people present were in attendance because they have a direct relationship with Inter-Island Helicopters.
3. After eliminating those individuals from the total attendance numbers, this leaves eighteen (18) people who actually showed up. Considering the fact that the helicopter industry, including flight paths and heliport locations, has been a hot issue on Kauai and in the State of Hawaii, haven't you wondered why only 18 people showed up that evening? Is this another Haupu Ridge, where the State conducts a meeting but nobody comes? I was personally told by the Lihue Airports Manager, Stan Sekimoto, that this meeting was for information only and that there would be public hearings held before any decision to go forward would be made. If this was the kind of information given everyone who called the Department of Transportation, no wonder no one showed up.
4. In reviewing the names and occupations of the individuals in attendance several things jumped right off the pages at me. Is there a possible conflict of interest with Juliet Aiu

P.O. Box 831 • Lihue, Kauai, Hawaii 96766 • Telephone (808) 245-8588 • Fax (808) 245-6258

Mr. Kazu Hayashida
October 22, 1997
Page 2

involved in this matter? I noticed that the DEA Representative that publicly supported Inter-Island Helicopters at the County of Kauai Council Meeting in September 1996 has the same last name. If there is a relationship between these individuals, I do believe that a conflict of interest becomes an issue. The fact that Inter-Island did have so many fire personnel and State employees there in support of this issue, leads one to believe, that they had the inside track on the apparent importance of this meeting. Once again, the deck has been stacked in one helicopter operator's favor because of his connections to the County and State governments.

I find it quite amazing that this type of favoritism is occurring for one company, particularly when this company does not provide any economic advantages to the County or State. The helicopter operators that are tenants at the Lihue Airport, have made a substantial contribution to the Airports Division Fund, as well as Federal, State and County taxes. Inter-Island Helicopters, on the other hand, pays almost nothing in rent to the Airport Fund and next to nothing in other taxes as well.

For your information, Inter-Island Helicopters no longer has the contract with the County of Kauai for Marijuana Eradication. A company from Maui submitted a lower bid and thereby was awarded the contract. I wonder if anyone figured out how overpriced the Inter-Island contract has been over the years. Think about it, the Maui company has to ferry a helicopter from Maui, park it at the Lihue Airport over the period of several days in addition to the air time during the actual search and eradication, and then ferry the helicopter back to Maui. It is unfortunate that the only contract that goes out for bid in the County has always been specifically written for a Hughes 500 because up until now there was nothing to compare the contract to.

Another point I would like to make is that one of the comments throughout this ordeal over the last 12 months has been that Mr. D'Attilo is operating without any permanent facilities. Let's be realistic, every helicopter operator at the Lihue Airport has been operating without facilities also. As a tenant at the Lihue Airport for over eighteen years, we are still waiting for facilities. We have continually asked that the signage at the airport be improved, in particular, that a sign be placed at the entrance to the Commuter Terminal and even the name be placed on the building. Our requests have continually fallen on deaf ears. Why is that? Fly into any other airport in the State and there is great signage. When we were tenants at the Hilo Airport, one of the things we first noticed was the great signage throughout the airport. The lack of signage at the Lihue airport is just one of a number of obstacles our visitors incur on a daily basis at the airport. Last week, as I watched the news, I noticed Lt. Governor Hirono dedicate the facilities at the Honolulu Airport and even she stated that it is a priority of the State to make our facilities more visitor friendly.

Maybe it would make better sense to utilize the manpower and monies to improve the Lihue Airport facilities before taking on another project.

Mr. Kazu Hayashida
October 22, 1997
Page 3

Thank you for time and attention to this matter.

Sincerely,


Bonnie E. Lofstedt

cc: Governor Ben Cayetano
Senator Lehua Fernandes Salling
Senator Avery Chumbley
Senator Cal Kawamoto, Co-Chair Senate Transportation Standing Committee
Senator Norman Sakamoto, Co-Chair Senate Transportation Standing Committee
Representative Ezra R. Kanoho
Representative Bertha Kawakami
Representative Hermina Morita
Representative Kenneth T. Hiraki, Chair House Transportation Standing Committee
Representative Roy M. Takumi, Vice-Chair House Transportation Standing Committee
Senator Daniel Inouye, U.S. Senate
Representative Patsy Mink, U.S. House of Representatives
Mayor Maryanne Kusaka
Mary Thronas, Kauai County Chairperson
Kaipo Asing, Kauai County Council
Ron Kouchi, Kauai County Council
Randall Valenciano, Kauai County Council
James Tehada, Kauai County Council
Brian Baptiste, Kauai County Council
James Tokloka, Kauai County Council

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
97.1553

November 19, 1997

Ms. Bonnie E. Lofstedt
Island Helicopters
Post Office Box 831
Lihue, Hawaii 96766

Dear Ms. Lofstedt:

Subject: Port Allen Airport Environmental Assessment
Proposed Airport Improvements
State Project No. AK2010-01

Thank you for your letter of October 22, 1997, concerning the proposed improvements for Port Allen Airport. The purpose of the public informational meeting held on August 13, 1997, was to present the proposed improvements to the interested public and to answer any questions as needed, as part of our effort to prepare the Environmental Assessment. We believe that our proposed improvements are modest and in accordance with the community concerns of Hanapepe and the needs of the airport.

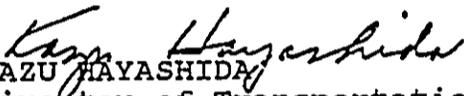
I have requested my staff to hold a public hearing at Hanapepe after the public has had adequate time to review the draft Environmental Assessment. The notice of the public hearing will be advertised in the local newspapers, as was the public informational meeting. It is our intention to provide needed airport facilities for the users of State Airports with proper consideration of community and environmental concerns.

Ms. Bonnie E. Lofstedt
Page 2
November 19, 1997

AIR-EP
97.1553

Please contact Benjamin Schlapak, Head Planning Engineer, at the Airports Division at (808) 838-8821, to answer any questions you may have.

Very truly yours,


KAZU HAYASHIDA
Director of Transportation

c: Hon. William "Kaipo" Asing
Hon. Brian Baptiste
Hon. Ben Cayetano
Hon. Avery Chumbley
Federal Aviation Administration (D. Welhouse)
Hon. Lehua Fernandes Salling
Hon. Kenneth T. Hiraki
Hon. Daniel Inouye
Hon. Ezra R. Kanoho
Hon. Bertha Kawakami
Hon. Calvin Kawamoto
Hon. Ronald Kouchi
Hon. Maryanne Kusaka
Hon. Patsy Mink
Hon. Hermina Morita
✓ Edward K. Noda and Associates (J. Dittmar)
Hon. Norman Sakamoto
Hon. Roy M. Takumi
Hon. James Tehada
Hon. Mary Thronas
Hon. James Tokioka
Hon. Randall Valenciano



NATIVE
HAWAIIAN
LEGAL
CORPORATION

1164 BISHOP STREET • SUITE 1205 • HONOLULU, HAWAII 96813 • TELEPHONE (808) 521-2302 • FAX (808) 537-4268

7739

August 29, 1997

Jerry M. Matsuda, P.E.
Airports Administrator
State of Hawai'i
Department of Transportation
Airport Division
400 Rodgers Boulevard, Suite 700
Honolulu, Hawai'i 96819-1880

Re: Scope of Environmental Assessment for State
Project No. AK 2010-01, Port Allen Airport

Dear Mr. Matsuda:

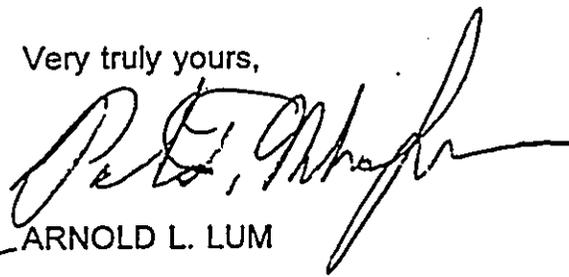
I write on behalf of certain members of the Kali family on Kaua'i, who gather salt from the Hanapepe salt pans, in response to your August 19, 1997 letter soliciting input from interested persons concerning the environmental assessment for Hawai'i DOT's proposed improvements to the Port Allen Airport.

Our clients are concerned about the potential impact of the proposed improvements on the physical and cultural integrity of the Hanapepe salt pans, which are located near the western end of the existing runway. In particular, we request that the environmental assessment address the effects on the environment, including the area occupied in the salt pans, of increased air traffic that may result from the proposed improvements, the effect of aircraft operations and structural improvements on the water supply for the salt pans, and the alternative of relocating the proposed helicopter operations to Lihue Airport.

Jerry M. Matsuda, P.E.
August 29, 1997
Page 2

Please contact me at 521-2302 if you have any questions or concerns.

Very truly yours,


FOR ARNOLD L. LUM

ALL:clc
cc. Wilma H. Holi
t:\clm\misc\clm\matsuda21.aug

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAAI

IN REPLY REFER TO:

AIR-EN
97.1374

October 1, 1997

Mr. Arnold L. Lum
Native Hawaiian Legal Corporation
1164 Bishop Street, Suite 1205
Honolulu, Hawaii 96813

Dear Mr. Lum:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from Notice of Publication.

The control of the Salt Pond Preserve, an area of 41.768 acres, which includes the salt ponds, the parking lot, and Kaalani Road, is being transferred from the Department of Transportation to the Department of Land and Natural Resources. For the purpose of the EA, it will be assumed that the Salt Pond preserve is outside the Port Allen boundary. However, the environmental impact of the proposed improvements to the Salt Pond Preserve will be addressed.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc.

LB:nf

22 August 1997

Mr. Kazu Hayashida
Director of Transportation
State of Hawaii
400 Rodgers Blvd, Suite #700
Honolulu, HI. 96819

Dear Sir,

I am writing to express my deep concern over the possibility of further development of Burns Field located at Port Allen, Kauai.

Being a private pilot I am very familiar with this field and have used it as an auxiliary landing field.

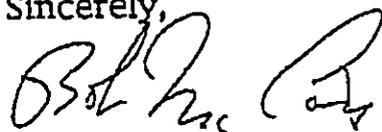
As a tax payer I am alarmed to think that the state would spend half a million dollars or more to accommodate one or two helicopter operators. There is adequate room for many helicopter companies at the Lihue airport and they should be there. These Burns Field helicopter companies are in a commercial business with paying passengers who need the facilities of a tower and crash equipment that is already in place at the Lihue airport.

I think you would have to ask yourself if the State would be liable if a helicopter should crash upon take off or landing at Burns...no tower..no fire trucks--a long ambulance response time--long distance to a hospital and perhaps no one on the field to even report such an accident.

Our state schools are over-crowded and the state cannot find the funds to pay for additional teachers and yet the DOT has the audacity to even think of putting any improvements on a field where it is not needed.

Please put this question up for general citizen discussion here on Kauai before you make any decisions.

Sincerely,



Mr. Bob McCaig
2770 Milo Hae Lp.
Koloa, HI. 96756

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
Aug 26 3 17 PM '97

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
Brian K. Minaaf

IN REPLY REFER TO:

AIR-EP
97.1330

September 5, 1997

RECEIVED
SEP 10 1997

EDWARD K. NODA & ASSOCIATES

Mr. Bob McCaig
2770 Milo Hae Loop
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Port Allen Airport Environmental Assessment
Proposed Airport Improvements
State Project No. AK2010-01

Thank you for your comment letter of August 22, 1997, on the proposed improvements at Port Allen Airport (Burns Field). Your concerns will be taken into consideration, however, we would like to provide the following response to your comments.

The proposed improvements will not use taxpayer's money as it will be funded with airport funds. These airport funds are derived from income generated from fees on airline tickets, commercial aircraft landing at the State's airports, airport concessionaires' rents, and other aviation user fees. These funds can be used for airport purposes only, as stated in the Airport and Airway Improvement Act of 1982, as amended, 49 USC 47107 (b).

The helicopter operators have used Port Allen Airport for the last twenty (20) years or so, and will continue to use the Airport with or without the proposed airport improvements. Currently, one of the helicopter operator provides emergency rescue service from the airport for that part of the island.

In addition, the proposed improvements include parking facilities and restrooms for the public. Fixed wing aircraft owners will also benefit as two tiedowns are included in the proposed improvements.

Mr. Bob McCaig
Page 2
September 5, 1997

AIR-EP
97.1330

Please contact Benjamin Schlapak, Head Planning Engineer, at
(808) 838-8821 to clarify any further questions you may have.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

c: Federal Aviation Administration (D. Welhouse)
✓ Edward K. Noda and Associates (B. Ishii)

PATSY T. MINK
SECOND DISTRICT, HAWAII

WASHINGTON OFFICE:
2135 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1102
(202) 225-4908
FAX: (202) 225-4987
<http://www.house.gov/writerep/>

DISTRICT OFFICE:
5104 PRINCE KUHO FEDERAL BUILDING
P.O. Box 50124
HONOLULU, HI 96850-4977
(808) 541-1985
FAX: (808) 538-0233

BIG ISLAND: (808) 935-3756
MAUI: (808) 242-1818
KAUAI: (808) 245-1951

THE HONORABLE KAZU HAYASHIDA
DIRECTOR
HAWAII DEPT OF TRANSPORTATION
869 PUNCHBOWL ST
HONOLULU HI 96813

Dear Mr. Hayashida:

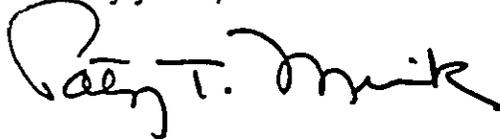
RE: Burns Field, Port Allen, Kauai

Enclosed is a copy of a letter to you from Bob McCaig of Koloa, Kauai, dated August 22, 1997.

Mr. McCaig relates his concerns about proposed improvements to Burns Field for the purposes of accomodating helicopter operators. I concur with his concerns about these proposed developments.

Please send me a copy of your response to his letter. Your response is very deeply appreciated.

Very truly yours,



PATSY T. MINK
Member of Congress

Congress of the United States
House of Representatives
Washington, DC 20515-1102

September 8, 1997

COMMITTEE ON THE BUDGET
COMMITTEE ON EDUCATION AND
THE WORKFORCE
EARLY CHILDHOOD, YOUTH AND
FAMILIES SUBCOMMITTEE
OVERSIGHT AND INVESTIGATIONS SUBCOMMITTEE,
RANKING DEMOCRAT
COMMITTEE ON GOVERNMENT REFORM
AND OVERSIGHT
(on leave)
REGION II WHIP
DEMOCRATIC CAUCUS EDUCATION
AGENDA TASK FORCE, CO-CHAIR
CONGRESSIONAL ASIAN PACIFIC
CAUCUS, CHAIR

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
Brian K. Minaai

IN REPLY REFER TO:

AIR-EP
97.1386

September 23, 1997

The Honorable Patsy T. Mink
Representative, U. S. Congress
5104 Prince Kuhio Federal Building
P. O. Box 50124
Honolulu, Hawaii 96850-4977

Dear Representative Mink:

Subject: Port Allen Airport Environmental Assessment
State Project No. AK2010-01

In response to your letter of September 8, 1997, we are sending you a copy of our letter to Mr. Bob McCaig of Koloa, Kauai dated September 5, 1997, which addressed his concerns on the proposed improvements at Port Allen Airport.

Please have your staff contact Jerry M. Matsuda, Airports Administrator, at (808) 838-8600 to clarify any questions you may have.

Very truly yours,

A handwritten signature in cursive script that reads "Kazu Hayashida".

KAZU HAYASHIDA
Director of Transportation

Enclosure: Letter dated September 5, 1997

c: Edward K. Noda and Associates (J. Dittmar)
Federal Aviation Administration (D. Welhouse)

bc: AIR-K

LB:nf

PATSY T. MINK
SECOND DISTRICT, HAWAII

WASHINGTON OFFICE:
2135 RAYBURN HOUSE OFFICE BUILDING
WASHINGTON, DC 20515-1102
(202) 225-4908
FAX: (202) 225-4987
<http://www.house.gov/writerep/>

DISTRICT OFFICE:
5104 PRINCE KUMIO FEDERAL BUILDING
P.O. Box 50124
HONOLULU, HI 96850-4977
(808) 541-1986
FAX: (808) 538-0233

BIG ISLAND: (808) 935-3756
MAUI: (808) 242-1818
KAUAI: (808) 245-1951

THE HONORABLE KAZU HAYASHIDA, DIRECTOR
HAWAII DEPT OF TRANSPORTATION
869 PUNCHBOWL ST
HONOLULU HI 96813

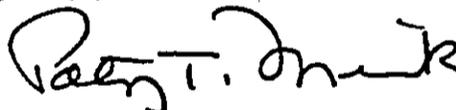
Dear Mr. Hayashida:

RE: Burns Field, Port Allen, Kauai

Following up to my September 8, 1997 letter, I have attached copies of two additional letters to you concerning the expansion of the Port Allen Airport facilities.

Please address the concerns expressed in these letters and send me a copy of your response. Thank you for your assistance.

Very truly yours,



PATSY T. MINK
Member of Congress

Congress of the United States
House of Representatives
Washington, DC 20515-1102

October 7, 1997

Dir 1096

COMMITTEE ON THE BUDGET
COMMITTEE ON EDUCATION AND
THE WORKFORCE
EARLY CHILDHOOD, YOUTH AND
FAMILIES SUBCOMMITTEE
OVERSIGHT AND INVESTIGATIONS SUBCOMMITTEE,
RANKING DEMOCRAT
COMMITTEE ON GOVERNMENT REFORM
AND OVERSIGHT
(on leave)
REGION II WHIP
DEMOCRATIC CAUCUS EDUCATION
AGENDA TASK FORCE, CO-CHAIR
CONGRESSIONAL ASIAN PACIFIC
CAUCUS, CHAIR

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-EP
97.1512

October 27, 1997

The Honorable Patsy T. Mink
Representative, U. S. Congress
5104 Prince Kuhio Federal Building
P. O. Box 50124
Honolulu, Hawaii 96850-4977

Dear Representative Mink:

Subject: Port Allen Airport Environmental Assessment
State Project No. AK2010-01

In response to your letter of October 7, 1997, we are sending you copies of our letter to Ms. Margaret Emerson of Kalaheo, Kauai and to Mr. & Mrs. Curt Lofstedt of Island Helicopters on the proposed improvements at Port Allen Airport.

Also attached is our response letter to you dated September 23, 1997, in the event that you did not receive it.

Thank you for your concerns on this project. Please have your staff contact Jerry M. Matsuda, Airports Administrator at (808) 838-8600 to clarify any questions you may have.

Very truly yours,

A handwritten signature in cursive script that reads "Kazu Hayashida".

KAZU HAYASHIDA
Director of Transportation

Attachments: As listed above

c: Federal Aviation Administration (D. Welhouse)
Edward K. Noda and Associates (J. Dittmar)

bc: AIR-K

LB:nf



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
KAUAI DISTRICT
3060 EIWA STREET, ROOM 306
LIHUE, KAUAI, HAWAII 96766-1875

IN REPLY REFER TO

August 22, 1997

Mr. Jerry Matsuda, P.E.
Airports Administrator
Dept. Of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Blvd., Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

We would like to endorse the proposed improvements to Port Allen Airport, Kauai, as were presented in the public informational meeting of August 13, 1997.

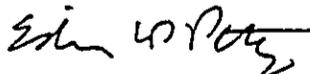
In the course of our work, some of which involves public safety and the provision of emergency services, we use the only helicopter operator on Kauai that meets our strict requirements. That operator is presently based in Hanapepe.

As the majority of our work is on the north and west sides of the island, it is more efficient, timely and cost-effective for us to fly from Port Allen. Having hangars and better infrastructure at the field would shorten the response time markedly, as the present operator has to trailer his aircraft from Hanapepe town.

We feel the proposed improvements are modest, and the increased benefits and efficiencies would be a significant benefit to the people of Kauai.

It makes logical sense to enable aircraft operations to be sited on airports.

Sincerely,


Edwin Q.P. Petteys
Branch Manager

217,

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS

GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Edwin Q. P. Petteys
Branch Manager
Kauai District
Division of Forestry and Wildlife
Department of Land and Natural Resources
3060 Eiwa Street, Room 306
Lihue, Hawaii 96766-1875

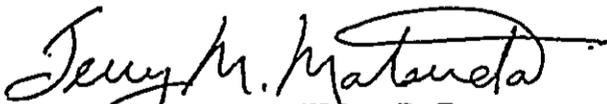
Dear Mr. Petteys:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

MARYANNE W. KUSAKA
MAYOR



1045-
CESAR C. PORTUGAL
COUNTY ENGINEER
TELEPHONE 241-6600

RUSSELL SUGANO
ACTING DEPUTY COUNTY ENGINEER
TELEPHONE 241-6631

AN EQUAL OPPORTUNITY EMPLOYER
COUNTY OF KAUAI

DEPARTMENT OF PUBLIC WORKS
4444 RICE STREET
MO'IKEHA BUILDING, SUITE 275
LIHU'E, KAUAI, HAWAII 96766

PW8.186

September 3, 1997

AIRPORTS DIVISION
AIR _____
AIR-A _____
AIR-E 14
AIR-L _____
AIR-R _____
AIR-EP 2
AIR-S _____

State of Hawaii
Department of Transportation
Airport Division
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96819-1880

Attention: Mr. Jerry Matsuda

Gentlemen:

SUBJECT: ENVIRONMENTAL ASSESSMENT PRECONSULTATION
PORT ALLEN AIRPORT, TMK: 1-8-08:1

We completed our review of subject environmental assessment preconsultation and we have no comments.

We would like to thank you for providing this opportunity to offer our comments. Should you have any questions, please feel free to contact Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,

Cesar C. Portugal
CESAR C. PORTUGAL
County Engineer

WK/cu

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1680

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Cesar C. Portugal
County Engineer
Department of Public Works
County of Kauai
4444 Rice Street
Moikeha Building, Suite 275
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓ Edward K. Noda and Associates, Inc.

Will Squyres Helicopter Tours
P.O. Box 1770
Lihue, HI 96766

August 14, 1997

Jerry Matsuda
400 Rodgers Blvd. #70
Honolulu, HI 96719

Mr. Matsuda,

It has come to my attention that you're planning to re-open the master plan for Port Allen. As you know several of us old-time operators were told Port Allen was transit-only and we could not establish a permanent base or leave our helicopters there overnight.

If the State has decided to change this position I'm sure that several operators, including myself, will want at least a permanent pad. Since there was an existing list of permanent facilities, I'm curious as to how the State will handle it's change in position.

Respectfully,



Will Squyres

WS/km

cc: Stan Sekimoto
Ben Schlapak

BENJAMIN J. CAYETANG
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
GLENN M. OKIMOTO
BRIAN K. MINAII

IN REPLY REFER TO:
AIR-EN
97.1373

September 25, 1997

Mr. Will Squyres
Will Squyres Helicopter Tours
P. O. Box 1770
Lihue, Hawaii 96766

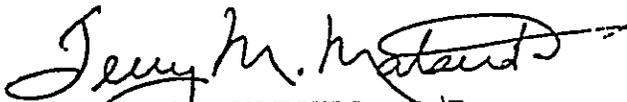
Dear Mr. Squyres:

Subject: Port Allen Airport Environmental Assessment (EA)
State Project No. AK2010-01

Thank you for your comments on the EA currently being developed for the improvements at Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months from the Notice of Publication.

If you have any questions, please contact Lynn Becones, Planner, at (808) 838-8811.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: ✓Edward K. Noda and Associates, Inc.

BENJAMIN J. CAYETANO
GOVERNOR
STATE OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96805

2484
KALI WATSON
CHAIRMAN
HAWAIIAN HOMES COMMISSION

JOBIE M. K. M. YAMAGUCHI
DEPUTY TO THE CHAIRMAN

September 16, 1997

To: Jerry M. Matsuda, P.E.
Airports Administrator, Department of Transportation

From: Kali Watson, Chairman *KW*
Hawaiian Homes Commission

Subject: Environmental Assessment Preconsultation. Port Allen
Airport, Koloa District, Kauai. TMK 1-8-08:01, State
Project No. AK2010-01.

Thank you for including our input into your environmental assessment preconsultation for the Port Allen airport.

Port Allen airport exists south west of the Department of Hawaiian Home Lands (DHHL) Hanapepe residential lots. We suggest that VFR departure procedures be established for noise abatement and to prevent possible community nuisance. Otherwise, the DHHL has no objection to the proposed airport facility improvements.

Should you have any questions, please call Daniel Ornellas of our Planning Office at 586-3836.

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

OCT 23 1997

IN REPLY REFER TO:

AIR-EN
97.1445

October 16, 1997

TO: KALI WATSON, CHAIRMAN
HAWAIIAN HOMES COMMISSION
DEPARTMENT OF HAWAIIAN HOME LANDS

FROM: KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION *Glenn M. Okimoto*

SUBJECT: PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
STATE PROJECT NO. AK2010-01

Thank you for your comments in your letter of September 16, 1997, on the EA being developed for the improvements to Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

If you have any questions, please contact Benjamin Schlapak, Head Planning Engineer, at (808) 838-8821.

c: ✓ Edward K. Noda and Associates, Inc.

LB:nf

RECEIVED
OCT 22 1997

EDWARD K. NODA & ASSOCIATES

DIRECTOR'S OFFICE
DEPT. OF
TRANSPORTATION
SEP 19 3 43 PM '97



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
P.O. BOX 621
HONOLULU, HAWAII 96809

AQUACULTURE DEVELOPMENT
PROGRAM
AQUATIC RESOURCES
BOATING AND OCEAN RECREATION
CONSERVATION AND
ENVIRONMENTAL AFFAIRS
CONSERVATION AND
RESOURCES ENFORCEMENT
CONVEYANCES
FORESTRY AND WILDLIFE
HISTORIC PRESERVATION
LAND MANAGEMENT
STATE PARKS
WATER AND LAND DEVELOPMENT
WATER RESOURCE MANAGEMENT

LD-NAV

SEP 17 1997

REF.: AK201001.RCM

Jerry M. Matsuda, P.E.
Airport Administrator
State of Hawaii
Department of Transportation
Airport Division
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Mr. Matsuda:

SUBJECT: Review : Environmental Assessment Preconsultation
Project : Port Allen Airport Project No. AK2010-01
Proposal : Construction of four (4) lease lots for
hangars and accompanying aprons for helicopter
operations, with an associated paved roadway,
public comfort station and maintenance shed
Applicant: State of Hawaii Department of Transportation,
Airports Division
Location : Port Allen Airport, Island of Kauai, Hawaii
TMK : 4th/ 1-8-08: 01

Thank you for the opportunity to review and comment on the subject matter. We have the following comments on the proposed project:

Division of Aquatic Resources:

Has no objection to the proposed project provided that the proposed improvements are done carefully such that any pollutants and/or hazardous waste do not drain or blow down slopes and eventually leach into nearby coastal waters.

Land Division, Engineering Branch:

According to FEMA Community Panel Map No. 150002 0186 D, is located in Zone Z (No shading). This is an area determined to be outside the 500-year flood plain.

Kauai District Land Office:

1. All improvements and flight patterns should be directed away from Salt Ponds to the west. All approaches and take off flights should be east or south of the facility over water; and

2. Will fixed wiring facilities be provided?

Page 2
Review of Environmental
Assessment Preconsultation
Port Allen Airport

Land Division Planning and Technical Services:

The proposed project is not within Conservation District.

Should you have any questions, please feel free to contact
Nicholas Vaccaro of the Land Divisions' Support Services Branch at
587-0438.

HAWAII: Earth's best!

Aloha,


f MICHAEL D. WILSON

c: Kauai Land Board Member
At Large Land Board Member
Kauai District Land Office

BENJAMIN J. CAYETANO
GOVERNOR



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

OCT 13 1997

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAHI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EN
97.1444

TO: MICHAEL D. WILSON, CHAIRPERSON
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION

SUBJECT: PORT ALLEN AIRPORT ENVIRONMENTAL ASSESSMENT (EA)
STATE PROJECT NO. AK2010-01

Thank you for your comments in your letter of September 16, 1997, on the EA being developed for the improvements to Port Allen Airport. The project is on schedule and we will be submitting the draft EA to the Office of Environmental Quality Control within two months.

We will be submitting to your office a request for the withdrawal of the Salt Ponds at Port Allen from Governor's Executive Order 931. This release of airport land is part of the Closure Agreement for the 1985 Land Exchange.

If you have any questions, please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821.

c: ✓ Edward K. Noda and Associates, Inc.

LB:nf

RECEIVED

OCT 21 1997

EDWARD K. NODA & ASSOCIATES

APPENDIX B

**PORT ALLEN (KAUAI) AIRPORT
NOISE MEASUREMENTS**

Prepared by:

**D.L. Adams Associates, Ltd.
dba
Darby & Associates**

September 10, 1997

and

August 16, 1999



#97-34
September 10, 1997

Edward K. Noda & Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, HI 96814-3139

Attention: Mr. Brian Ishii

RE: Port Allen (Kauai) Airport Noise Measurements

Dear Mr. Ishii:

Sound level measurements of aircraft operations at Port Allen Airport on Kauai were taken from Saturday, August 23, 1997, through Monday, August 25, 1997, at seven locations shown in Figure 1.

The schedule of measurement location for the three-day period is presented in Table 1. At each of the unattended measurement locations, a sound level meter was left in place from sunrise to sunset or for 24 hours, and programmed to measure the hourly equivalent sound levels (L_{eq}), exceedence levels (e.g., L_1 , L_{10} , L_{50} , and L_{90}), minimum sound levels (L_{min}), maximum sound levels (L_{max}) and Sound Exposure Levels (SEL). At each of the attended measurement locations, L_{eq} s, L_{min} s, L_{max} s and SELs from aircraft operations (e.g., takeoff, landing and flyover) were obtained and visual identification of aircraft types was made to correspond with the measurements. The numbers of operations for each type of aircraft that occurred over the three-day period are tabulated in Table 2. Table 3 summarizes the results of measurements taken at the attended locations.

Using data from the unattended sound level meters and Tables 2 and 3, day-night equivalent sound levels (L_{dn} s) due to aircraft operations and without aircraft operations were determined for Locations 1 through 4. These are presented in Table 4. The L_{dn} s

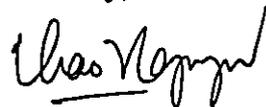
Edward K. Noda & Associates, Inc.
September 10, 1997

#97-34
Page 2

for Locations 5 and 6, however, could not be determined because of the limited noise data were obtained at these locations. At Location 7, the L_{dn} was measured to be 44 dBA.

Please call if you have any questions.

Sincerely,



Thao N. Nguyen

TNN/ld

Encls.

TABLE 1 - MEASUREMENT SCHEDULE

Date	Unattended Measurement Location		Attended Measurement Location	
	Sound Level Meter No. 1	Sound Level Meter No. 2	Morning Operations	Afternoon Operations
August 23, 1997	1	2	4	3
August 24, 1997	3	7*	2	1
August 25, 1997	3	4 & 2	2 & 1	6 & 5

* 24-Hour Measurement

TABLE 2 - NUMBER OF OPERATIONS FOR EACH TYPE OF AIRCRAFT

Date	Bali Hai Helicopter	Inter-Island Helicopter	Will Squyres Helicopter**	Fly Kauai Single Engine
August 23, 1997	8	4	0	0
August 24, 1997	7	0	2	0
August 25, 1997	6	4	0	4

* Each operation consists of one arrival and one departure.

** Not verified.

TABLE 3 - MEASUREMENT RESULTS

	<u>Date</u>	<u>Time of Day</u>	<u>L_{eq}</u> <u>(dBA)</u>	<u>L_{max}</u> <u>(dBA)</u>	<u>SEL</u> <u>(dBA)</u>	<u>Duration</u> <u>(min:sec)</u>
<u>LOCATION 1</u>						
<u>Bali Hai Helicopter</u>						
• Takeoff & Flyover	08/24/97	12:10	58.3	64.8	77.1	1:17
		13:15	56.8	63.8	76.9	1:43
• Approach & Land	08/24/97	13:05	55.2	59.8	71.6	0:44
		14:00	56.8	62.8	74.0	0:52
	08/25/97	10:52	54.7	58.8	72.3	0:57
<u>Inter-Island Helicopter</u>						
• Takeoff & Flyover	08/25/97	10:00	68.9	78.3	87.9	1:20
• Approach & Land	08/25/97	10:50	59.4	71.3	77.6	1:07
<u>Will Squyres Helicopter</u>						
• Takeoff & Flyover (2 at a time)	08/24/97	14:10	63.1	72.8	87.6	4:41
• Approach & Land (2 at a time)	08/24/97	14:05	71.6	84.0	94.8	3:32

Table 3 - Measurement Results (Continued)

Fly Kauai (N749RV) Single Engine

• Taxi & Takeoff	08/25/97	10:15	71.6	79.8	89.5	1:02
		10:30	72.9	82.5	90.9	1:04
• Flyover	08/25/97	10:16	57.0	65.8	75.3	1:07
		10:31	60.8	68.3	76.9	0:41
• Approach & Land	08/25/97	10:05	62.8	77.5	81.1	1:09
		10:25	69.6	78.5	83.1	0:22
		10:45	67.8	77.8	82.6	0:30

LOCATION 2

Bali Hai Helicopter

• Startup & Flight Idle Checks	08/24/97	7:45	73.8	78.8	94.4	1:58
	08/25/97	8:40	73.6	78.8	95.3	2:28
• Takeoff & Flyover	08/24/97	8:00	66.2	72.5	86.9	1:59
		9:05	65.9	74.8	86.5	1:55
		10:10	67.3	76.0	89.8	3:00
		11:07	66.7	77.3	87.3	1:57
	08/25/97	8:52	68.8	73.0	88.8	1:42
• Approach & Land	08/24/97	8:50	68.2	74.3	87.4	1:23
		9:55	69.0	77.3	87.8	1:16
		10:55	68.1	77.1	86.7	1:13
		12:00	68.6	76.8	86.7	1:05
	08/25/97	9:46	72.2	78.8	87.9	0:37

Table 3 - Measurement Results (Continued)

Inter-Island Helicopter

• Takeover & Flyover	08/25/97	8:55	73.8	80.8	92.3	1:11
• Approach & Land	08/25/97	9:45	58.4	64.0	77.5	1:12

Fly Kauai (N749RV) Single Engine

• Taxi & Takeoff	08/25/97	9:40	81.6	98.5	102.0	1:50
• Approach & Land	08/25/97	9:20	54.2	60.3	73.6	1:28

LOCATION 3

Bali Hai Helicopter

• Takeoff & Flyover	08/23/97	14:20	58.1	67.8	81.6	3:42
		15:55	57.9	66.0	78.9	2:06
• Approach & Land	08/23/97	13:50	76.1	87.5	93.6	0:57
		15:25	71.7	83.0	89.9	1:07
		16:45	69.8	81.0	89.9	1:41
• Idle	08/23/97	13:55	53.6	59.1	73.8	1:45
		16:50	55.9	61.0	76.6	1:57

Inter-Island Helicopter

• Takeoff & Flyover	08/23/97	14:10	63.4	71.5	82.1	1:14
• Approach & Land	08/23/97	14:00	70.7	81.5	89.4	1:15
		15:00	65.4	72.8	83.5	1:05
• Idle	08/23/97	14:05	52.1	58.8	74.0	2:36

Table 3 - Measurement Results (Continued)

LOCATION 4

Bali Hai Helicopter

• Startup & Flight Idle Checks	08/23/97	7:45	57.1	64.8	77.7	1:55
• Takeoff & Flyover	08/23/97	7:50	62.6	73.0	83.3	1:57
		9:00	60.1	78.8	80.9	2:04
		10:00	54.3	60.0	74.4	1:46
		11:10	54.5	63.5	73.6	1:22
		12:07	54.4	63.8	74.9	1:52
		13:07	54.0	60.6	73.9	1:38
• Approach & Land	08/23/97	8:49	60.8	69.6	80.4	1:31
		11:52	60.9	68.3	78.3	0:54
		12:50	60.6	66.0	78.3	0:59

Inter-Island Helicopter

• Idle, Takeoff & Flyover	08/23/97	8:50	59.3	69.8	81.7	2:56
		10:25	61.9	71.8	79.7	1:01
		13:05	65.6	72.6	81.8	0:41
• Approach & Land	08/23/97	9:46	65.8	72.8	80.9	0:32
		11:25	62.3	69.5	80.4	1:05

LOCATION 5

Bali Hai Helicopter

• Takeoff & Flyover	08/25/97	13:10	57.0	64.0	77.5	1:54
		14:05	59.1	77.0	80.9	2:32
• Approach & Land	08/25/97	13:55	56.7	63.5	73.0	0:43
		14:50	56.1	61.3	71.9	0:37

Table 3 - Measurement Results (Continued)

Inter-Island Helicopter

• Approach & Land	08/25/97	13:45	58.9	66.6	78.8	1:35
		16:40	57.4	65.5	75.2	1:00

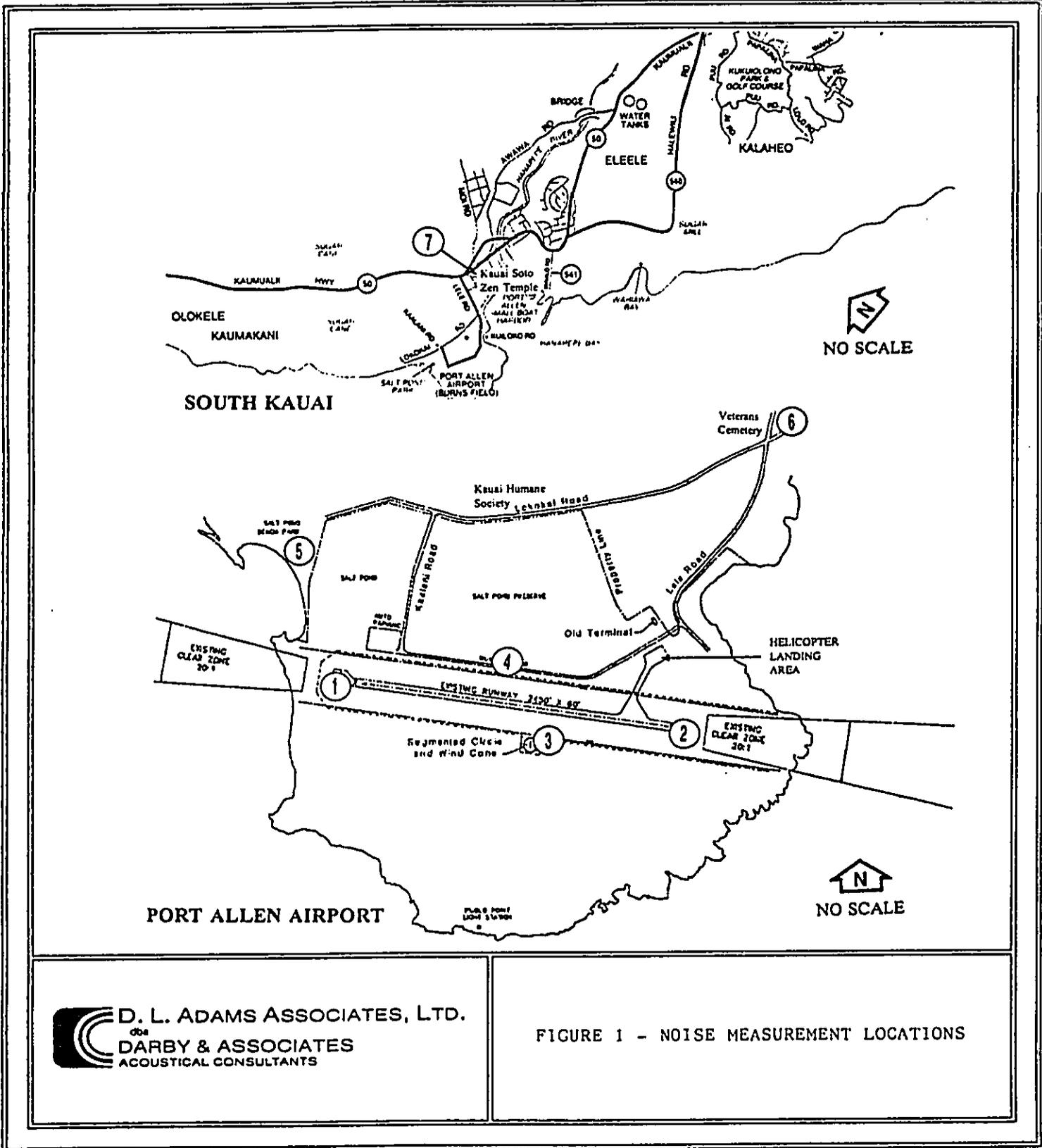
LOCATION 6

Bali Hai Helicopter

• Takeoff	08/25/97	12:05	52.6	56.5	69.0	0:44
• Approach & Land	08/25/97	12:55	53.6	58.5	71.2	0:58

TABLE 4 - ESTIMATED DAY-NIGHT EQUIVALENT SOUND LEVELS (L_{dn})

Measurement Location	Estimated L_{dn} (in dBA)	
	Background (Without Aircraft Operations)	Due to Aircraft Operations
1	51	55
2	50	56
3	50	60
4	46	46



D. L. ADAMS ASSOCIATES, LTD.
 DOR
DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

FIGURE 1 - NOISE MEASUREMENT LOCATIONS

FAX TRANSMISSION

D. L. ADAMS ASSOCIATES, LTD., D/B/A DARBY & ASSOCIATES
970 N. Kalaheo Avenue, Suite A311
Kailua, Hawaii 96734
808-254-3318
Fax: 808-254-5295

To: Brian Ishii
Edward K. Noda & Associates, Inc. Date: August 16, 1999

Fax #: 593-8551 Pages: 8, including this cover sheet.

From: Thao Nguyen *T.N.*

Subject: Additional Noise Measurements at Port Allen Airport on Kauai (#99-44)

Additional noise measurements of aircraft operations at Port Allen Airport on Kauai were obtained on Wednesday, August 11, 1999 at two locations. Location 1 was near the helicopter landing area and Location 2 was by the Salt Pond as shown in Figure 1. At each of the measurement locations, short-term L_{eqs} , L_{max} and SELs from aircraft operations (e.g., takeoff and landing) were obtained. Additionally, visual identification of aircraft type was made to correspond with the measurements. The numbers of operations for each type of aircraft and the measurement results are provided in Tables 1 and 2, respectively. Background noise measurements between aircraft operations were also obtained. At Location 1, background L_{eqs} of 51 to 52 dBA were recorded during light wind condition (less than 10 mph) and 54 to 56 dBA during high wind condition (10 to 15 mph with occasional gust up to 20 mph). Corresponding background L_{eqs} at Location 2 were 44 to 46 dBA and 48 to 51 dBA, respectively. Background noise at Location 1 was primarily due to surf noise while wind and traffic were the dominant background noise sources at the Location 2. Using these measurement results, the following aircraft L_{dn} s were calculated.

<u>Location</u>	<u>Calculated L_{dn} (in dBA) Due to Aircraft Operations</u>
1	60
2	46

Please call if you have any questions.

TABLE 1 - AIRCRAFT OPERATIONS AT PORT ALLEN AIRPORT ON AUGUST 11, 1999

Type of Aircraft	No. of Arrival at & Departure from the Airport	No. of Lift-off to and from Helicopter Landing Pad
Bali Hai Helicopter	26	4
Hawaii Helicopter	20	0
Inter-island Helicopter	16	4

TABLE 2 - AIRCRAFT NOISE MEASUREMENT RESULTS OF AUGUST 11, 1999

A. At Location 1 - Near Helicopter Landing Area (See Figure 1)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L_{eq}	L_{max}	SEL
1A	8:15 a.m.	Bali Hai	Startup, Flight Idle Checks & Lift-off from Tow Truck to Landing Pad	4:08	67.1	78.5	91.0
2A	8:20 a.m.		Flight Idle to Load Passengers & Take-off	4:17	69.9	86.4	94.1
3A	8:45 a.m.		Same as Event No. 1A	5:13	63.2	75.5	88.1
4A	8:50 a.m.		Same as Event No. 2A	4:40	71.8	90.5	96.2
5A	9:05 a.m.	Hawaii	Approach & Land	0:45	65.3	71.5	81.8
6A	9:10 a.m.		1 Flight Idle & 1 Approach & Land	1:28	60.9	66.8	80.3
7A	9:12 a.m.		2 Flight Idles	1:18	58.1	61.5	77.0
8A	9:15 a.m.	Bali Hai & Hawaii	1 Bali Hai Approach & Land & 2 Hawaii Take-offs	3:01	74.4	86.8	96.9
9A	9:25 a.m.	Bali Hai	Take-off	0:49	76.1	86.0	93.1
10A	9:42 a.m.	Hawaii	Approach & Land	0:44	65.7	70.9	82.1
11A	9:48 a.m.	Hawaii & Bali Hai	2 Hawaii Flight Idles & 1 Bali Hai Approach & Land	1:43	61.5	67.0	81.6
12A	9:51 a.m.		3 Flight Idles (2 Hawaii & 1 Bali Hai) & 2 Hawaii Take-offs	2:58	74.8	89.0	97.3
13A	9:55 a.m.	Bali Hai	Flight Idle to Load Passengers & Take-off	2:46	72.3	88.5	94.4
14A	10:15 a.m.		Approach & Land	1:06	69.9	77.5	88.1
15A	10:17 a.m.	Inter-island	Same as Event No. 1A	0:41	57.4	59.5	73.6
16A	10:21 a.m.	Inter-island & Hawaii	1 Inter-island Flight Idle & 2 Hawaii Approaches & Lands	2:00	65.7	76.0	86.4
17A	10:24 a.m.	Inter-island	Take-off	0:54	75.1	85.0	92.3
18A	10:28 a.m.	Bali Hai	Take-off	0:20	80.1	87.0	93.3
19A	10:32 a.m.	Hawaii	Take-off	1:01	75.3	86.0	93.1
20A	10:35 a.m.		Same as Event No. 19A	1:19	70.4	83.0	89.4
21A	10:37 a.m.	Inter-island	Same as Event No. 17A	0:59	73.3	83.0	90.9
22A	10:50 a.m.	Bali Hai	Approach & Land	--	--	--	--
23A	11:00 a.m.	Bali Hai & Hawaii	1 Bali Hai Refuel & 1 Hawaii Approach & Land	1:15	67.6	78.0	86.4

TABLE 2A (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L _{eq}	L _{max}	SEL
24A	11:02 a.m.	Bali Hai & Hawaii	Same as Event No. 23A	1:30	67.1	76.3	86.6
25A	11:04 a.m.		2 Hawaii Flight Idles & 1 Bali Hai Take-off	2:05	76.4	90.5	97.4
26A	11:15 a.m.	Inter-island	Approach & Land	0:48	63.9	70.5	80.8
27A	11:22 a.m.	Bali Hai	Approach & Land	1:24	62.9	69.0	82.1
28A	11:30 a.m.	Inter-island & Bali Hai	1 Inter-island Take-off, 1 Bali Hai Take-off & 1 Inter-island Approach & Land	1:50	75.9	87.0	96.3
29A	11:40 a.m.	Hawaii	2 Flight Idles & Take-offs	5:16	70.6	86.8	95.5
30A	11:54 a.m.	Inter-island	Take-off	0:47	77.3	85.3	94.1
31A	12:00 noon	Bali Hai	Approach & Land	--	--	--	--
32A	12:07 p.m.		Take-off	1:23	76.2	89.8	95.4
33A	12:13 p.m.	Hawaii	Approach & Land	0:42	64.3	69.0	80.5
34A	12:19 p.m.		Take-off	1:39	74.7	87.8	94.6
35A	12:24 p.m.	Bali Hai	Approach & Land	1:25	62.1	68.5	81.3
36A	12:33 p.m.		Flight Idle to Load Passenger & Take-off	2:43	71.7	86.8	93.8
37A	12:54 p.m.		Same as Event No. 35A	1:06	59.8	63.3	78.1
38A	1:08 p.m.		Same as Event No. 36A	1:28	76.2	90.0	95.6
39A	1:26 p.m.		Same as Event No. 35A	1:14	63.6	70.5	82.3
40A	1:28 p.m.	Inter-island & Bali Hai	1 Bali Hai Flight Idle & 1 Inter-island Approach & Land	0:35	63.4	68.9	78.9
41A	1:30 p.m.	Bali Hai	Flight Idle to Load Passenger & Take-off	5:41	68.6	87.0	93.8
42A	1:37 p.m.	Hawaii	Approach & Land	0:57	63.9	71.0	81.4
43A	1:40 p.m.		Take-off	1:02	74.8	85.3	92.8
44A	1:45 p.m.	Inter-island	1 Take-off & 1 Approach & Land	1:16	74.7	87.3	93.5
45A	2:01 p.m.	Bali Hai	Approach & Land	1:23	61.4	71.0	80.6
46A	2:04 p.m.	Inter-island	Take-off	0:52	76.0	85.5	93.1
47A	2:08 p.m.	Bali Hai	Take-off	1:55	73.9	89.3	94.4
48A	2:22 p.m.		Approach & Land	0:47	66.2	76.5	82.9

TABLE 2A (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L _{eq}	L _{max}	SEL
49A	2:36 p.m.	Bali Hai	Take-off	1:22	73.6	86.0	92.8
50A	2:38 p.m.	Inter-island	Approach & Land	0:49	62.6	60.0	79.6
51A	2:56 p.m.	Inter-island & Bali Hai	1 Inter-island Take-off & 1 Bali Hai Approach & Land	1:02	76.2	88.0	94.1
52A	3:03 p.m.	Bali Hai	Take-off from Landing Pad , Hover & Land on Tow Truck	1:31	74.4	87.5	93.9
53A	3:30 p.m.		Approach & Land	0:39	62.0	66.5	77.9
54A	3:39 p.m.		Same as Event No. 52A	0:59	63.2	65.5	80.9
55A	3:52 p.m.	Inter-island	Approach & Land	0:40	64.1	68.0	80.1
56A	3:54 p.m.		Same as Event No. 55A	0:43	62.9	67.0	79.3
57A	4:12 p.m.		Take-off	0:24	76.7	82.1	90.5
58A	5:03 p.m.		Same as Event No. 55A	1:12	61.8	65.8	80.4

B. At Location 2 - By the Salt Pond (See Figure 1)

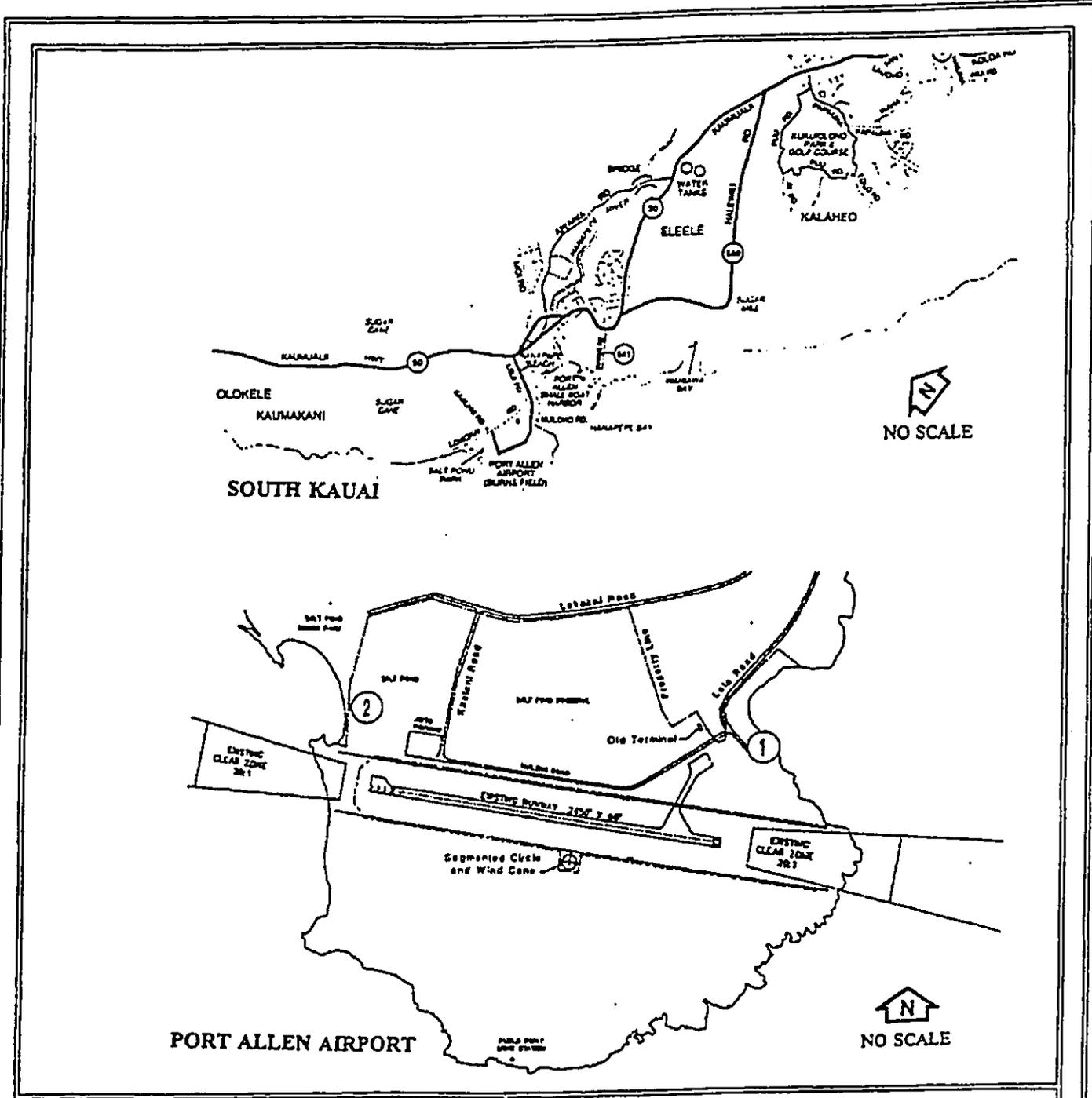
Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L _{eq}	L _{max}	SEL
1B	8:15 a.m.	Bali Hai	Event No. 1A	4:30	47.9	56.5	77.4
2B	8:24 a.m.		Event No. 2A	2:11	54.6	64.3	75.8
3B	8:58 a.m.		Event No. 4A	2:21	58.3	71.0	79.8
4B	9:03 a.m.	Bali Hai & Hawaii	Event No. 5A	6:49	47.8	63.0	73.9
5B	9:11 a.m.		Event No. 6A	2:01	53.3	64.3	74.1
6B	9:17 a.m.		Event No. 8A	1:00	56.1	64.0	75.0
7B	9:19 a.m.		Event No. 8A	1:23	58.7	65.5	77.9
9B	9:30 a.m.	Bali Hai	Event No. 9A	2:13	55.4	65.5	76.6
10B	9:44 a.m.		Event No. 10A	2:45	59.4	66.0	81.6

TABLE 2B (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L _{eq}	L _{max}	SEL
11B	9:50 a.m.	Hawaii & Bali Hai	Event No. 11A	1:52	53.5	61.0	73.9
12B	9:55 a.m.		Event No. 12A	2:46	60.3	67.8	82.4
13B	9:58 a.m.	Bali Hai	Event No. 13A	2:41	58.6	69.3	80.6
14B	10:16 a.m.	Inter-island	Event No. 15A	1:47	51.4	58.5	71.7
15B	10:22 a.m.	Inter-island & Hawaii	Event No. 16A	2:56	59.2	66.0	81.6
16B	10:26 a.m.	Inter-island	Event No. 17A	2:05	58.3	65.3	79.3
17B	10:30 a.m.	Bali Hai	Event No. 18A	1:00	48.9	54.3	66.8
18B	10:34 a.m.	Hawaii	Event No. 19A	2:12	58.4	67.0	79.6
19B	10:38 a.m.	Hawaii & Inter-island	Event Nos. 20A & 21A	3:15	59.8	72.8	82.6
20B	10:52 a.m.	Bali Hai	Event No. 22A	2:00	51.6	59.5	72.4
21B	11:00 a.m.	Bali Hai & Hawaii	Event No. 23A	2:52	56.9	68.0	79.3
22B	11:04 a.m.		Event No. 24A	2:07	58.3	67.0	79.3
23B	11:07 a.m.		Event No. 25A	2:22	58.3	69.3	79.8
24B	11:18 a.m.	Inter-island	Event No. 26A	1:22	56.1	62.5	75.2
25B	11:25 a.m.	Bali Hai	Event No. 27A	1:32	53.0	59.0	72.6
26B	11:30 a.m.	Inter-island & Bali Hai	Event No. 28A	3:27	59.4	69.5	82.6
27B	11:47 a.m.	Hawaii	Event No. 29A	2:26	56.1	62.0	77.8
28B	11:56 a.m.	Inter-island	Event No. 30A	1:25	61.1	70.0	80.4
29B	12:00 noon	Bali Hai	Event No. 31A	1:30	52.3	58.5	71.9
30B	12:10 p.m.		Event No. 32A	1:26	61.6	71.8	80.9
31B	12:14 p.m.	Hawaii	Event No. 33A	2:33	54.7	64.5	76.5
32B	12:21 p.m.		Event No. 34A	2:14	55.5	62.5	76.8
33B	12:27 p.m.	Bali Hai	Event No. 35A	1:29	53.2	60.0	72.6
34B	12:37 p.m.		Event No. 36A	1:45	58.8	68.0	78.9
35B	12:56 p.m.		Event No. 37A	1:32	52.6	58.5	72.2

TABLE 2B (continued)

Event No.	Approximate Start Time of Measurement	Type of Helicopter	Description of Aircraft Activities	Duration (min:sec)	Measured Aircraft Noise Level (in dBA)		
					L_{eq}	L_{max}	SEL
36B	1:11 p.m.	Bali Hai	Event No. 38A	2:09	59.2	69.3	80.3
37B	1:27 p.m.		Event No. 39A	3:17	58.4	69.3	81.3
38B	1:31 p.m.	Inter-island	Event No. 40A	0:56	58.4	65.3	75.9
39B	1:36 p.m.	Bali Hai	Event No. 41A	1:39	59.6	69.3	78.5
40B	1:40 p.m.	Hawaii	Event No. 42A	1:42	56.4	65.0	76.4
41B	1:43 p.m.		Event No. 43A	1:15	50.0	56.0	68.7
42B	1:47 p.m.	Inter-island	Event No. 44A	3:11	58.0	69.0	80.8
43B	2:04 p.m.	Bali Hai	Event No. 45A	1:11	53.9	60.3	72.4
44B	2:07 p.m.	Inter-island	Event No. 46A	1:12	60.3	69.3	78.8
45B	2:12 p.m.	Bali Hai	Event No. 47A	2:35	58.6	70.3	80.4
46B	2:24 p.m.		Event No. 48A	1:29	51.3	57.0	70.8
47B	2:38 p.m.		Event No. 49A	1:53	57.6	67.8	78.1
47B	2:40 p.m.	Inter-island	Event No. 50A	1:10	56.1	63.8	74.5
49B	3:00 p.m.	Inter-island & Bali Hai	Event No. 51A	2:26	57.7	64.0	79.3
50B	3:32 p.m.	Bali Hai	Event No. 53A	0:30	51.8	64.8	84.0



D. L. ADAMS ASSOCIATES, LTD.
 DORIS
DARBY & ASSOCIATES
 ACOUSTICAL CONSULTANTS

FIGURE 1 - NOISE MEASUREMENT LOCATIONS

APPENDIX C

**AVIFAUNAL AND FERAL MAMMAL
STUDY OF PORT ALLEN AIRPORT, KAUAI**

Prepared by:

**Phillip L. Bruner
Enironmnetal Consultant**

July 30, 1997

AVIFAUNAL AND FERAL MAMMAL SURVEY OF PORT ALLEN AIRPORT, KAUAI

Prepared for

Edward K. Noda & Associates, Inc., Honolulu

by

Phillip L. Bruner
Assistant Professor of Biology
Director, Museum of Natural History
BYU-Hawaii
Environmental Consultant - Faunal (Bird & Mammal) Surveys
Laie, Hawaii 96762

30 July 1997

INTRODUCTION

The purpose of this report is to summarize the findings of a two day (22-23 July 1997) bird and mammal field survey of Port Allen Airport lands for the Port Allen Airport Environmental Assessment Plan State of Hawaii Project No. AK2010-01. Figure One shows the location of the property. Also included are references to pertinent literature as well as unpublished faunal reports from earlier studies in similar coastal habitat elsewhere on Kauai.

The objectives of the field survey were to:

- 1- Document what bird and mammal species occur on the property or may likely occur given the available habitats and limitations imposed by predators and disturbance.
- 2- Provide current baseline information on the relative abundance of each species.
- 3- Note the presence or likely occurrence of any native fauna particularly any that are considered "Endangered" or "Threatened".

The area within the boundary of the Port Allen Airport property consists of grasses, weeds and some low growing native plants. The area within the fence line appears to be periodically mowed. Vegetation around the site includes brush, open parklands of scattered trees and grass. At the west end Batis wetlands and salt collecting ponds occur on either side of the airstrip. These wetlands are outside of the airport fence line. Rainfall appears to be light along this section of the coast but the prevailing tradewinds are robust.

During the course of the survey mixed weather conditions occurred with passing showers in the mornings and clear windy afternoons.

STUDY METHODS

Numerous small roads surround the site. The level topography and low vegetation facilitated access and surveying. Field observations were made with binoculars and by listening for vocalizations. These observations were concentrated during the peak bird and mammal activity periods of early morning and late afternoon/dusk. Attention was also paid to the presence of tracks and scats as indicators of bird and mammal activity. The early evening hours of 22 July were devoted to looking for bats (Lasiurus cinereus semotus) and Barn Owls (Tyto alba).

All birds and mammals seen or heard were tallied. These data provide the basis for the relative abundance estimates given in this report. Published and unpublished reports from earlier studies in similar habitat elsewhere on Kauai were also consulted (Pratt et al. 1987; Bruner 1980, 1988a, 1988b, 1989, 1990a, 1990b, 1991, 1992; Hawaii Audubon Society 1993; State of Hawaii 1993). Observations of feral mammals were limited to visual sightings and evidence in the form of scats and tracks. No attempts were made to trap mammals in order to obtain data on their relative abundance and distribution. An effort of this magnitude was unnecessary for the purpose of this survey.

Scientific names used in this report generally follow those given in Hawaii's Birds (Hawaii Audubon Society 1993); A field guide to the birds of Hawaii and the Tropical Pacific (Pratt et al. 1987) and Mammal species of the World (Honacki et al. 1982). In the case of recent taxonomic changes the currently acceptable name is used and the appropriate citation for this new name is provided.

RESULTS AND DISCUSSION

Resident Endemic (Native) Land Birds:

The endemic Pueo or Short-eared Owl (Asio flammeus sandwicensis) is active during the day and forages over open fields as well as forest habitats and thus could potentially be found at this site. None were observed on this survey. Due to the elevation and type of habitat no other resident, endemic landbirds would be expected at this site. The Pueo is listed as endangered on the island of Oahu but not elsewhere in Hawaii by the State of Hawaii Department of Land and Natural Resources, Division of Forestry and Wildlife.

Hawaii's State Bird, the endangered Nene or Hawaiian Goose (Branta sandvicensis) (AOU 1993), has in recent years been reintroduced to Kauai. The Division of Forestry and Wildlife estimate that 100 Nene now occur on the island (State of Hawaii 1993). Nene have been recorded from Crater Hill at Kilauea Point National Wildlife Refuge to Poipu. None were recorded on this survey. Whether or not Nene eventually are seen at Port Allen Airport remains to be seen. This goose will utilize wetlands but also is adapted to non-wetland habitats.

Native Waterbirds:

On July 23 one Black-crowned Night Heron (Nycticorax nycticorax) was recorded in the Batis wetlands of the Salt Ponds located near the west end of the airport property. The bird appeared to be foraging for insects in the Batis.

A pair of endangered adult Black-necked Stilt (Himantopus mexicanus knudseni) were recorded on both days of the survey in the same Batis wetland where the night heron was observed. The presence of people working their salt ponds did not seem to disturb the birds. They appeared habituated to this activity and continued to forage. This pair perhaps utilize this wetland frequently. No other waterbirds were observed. Data from The Nature Conservancy's Hawaii Natural Heritage Program data base indicate that Hawaiian Duck or Koloa (Anas wyvilliana) and Hawaiian Coot or 'Alae Ke'oke'o (Fulica alai) (AOU 1993), have also been observed at these Hanapepe Salt Ponds. These two species are also endangered. Koloa were last recorded in 1980 and Hawaiian Coot in 1989. Hawaii Natural Heritage Program data also show Black-necked Stilt at these salt ponds with the most recent record in 1990.

Resident Indigenous (Native) Seabirds:

No seabirds were recorded during this survey. The threatened Newell's Shearwater (Puffinus newelli) may fly over the property as it goes back and forth between its nesting burrows in the mountains and the open sea where it forages.

Migratory Indigenous (Native) Birds:

At this time of year most shorebirds are on the arctic nesting grounds. A few individuals, usually juveniles, may oversummer in Hawaii and not return to the arctic to breed until their second year of life (Johnson et al. 1981, 1989). Two Pacific Golden-Plover (Pluvialis fulva) were recorded on the survey. Both birds

were in non-breeding plumage and were likely over-summering birds. Pacific Golden-Plover are the most abundant migrant in Hawaii. Between mid-August and early May three other common migrants would be expected either on the airport lands or adjacent beaches, rocky shorelines or wetlands, they are the Sanderling (Calidris alba), Wandering Tattler (Heterosce~~l~~us incanus) and Ruddy Turnstone (Arenaria interpres). None of these birds are endangered or threatened. The Bristle-thighed Curlew (Numenius tahitiensis) is listed as a species of concern, which means the bird may at some future point in time need to be listed as threatened or endangered. This curlew primarily winters on islands south of Hawaii. A few birds stay in Hawaii each winter. They prefer open grassland habitat near the coast. Port Allen Airport and adjoining coastal habitats are regularly used by this species (pers. comm. from R.L. Pyle B.P. Bishop Museum).

Exotic (Introduced) Birds:

Table One lists a total of 15 exotic species found on the survey. Information provided in Pratt et al. (1987); Hawaii Audubon Society (1993); and Bruner 1980, 1988a, 1988b, 1989, 1990a, 1990b, 1991 and 1992 also confirm that the exotic species recorded on this survey are the ones that would be expected from this sector of the island. None of these introduced species is endangered or threatened.

The introduced Barn Owl was not seen during the evening of 22 July.

Feral Mammals:

Feral cats were observed on and near the property. No trapping was conducted in order to assess the relative abundance of these mammals at this site.

Records of the endemic and endangered Hawaiian Hoary Bat (Lasiurus cinereus semotus) are limited but the species is believed to be fairly common on Kauai (Tomich 1986; Kepler and Scott 1990). The ecology of this native bat is poorly understood. I have observed bats in a variety of habitats on Kauai including: native forest, agricultural lands, residential and urban areas as well as river valleys and bays. None were recorded at Port Allen Airport or nearby lands during the course of this faunal survey.

CONCLUSIONS

Port Allen Airport and nearby lands, including the Hanapepe Salt Pond wetlands, were surveyed for birds and feral mammals over a two day period (22-23 July 1997). Two native waterbirds were recorded at the Salt Pond complex adjoining the west end of the airport. One species was the endangered or threatened Black-necked Stilt and the other the non-endangered or threatened Black-crowned Night Heron. Data from earlier observations contained in the files of the Hawaii Natural Heritage Program show the endangered Hawaiian Duck and Hawaiian Coot have also utilized this wetland in the past. The only migratory species recorded was the Pacific Golden-Plover. However, at this time of year migrants are on their arctic

breeding grounds. A list of other common migrants likely to occur in this area at the appropriate time of year include the Ruddy Turnstone, Sanderling, Wandering Tattler and Bristle-thighed Curlew.

No native landbirds were observed but the Pueo and Nene were noted as possible species that could utilize this habitat.

Fifteen species of introduced birds were tallied. These birds are the ones that typically occur in this region of Kauai.

Only feral cats were noted. The endangered Hawaiian Hoary Bat was not seen. This species, however, occurs widely on Kauai and might on occasion use the area to forage.

No unusual or unexpected observations of either birds or mammals were obtained on this survey. The Batis wetlands located at the west end provide foraging opportunities for native waterbirds and migratory shorebirds. More frequent surveys of this area would likely increase our understanding of the value of this site for wildlife.

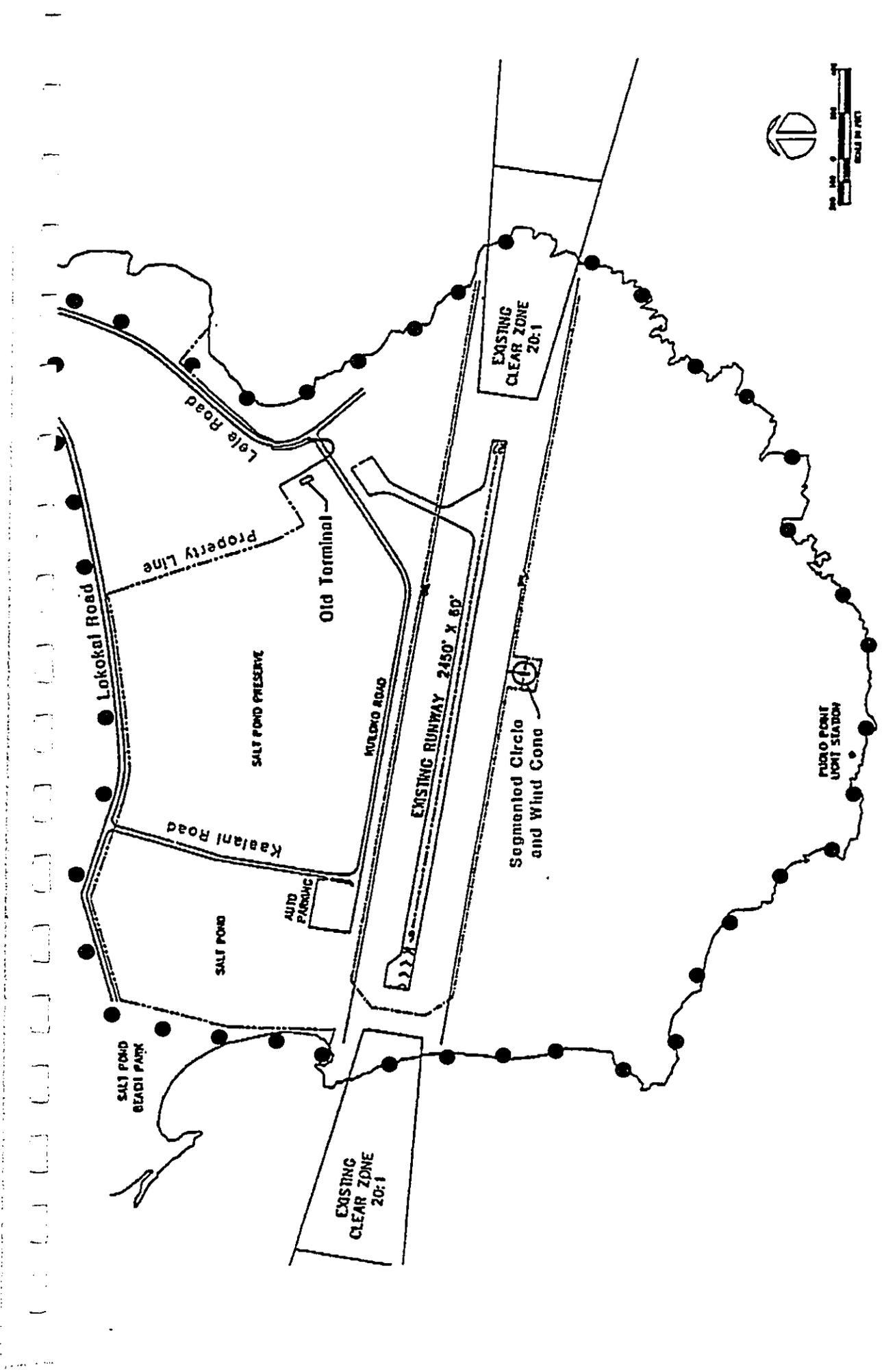


Fig. 1. Location of faunal survey at Port Allen Airport, Kauai. Area examined enclosed by solid dots.

TABLE 1

Exotic birds recorded at Port Allen Airport, Kauai.

COMMON NAME	SCIENTIFIC NAME	RELATIVE ABUNDANCE*
Cattle Egret	<u>Bubulcus ibis</u>	C
Feral Chicken	<u>Gallus gallus</u>	C
Ring-necked Pheasant	<u>Phasianus colchicus</u>	R=1
Spotted Dove	<u>Streptopelia chinensis</u>	A
Zebra Dove	<u>Geopelia striata</u>	A
Common Myna	<u>Acridotheres tristis</u>	A
Northern Mockingbird	<u>Mimus polyglottus</u>	U
Northern Cardinal	<u>Cardinalis cardinalis</u>	C
Red-crested Cardinal	<u>Paroaria coronata</u>	C
Hwamei	<u>Garrulax canorus</u>	U
Japanese White-eye	<u>Zosterops japonicus</u>	U
Nutmeg Mannikin	<u>Lonchura punctulata</u>	C
Chestnut Mannikin	<u>Lonchura malacca</u>	C
House Finch	<u>Carpodacus mexicanus</u>	A
House Sparrow	<u>Passer domesticus</u>	C

*(see page 11 for key to symbols)

KEY TO TABLE 1

Relative abundance = number of times observed during survey.

A = abundant (ave. 10+)

C = common (ave. 5-10)

U = uncommon (ave. less than 5)

R = rare (actual number is given)

SOURCES CITED

- American Ornithologists' Union (AOU). 1993. Thirty-ninth supplement. *Auk* 110:675-682.
- Bruner, P.L. 1980. An avifaunal and feral mammal survey at Ninini Point, Kauai. Unpubl. ms.
- _____. 1988a. Survey of the avifauna and feral mammals for the Kauai Lagoons's proposed third golf course, Lihue, Kauai. Unpubl. ms.
- _____. 1988b. Field survey of the avifauna and feral mammals at Grove Farm Properties, Lihue/Puhi, Kauai. Unpubl. ms.
- _____. 1989. Field survey of the avifauna and feral mammals at Moloa'a, Kauai. Unpubl. ms.
- _____. 1990a. Field survey of the avifauna and feral mammals at Hanamaulu, Kauai. Unpubl. ms.
- _____. 1990b. Field survey of the avifauna and feral mammals for the Lihue/Puhi/Hanamaulu Master Plan, Kauai. Unpubl. ms.
- _____. 1991. Field survey of the avifauna and feral mammals at the proposed Nawiliwili Estates Project, Kauai. Unpubl. ms.
- _____. 1992. Avifaunal and feral mammal survey of TMK 3-5-01:118, Kauai Lagoons, Lihue, Kauai. Unpubl. ms.
- Hawaii Audubon Society. 1993. *Hawaii's Birds*. Fourth Edition. Hawaii Audubon Society, Honolulu.
- Honacki, J.H., K.E. Kinman and J.W. Koeppel ed. 1982. *Mammals species of the World: A taxonomic and geographic reference*. Allen Press Inc., and the association of Systematic Collections, Lawrence, Kansas.
- Johnson, O.W., P.M. Johnson, and P.L. Bruner. 1981. Wintering behavior and site-faithfulness of Golden-Plovers on Oahu. *'Elepaio* 41(12):123-130.

- Johnson, O.W., M.L. Morton, P.L. Bruner and P.M. Johnson. 1989. Fat cyclicality, predicted migratory flight ranges, and features of wintering behavior in Pacific Golden-Plovers. *Condor* 91:156-177.
- Kepler, C.B. and J.M. Scott. 1990. Notes on distribution and behavior of the endangered Hawaiian Hoary Bat (*Lasiurus cinereus semotus*). 1964-1983. 'Elepaio 50(7):59-64.
- Pratt, H.D., P.L. Bruner, and D.G. Berrett. 1987. A field guide to the birds of Hawaii and Tropical Pacific. Princeton Univ. Press.
- State of Hawaii. 1993. Job Progress Report. DLNR DOFAW. Study Title: Nene investigations on the island of Kauai. Job Title: Survey of the Nene population on Kauai. Proj. No. W-18-R-18. Job. No. R-I-G.
- Tomich, P.Q. 1986. Mammals in Hawaii. Bishop Museum Press. Honolulu.

APPENDIX D

**PORT ALLEN AIRPORT
BOTANICAL SURVEY REPORT**

Prepared by:

**Evangeline J. Funk, Ph.D.
Botanical Consultants**

1997

PORT ALLEN AIRPORT BOTANICAL SURVEY REPORT

FOR
EDWARD K. NODA AND ASSOCIATES
615 PIKOI, SUITE 300
HONOLULU, HAWAII 96814-3139

BY
EVANGELINE J. FUNK, PH.D.
BOTANICAL CONSULTANTS
HONOLULU, HAWAII
1997

TABLE OF CONTENTS

	Page
INTRODUCTION.....	1
BOTANICAL HISTORY	1
METHODS.....	2
RESULTS.....	2
RECOMMENDATIONS.....	4
ENDANGERED SPECIES.....	4
SPECIES LIST.....	5
BIBLIOGRAPHY.....	9

INTRODUCTION

The Port Allen Airport is located along the south shore of the island of Kauai on a small peninsula between Hanapepe Bay and Salt Pond Park. This sea level airport consists of approximately eighty acres of land. A botanical survey of this area, to discover what plants make up the vegetation cover of the site, to describe the vegetation, and to determine if any proposed or listed threatened or endangered plant species are growing in the area, was conducted in May 1997.

BOTANICAL HISTORY

William Brackenridge who botanized the area from Koloa, Kauai to Waimea, Kauai in 1840 described the region and its vegetation as "a number of sunburned hills...A few sorts of coarse grass with a number of annual plants and three or four Malvaceous shrubs include the principal vegetation" (Funk 1988).

Since that time a few environmental impact statements (e.i.s.) and several negative declarations (n.d.) have been prepared for projects in the Port Allen-Hanapepe area. In 1971, R. M. Towill (R. M. Towill 1971) in an e.i.s. for the Kikiula Gulch Drainage Channel, Hanapepe, Kauai, dismissed the flora of the area as follows: "all vegetation in the alignment strip will be grubbed and disposed of. The other vegetation will not be affected".

In 1974 the Kauai Department of Public Works (Dept. Public Works 1974), in describing the proposed Base Yard Site located just up Salt Pond Street from the Port Allen Airport, stated that "much of the site is covered with weeds and common shrubs and spotted with clusters of trees along the road and hillsides".

In a more recent environmental impact statement for the proposed Kauai Veterans Cemetery site, also just north of the Port Allen Airport (M&E Pacific 1997), without having carried out any field studies simply stated "no listed

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

INTRODUCTION

The Port Allen Airport is located along the south shore of the island of Kauai on a small peninsula between Hanapepe Bay and Salt Pond Park. This sea level airport consists of approximately eighty acres of land. A botanical survey of this area, to discover what plants make up the vegetation cover of the site, to describe the vegetation, and to determine if any proposed or listed threatened or endangered plant species are growing in the area, was conducted in May 1997.

BOTANICAL HISTORY

William Brackenridge who botanized the area from Koloa, Kauai to Waimea, Kauai in 1840 described the region and its vegetation as "a number of sunburned hills...A few sorts of coarse grass with a number of annual plants and three or four Malvaceous shrubs enclude the principal vegetation" (Funk 1988).

Since that time a few environmental impact statements (e.i.s.) and several negative declarations (n.d.) have been prepared for projects in the Port Allen-Hanapepe area. In 1971, R. M. Towill (R. M. Towill 1971) in an e.i.s. for the Kikiula Gulch Drainage Channel, Hanapepe, Kauai, dismissed the flora of the area as follows:, "all vegetation in the alignment strip will be grubbed and disposed of. The other vegetation will not be affected".

In 1974 the Kauai Department of Public Works (Dept. Public Works 1974), in describing the proposed Base Yard Site located just up Salt Pond Street from the Port Allen Airport, stated that "much of the site is covered with weeds and common shrubs and spotted with clusters of trees along the road and hillsides".

In a more recent environmental impact statement for the proposed Kauai Veterans Cemetery site, also just north of the Port Allen Airport (M&E Pacific 1997), without having carried out any field studies simply stated "no listed

endangered plants" are found on the site.

The most comprehensive description of the vegetation in the vicinity of the Port Allen Airport is found in the environmental impact statement for the Hanapepe Self-Help Project (Self-Help Housing Corporation of Hawaii 1995) which stated, "the coastal areas support a variety of indigenous plants like Beach Naupaka (*Scaevola taccada*), and the tree Heliotrope (*Messerschmidia argentea*). However, much of the peninsula is covered with Koa-haole (*Leucaena leucocephala*), Kiawe (*Prosopis pallida*) and Guinea grass (*Panicum maximum*). The Chinese banyan, coconut trees, and bouganvillia were also observed on the project site"

Beyond these reports there are several negative declarations for projects in the Port Allen-Hanapepe area that only refer to the vegetation as introduced weeds and grasses.

METHODS

In May 1997 a two person team of field botanists carried out a reconnaissance of the Port Allen Airport site by way of a walk through survey which covered all parts of the fenced-in area. In addition, notes were made of the area outside the fence. The results of this reconnaissance are presented here.

RESULTS

The plant cover of the Port Allen Airport site can be described as Mowed Mixed Vegetation. The dominant components of this mixed vegetation are the grasses. Three species, pitted beardgrass (*Bothriochloa pertusa* (L.) A. Camus), buffelgrass (*Cenchrus ciliaris* L.), and common sandbur (*Cenchrus echinatus* L.) are most frequently found, but others such as swollen fingergrass (*Chloris barbata* (L.) Sw.), stargrass (*Chloris divaricata*

R. Br.), and Bermuda grass (*Cynodon dactylon* (L.) Pers.) are common.

Intermixed throughout the grasses are patches or enclaves of various forbs such as Australian salt bush (*Atriplex semibaccata* R. Br.), wild bean (*Macroptilium lathyroides* (L.) Urb.), *Macroptilium atropurpureum* (DC) Urb., nodeweed (*Synedrella nodifolia* (L.) Gaertn.), golden crown-beard (*Verbesina enceliodescq* (Cav.) Benth & Hook.), alfalfa (*Medicago sativa* L.), the native vine, pa'uohi'iaka (*Jacquemontia ovalifolia* (Choisy) H. Hallier subsp. *sandwicensis*), and scattered others. All of the area vegetation is trimmed to approximately one foot in height.

About two hundred and fifty feet from the western boundary fence and along the north fence, there is a rather barren area which is surrounded by several species of obligate or facultative wetland plants such as pickle weed (*Batis maritima* L.), false daisy (*Eclipta alba* (L.) Hassk.), and pluchea (*Pluchea indica* (L.) Less.), all wetland indicators. In addition, this area very strongly resembles the salt flats which are located next to the airport.

Outside The Fence. North of the Port Allen Airport there is a small undeveloped space which consists of about five to ten acres which is covered with buffel grass, Guinea grass, 'opiuima and ironwood trees, koa haole, and 'ilima bushes. This wild field abuts the Salt Pond Wetland. Because this area is fenced and there was no access, observations were made from along Salt Pond Road. The western end of the Port Allen Airport ends with a dirt road which passes close to the ocean. There is no vegetation in this area. Outside the fence on the south side of the Port Allen Airport is a very large open area that is covered with the obligate wetland plant, pickleweed. This indicates that at one time the western end of the airport may have been part of the Salt

Pond Wetland. East of the pickleweed is a broad field of buffelgrass with a few castor bean bushes surrounding it. The eastern end of the Port Allen Airport also abuts a dirt road which travels along the coast of Hanapepe Bay. The only vegetation here is small patches of pitted beardgrass and buffel grass.

RECOMMENDATIONS

If the western portion of the Port Allen Airport is to be changed in any way, a wetland delineation should be carried out. Especially in the areas where the pickleweed is found.

ENDANGERED SPECIES

No candidate, proposed, or listed threatened or endangered species as set forth in the Endangered Species Act of 1973, as amended (16 U.S.C. 1531-1543), are known from the Port Allen Airport area and none were found during this survey.

SPECIES LIST OF PLANTS FOUND ON THE PORT ALLEN AIRPORT SITE
PORT ALLEN, KAUAI, HAWAII

The plant families in the following species list have been alphabetically arranged within two groups, Monocotyledons, and Dicotyledons. The genera and species are arranged alphabetically within families. The taxonomy and nomenclature follow that of St. John (1973) and Wagner, Herbst and Sohmer (1990). For each taxon the following information is provided:

1. An asterisk before the plant name indicates a plant introduced to the Hawaiian Islands since Cook or by the aborigines.
2. The scientific name.
3. The Hawaiian name and or the most widely used common name.
4. Abundance ratings are for this site only and they have the following

meanings:

Uncommon = a plant that was found less than five times.

Occasional = a plant that was found between five to ten times.

Common = a plant considered an important part of the vegetation.

Locally abundant = plants found in large numbers over a limited area. For example the plants found in grassy patches.

This species list is the result of an extensive survey of this site toward the end of the wet season (May 1997) and it reflects the vegetative composition of the flora during a single season. Minor changes in the vegetation will occur due to introductions and losses and a slightly different species list would result from a survey conducted during a different growing season.

<u>Scientific Name</u>	<u>Common Name</u>	<u>Abundance</u>
<u>MONOCOTYLEDONES</u>		
Cyperaceae - Sedge Family		
* <i>Cyperus rotundus</i> L.	Nut grass	Locally abundant
GRAMINEAE - Grass Family		
* <i>Bothriochloa pertusa</i> (L.) A. Camus	Pitted beardgrass	Common
* <i>Cenchrus ciliaris</i> L.	Buffelgrass	Uncommon
* <i>Cenchrus echinatus</i> L.	Common sandbur	Common
* <i>Chloris barbata</i> (L.) Sw.	Swollen fingergrass	Common
* <i>Chloris divaricata</i> R. Br.	Stargrass	Occasional
* <i>Cynodon dactylon</i> (L.) Pers.	Bermuda grass	Locally abundant
* <i>Digitaria ciliaris</i> (Retz.) Koeler	Henry's crabgrass	Common
* <i>Eleusine indica</i> (L.) Gaertn.	Wiregrass	Uncommon
* <i>Eragrostis cilianensis</i> (All.) Link	Stinkgrass	Uncommon
* <i>Panicum maximum</i> Jacq.	Guinea grass	Uncommon
* <i>Paspalum fimbriatum</i> Kunth	Panama grass	Uncommon
* <i>Paspalum vaginatum</i> Sev.	Seashore paspalum	Locally abundant
* <i>Setaria verticillata</i> (L.) P. Beauv.	Bristly foxtail	Uncommon
* <i>Sporobolus virginicus</i> (L.) Kunth	Seashore rushgrass	Locally abundant
<u>DICOTYLEDONES</u>		
AIZOACEAE - Fig-marigold Family		
<i>Sesuvium portulacastrum</i> (L.) L.	Sea purslane	Locally abundant
AMARANTHACEAE - Amaranth Family		
* <i>Alternanthera pungens</i> Kunth	Khaki weed	Occasional
* <i>Amaranthus spinosus</i> L.	Spiny amaranth	Locally abundant
* <i>Amaranthus viridis</i> L.	Slender amaranth	Occasional
ASTERACEAE - Sunflower Family		
* <i>Ageratum conyzoides</i> L.	Maile hohono	Locally abundant
* <i>Bidens alba</i> (L.) DC		Uncommon
* <i>Bidens cynapiifolia</i> Kunth		Common
* <i>Calyptracarpus vialis</i> Less.		Common
* <i>Conyza canadensis</i> (L.) Cronq.	Horseweed	Occasional
* <i>Eclipta alba</i> (L.) Hassk.	False daisy	Uncommon
* <i>Emilia coccinea</i> (Sims) G. Don	Flora's paintbrush	Common
* <i>Erechtites hieracifolia</i> (L.) Raf. ex DC		Uncommon
* <i>Gnaphalium purpureum</i> L.	Purple cudweed	Locally abundant
* <i>Pluchea indica</i> (L.) Less.	Pluchea	Locally abundant
* <i>Sonchus oleraceus</i> L.	Sow thistle	Occasional
* <i>Synedrella nodifolia</i> (L.) Gaertn.	Nodeweed	Locally abundant

<u>Scientific Name</u>	<u>Common Name</u>	<u>Abundance</u>
ASTERACEAE - Sunflower Family con't		
* <i>Verbesina enceliodes</i> (Cav.) Benth & Hook.	Golden crown-beard	Common
* <i>Vernonia cinerea</i> (L.) Less.	Little ironweed	Uncommon
BATACEAE - Saltwort Family		
* <i>Batis maritima</i> L.	Pickleweed	Locally abundant
BORAGINACEAE - Borage Family		
<i>Heliotropium anomalum</i> Hook. & Arnott	Hinahina	Locally abundant
CARYOPHYLLACEAE - Pink Family		
* <i>Spergularia marina</i> (L.)	Sand spurry	Occasional
CHENOPODIACEAE - Goosefoot Family		
* <i>Atriplex semibaccata</i> R. Br.	Australian saltbush	Occasional
CONVOLVULACEAE - Morning Glory Family		
* <i>Convolvulus arvensis</i> L.	Field bindweed	Locally abundant
<i>Jacquemontia ovalifolia</i> subsp. <i>sandwicensis</i>		Locally abundant
* <i>Merremia aegyptia</i> (L.) Urb.	Hairy merremia	Occasional
EUPHORBIACEAE - Spurge Family		
* <i>Chamaesyce hirta</i> (L.) Millsp.	Hairy spurge	Locally abundant
* <i>Chamaesyce hypericifolia</i> (L.) Millsp.	Graceful spurge	Occasional
* <i>Chamaesyce prostrata</i> (Ait.) Small	Prostrate spurge	Occasional
FABACEAE - Bean Family		
* <i>Chamaecrista nictitans</i> (L.) Moench	Partridge pea	Occasional
* <i>Crotalaria incana</i> L.	Fuzzy rattlepod	Occasional
* <i>Desmanthus virgatus</i> (L.) Willd.	Slender mimosa	Occasional
* <i>Leucaena leucocephala</i> (Lam. de Wit)	Koa haole	Occasional
* <i>Macropitium atropurpureum</i> (DC) Urb.		Common
* <i>Macropitium lathyroides</i> (L.) Urb.	Wild bean	Locally abundant
* <i>Medicago polymorpha</i> L.	Bur clover	Occasional
* <i>Medicago sativa</i> L.	Alfalfa	Common
* <i>Melilotus indica</i> (L.) all.		Occasional
* <i>Mimosa pudica</i> L.	Sleeping grass	Common
* <i>Pithecellobium dulce</i> (Roxb.) Benth.	'Opiuma	Occasional

<u>Scientific Name</u>	<u>Common Name</u>	<u>Abundance</u>
MALVACEAE - Hibiscus Family		
* <i>Malvastrum cormandelianum</i> (L.) Garcke	False marrow	Occasional
* <i>Sida fallax</i> Walp.	'Ilima	Occasional
* <i>Sida rhombiflora</i> L.		Occasional
* <i>Sida spinosa</i> L.	Prickly sida	Occasional
NYCTAGINACEAE - Four-o'clock Family		
* <i>Boerhavia coccinia</i> Mill.		Common
PORTULACACEAE - Purslane Family		
* <i>Portulaca oleracea</i> L.	Pigweed	Occasional
* <i>Portulaca pilosa</i> L.	'Akulikuli	Occasional
PRIMULACEAE - Primrose Family		
* <i>Anagallis arvensis</i> L.	Scarlet pimpernel	Locally abundant
SOLANACEAE - Tomato Family		
* <i>Lycopersicon pimpinellifolium</i> (Jusl.) Mill.		Uncommon
STERCULIACEAE - Cacao Family		
* <i>Waltheria indica</i> L.	Uhaloa	Locally abundant
THYMELAEACEAE - 'Akia Family		
<i>Wikstroemia pulcherrima</i> Skottsbo.		Common
VERBENACEAE - Verbena Family		
* <i>Lantana camara</i> L.	Lantana	Occasional
* <i>Verbena litoralis</i> Kunth	Owi	Occasional

BIBLIOGRAPHY

- Department of Public Works, Kauai County. 1974. Environmental Impact Statement for Construction of Maintenance Base Yard Facilities at Hanapepe, Kauai, Hawaii.
- Funk, E. J. 1988. The Notes of William Brackenridge Made During His Sandwich Island Sojourn 1840-1841. Hawaiian Botanical Society Newsletter. Vol. 27 (1)
- Haselwood, E. L. and G. G. Motter. 1976. Handbook of Hawaiian Weeds. Lyon Arboretum Assn.
- M.&E. Pacific. 1997. Environmental Impact Statement for the Kauai Veterans Cemetery.
- Neal, M. C. 1965. In Gardens of Hawaii. 2nd. ed. Special Publ. Bernice P. Bishop Mus.
- R. M. Towill. 1971. Environmental Impact Statement for Kakiula Gulch Drainage Channel. Hanapepe, Kauai.
- Self-Help Housing Corporation of Hawaii. 1995. Environmental Assessment for Hanapepe Self-Help Project.
- USFWS. 1996. Endangered and Threatened Wildlife and Plants. 50 CFR 17.11 & 17.12. U.S. Government Printing Office. Wash. DC
- _____. 1994b. Plants, Hawaiian Islands, Listed, Proposed or Candidate Species Under the U.S. Endangered Species Act. Unpublished List. Pacific Islands Office. Hon. Ha.
- Wagner, W. L., D. R. Herbst and S. H. Sohmer. 1990. Manual of the Flowering Plants of Hawaii. Bishop Museum Special Publication #83. Univer. Hawaii Press. Vols. 1 & 2.

APPENDIX E

**PORT ALLEN AIRPORT IMPROVEMENTS
AN ASSESSMENT OF HISTORIC
PRESERVATION ISSUES**

Prepared by:

**Thomas S. Dye
International Archaeological Research Institute, Inc.**

December 1997

Port Allen Airport Improvements
An Assessment of Historic Preservation Issues
Hanapēpē, Kona, Kaua'i

by
Thomas S. Dye

Final report prepared for
Edward K. Noda and Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawai'i 96814-3139

International Archaeological Research Institute, Inc.
949 McCully Street, Suite 5
Honolulu, Hawai'i 96826

December 1997

TABLE OF CONTENTS

LIST OF FIGURES	v
I. INTRODUCTION	1
Location	2
Undertaking	4
Methods	4
Land Use History	5
II. HISTORIC SITES	11
Hanapēpē Salt Pans—50-30-09-49	11
House Sites—50-30-09-50	14
Kauakahiunu Heiau—50-30-09-51	16
House Site or Fishing Shrine—50-30-09-52	17
Human Burials	18
Leina-a-ka-'uhane	19
Inspection of Lands Proposed for Improvements	19
Determination of Effect	20
Management Considerations	22
III. NATIVE HAWAIIAN RIGHTS	23
IV. CONCLUSIONS	27
REFERENCES	29

LIST OF FIGURES

1	Port Allen Airport at Ukulā, Hanapēpē	3
2	Historic Sites at Port Allen Airport.....	12
3	Perspective plan of site 50-30-09-52	17

I. INTRODUCTION

At the request of Edward K. Noda and Associates, Inc. (EKNAI), an assessment of historic preservation issues associated with construction of proposed infrastructure at the Port Allen Airport was conducted by International Archaeological Research Institute, Inc. (IARII). The proposed infrastructure is designed primarily to support helicopter operations at the east end of the existing airport runway and includes four helicopter hangars, a helicopter apron, two fixed wing tiedowns, three parking lots, a maintenance shed, and a comfort station (Fig. 1).

Initially, the scope of this assessment was limited to a determination of the likely presence or absence of unrecorded historic sites within the project's area of potential effects, the boundaries of which were then defined by the chain-link fence that encloses the airport runway. At a public information meeting held in Kaua'i on August 13, 1997, members of the community raised concerns related to unrecorded human burials on the airport property outside of the chain-link fence, and to wider issues of possible effects of the project on traditional cultural practices. As a result, the scope of the assessment was broadened at an August 27, 1997 meeting among IARII, EKNAI, and Department of Transportation, Airports Division (DOTA), in order to include the location and status of human burials on airport property and cultural concerns expressed by the community. Community concerns include both the management of unrecorded historic properties on airport property and native Hawaiian access rights.

This document reports the results of research into the nature and location of historic sites in the vicinity of the proposed project area, traditional Hawaiian settlement patterns in Hanapēpē *ahupua'a* (land division), land records for the parcel presently occupied by the Port Allen Airport, and a one-day field trip to Hanapēpē that included interviews with Ms. Wilma Holi and Ms. Emma DeCosta. The issues raised by Ms. Holi and Ms. DeCosta are reported in Chapter III along with an outline of their historical and statutory context, where appropriate. Several of the issues that they raised are not directly related to historic properties, but deal instead with native Hawaiian rights. The issue of native Hawaiian rights is complex, having been visited by the State Supreme Court several times recently, and

no claim is made here for an exhaustive review of the possibly relevant historical and statutory materials.

Location

The project is proposed for the Port Allen Airport, which is located on 179.32 acres of the low, flat western headlands of Hanapēpē Bay, Kaua'i (Fig. 1). The airport takes its name from the harbor facilities at the east end of Hanapēpē Bay. In 1909, Port Allen was named in honor of Samuel Cresson Allen, a Honolulu merchant (Pukui et al. 1974). Previously, Port Allen was known as 'Ele'ele Landing, after the nearby village of 'Ele'ele.

The airport lands are part of Hanapēpē *ahupua'a* in the modern Waimea district. In traditional Hawaiian times, the modern districts of Waimea and Kōloa comprised the *moku* or *moku'aina* (district) of Kona, a name that refers generally in Hawai'i to the leeward or south side of an island. Kona *moku* were found on the south sides of O'ahu, Moloka'i, and Hawai'i islands. Kona *moku* is opposed conceptually to Ko'olau *moku*, which refers generally to the windward or north side of an island. The ancient *moku* of Ko'olau, which included the *ahupua'a* from Anahola to Kīlauea on the northeast corner of Kaua'i, is now divided between the modern districts of Hanalei and Kawaihau (King 1935). Besides Kaua'i, there were Ko'olau districts on O'ahu (Ko'olaupoko and Ko'olauloa), Moloka'i, and Maui islands.

The *ahupua'a* of Hanapēpē is located at the midsection of the long southern coast of Kaua'i. It is dominated by a "magnificent steep-walled valley winding far into the uplands" (Handy and Handy 1972: 429). Surveys of the valley indicate that it was extensively developed for *kalo* (taro, *Colocasia esculenta*) cultivation in traditional Hawaiian times, with remnants of house sites and *lo'i* (agricultural pond-fields) on the alluvial flats up to seven miles from the sea (Bennett 1931; Handy and Handy 1972; Pearson 1960). Hanapēpē Valley supported the second largest population in Kona, after Waimea (Handy and Handy 1972: 429).

The western headlands of Hanapēpē Bay, on which the airport now stands, were formerly known as Ukulā. This is a peninsula of flat land—a feature augmented by grading for the runways of the Port Allen Airport—that projects about 1 km from the general line of the south coast. There are three named points on the headland, which are from east to west, Pa'akahi, Pū'olo, and Ku'unaka'iole (Armstrong 1973) (Fig. 1). At Pū'olo Point there are views for a considerable distance down the coast in either direction; to the west one can see all the way to Kekaha and to the east, to Po'ipū. The *mauka* (inland) vista takes in the lower Hanapēpē

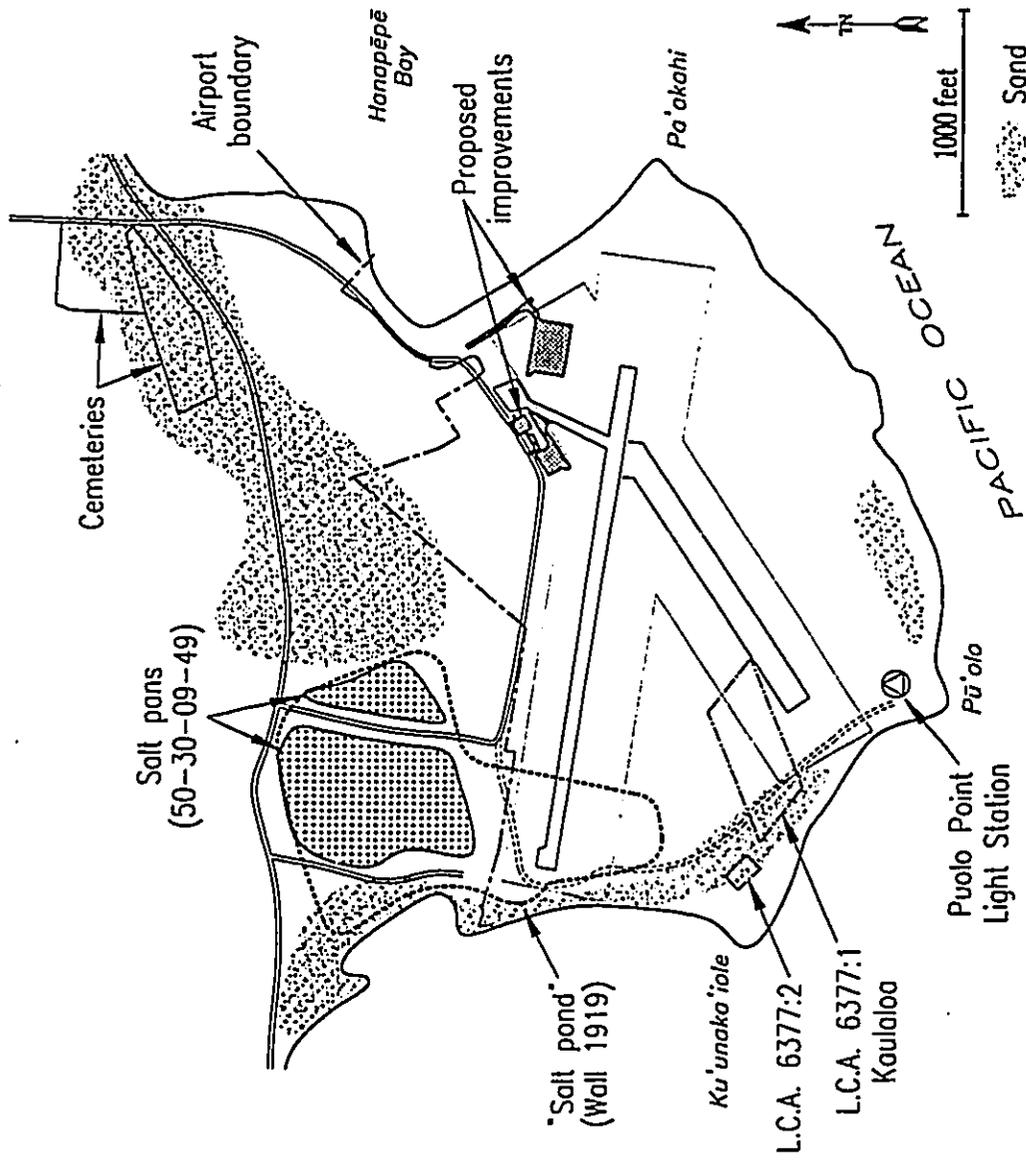


Figure 1. Port Allen Airport at Ukulā, Hanapāpē, showing the location of the proposed improvements, Land Commission Awards, and sandy soils.

valley and the *kula* (unirrigated plain) lands to either side, now mostly given over to sugarcane cultivation.

The Ukulā peninsula is formed of lavas of the Koloa volcanic series (Macdonald and Abbott 1970). It is joined to the south coast of Kaua'i by a series of shallow water salt pans on the west and an area of sand and sand dunes on the east (Foote et al. 1972). The Salt Pans (Pa'akai o Hanapēpē), are maintained today by the Hui Hana Pa'akai o Hanapēpē as a preserve under the auspices of the State Department of Land and Natural Resources, Historic Preservation Division.

A calcareous sand beach along the western side of the peninsula forms the seaward boundary of the Salt Pans. There are deposits of sand on either side of Pū'olo Point that are subject to erosion by large waves. The beach formed at the middle of the peninsula was known as Ka'ili'ili (Gay 1873), an apparent reference to the coarse, often pebble-sized sediments laid down at this high wave energy location.

Today, vegetation on most of the peninsula is maintained by DOTA at a height of a few inches, except for a few relict stands of *koa haole* (*Lucaena leucocephala*) and shrubs along the coast.

Undertaking

The proposed project at Port Allen Airport is designed primarily to provide infrastructure support for helicopter operations. The proposed improvements are planned for the east end of the airport, mostly within the chain-link fence that encloses the runway. The dirt road that runs along the eastern edge of the airport will be paved for a short distance to a new entrance which will lead to automobile parking, helicopter hangars, and a helicopter apron. Near the present entrance to the airfield, two fixed wing tiedowns and a short taxiway are planned. Nearby are public and employee parking, a maintenance shed, and a comfort station (Fig. 1).

Methods

The assessment involved archival and limited field research, and interviews with two citizens concerned about potential effects of the proposed project.

Documents providing background on the history, environment, and historic resources of Hanapēpē, and Ukulā in particular, were obtained from the library and site record files of the State Historic Preservation Division, the State Archives, and the IARII library. In addition, maps and the historic sites geographic

information system at the State Historic Preservation Division were also consulted. Discrepancies in the information gained from these various sources are identified and an attempt is made to resolve these where possible.

A brief field inspection of the airport lands proposed for improvements was made by the author on the afternoon of October 16, 1997. The coastal lands of Ukulā, from Pa'akahi Point to the salt ponds were also inspected; first on foot and then from a four-wheel drive vehicle with the assistance of Ms. Emma DeCosta and Ms. Wilma Holi. These inspections were designed to gain familiarity with the land and did not constitute inventory level survey coverage. Areas of heavy brush were not investigated at all and only a very brief period was spent walking the areas where the vegetation is maintained by DOTA.

Approximately two hours were spent in an informal interview with Ms. Emma DeCosta and Ms. Wilma Holi. The first hour, Ms. DeCosta and Ms. Holi gave the author a tour of the peninsula, sharing information that they had gained from their own personal experiences at Ukulā and that had been passed down to them from ancestors and other family members with ties to the land. The second hour was spent in conversation at Hanapēpē town. Here, the discussions ranged more widely, touching on issues of Hawaiian rights and their relationship to the proposed Port Allen Airport project.

No attempt was made to collect specific genealogical information concerning the connection of Ms. DeCosta or Ms. Holi to lands at Ukulā. It did come out in conversation, however, that Ms. DeCosta belongs to the Kali family, a member of which once had title to a parcel of land that is now part of the airport property. Ms. Holi is related to Ms. DeCosta. Both women speak with authority about the lands of Ukulā.

The interview was not recorded. No claim is made that the representation of the views of Ms. DeCosta and Ms. Holi presented in Chapter III is complete. Rather, information provided by Ms. DeCosta and Ms. Holi and issues that they believe should be taken into consideration in assessing the effects of the proposed project are presented in a context that should be useful to decision-makers.

Land Use History

The lower portion of Hanapēpē Valley was described by the missionary Hiram Bingham in May, 1824 as "sterile, and ... little cultivated," a description that might also apply to Ukulā, which lacks a ready source of fresh water. However,

testimony to the Land Commission 24 years after Bingham's visit to Hanapēpē, reviewed below, indicates that at least two *pā kanu* (walled gardens) were established at Ukulā at that time. Perhaps Bingham was contrasting the dryland gardens of the lower valley with the irrigated *lo'i* of the main valley, for which Hanapēpē was well known. He did note, however, that the lower valley "has a pleasant grove of coconut trees" (Bingham 1847: 217-218), and these might also have grown on the calcareous sands along the *mauka* edge of the Ukulā peninsula.

The *ahupua'a* of Hanapēpē was awarded to Kauikeaouli (Kamehameha III) during the *māhele* (land division of 1848), including most of the land presently occupied by the airport. These lands are now classified as Government (Crown) Land. There were at least 80 claims for more than 130 *'āpana* (portion of a *kuleana* land division) in Hanapēpē, from the shoreline to about 5 km into the valley (Creed and Hammatt 1995). Most of these claims included *lo'i kalo* lands along the broad, well-watered alluvial plain of the Hanapēpē River.

Two parcels at Ukulā were awarded on October 8, 1851 by Land Commission Award No. 6377 to Kaulaloa, the husband of the true claimant, Kekuamanoha. Land Patent No. 8460 was issued on June 25, 1936, confirming the award. These lands are described somewhat differently in the Native Testimony (Board of Commissioners to Quiet Land Titles 1846-1852: vol. 11, 114-115) and the Foreign Testimony (Board of Commissioners to Quiet Land Titles 1846-1853: vol. 11 supplement, 235). In the Native Testimony they are described as "Section 3," a house lot, and "Section 4," a garden and pasture. In the hand-written Foreign Testimony they are described as "N^o 3," a *pā hale* (walled house lot) and "N^o 4," a *pā kanu* and *kula*. On the State of Hawaii Tax Map for the Fourth District (TMK:1-8-08), Section 3 is indicated as *'āpana* 2 and Section 4 as *'āpana* 1.

The two parcels were either received in 1843 from Kapuniaia in Kekau'ōnohi's time, according to the statement of Kahalewai recorded in the Foreign Testimony, or simply from Kekau'ōnohi in 1843, as recorded in the Native Testimony. Kekau'ōnohi (d. 1851) was a Hawai'i Island *ali'i* (chief), a grand-daughter of Kamehameha and niece of Kalanimōkū.

In the Foreign Testimony the two *'āpana* are described as belonging to the land of "Ukula" (Ukulā), but in the Native Testimony they are assigned to the *'ili* (division of an *ahupua'a*) of Kaauaekahi, Hanapēpē. It is possible that Ukulā was a portion of Kaauaekahi *'ili*, which comprised lands on the lower reaches of the Waimea bank of the Hanapēpē River, extending about 3/4 km *mauka* of the bridge (Creed and Hammatt 1995).

Kaulaloa also claimed a *mo'o* (narrow piece of land) (Lucas 1995), in Kauhalaau *'ili* at Halepua, Waimea that he received from Kapuniaia in Kekau'ōnohi's

time, and a *pā kanu* in Makaweli from Kekūanao'a in 1848. Kekūanao'a was a *kaukau ali'i* (lesser chief) of O'ahu and Maui (Kame'eleihiwa 1992) who married well; with his wife Kīna'u, Kamehameha's daughter by Kaheiheimālie, he fathered both Alexander Liholiho (Kamehameha IV) and Lota Kapuāiwa (Kamehameha V). He served for a time as governor of Kaua'i.

The boundaries of the 0.25 acre (Wall 1919) *pā hale*, 'āpana 2, were described in the Native Testimony. The boundary descriptions are presented below, with information from the Foreign Testimony included parenthetically where this augments or appears to differ from the boundary information in the Native Testimony.

Mauka government enclosure (*pakanu* [*pā kanu*])

Wahiawa Hanaalawa pasture (*kula*)

Makai Stream (Sea beach)

Waimea Kuunaakaiole (Sea beach)

The boundaries of the *pā kanu* and *kula*, 'āpana 1, comprising 2.61 acre (Wall 1919), are described as follows.

Mauka Kapalawai pasture (*kula*)

Wahiawa Kanaliianu pasture (*kula*)

Makai Government enclosure (*pakanu* [*pā kanu*])

Waimea Salt beds (Ukula salt marsh)

There is no description in the testimonies of what was grown in the *pā kanu*, although with no ready source of irrigation water these were probably dryland crops. The boundary testimony does indicate that there were at least two enclosures at Ukulā in the mid-nineteenth century, one owned by the government in addition to the one claimed by Kaulaloa. It is likely that these *pā* (walls) were stone walls, although testimony to the Land Commission does not give details on construction materials.

The boundary testimony also indicates that the salt pond was once much larger than it is today, extending to a point south of the active runway. The full extent of the salt pond is shown on at least two early maps of Ukulā (Fig. 1).

Kaulaloa's Ukulā lands devolved to his grandson, Samuel Kamauleule Poki, through his daughter, Kailipau (Hailipau). 'Āpana 2, the *pā hale*, was conveyed by Poki to his grandson, Albert Liholiho Kali. Kali conveyed 'āpana 2 to Kiyoshi Kimata in 1932 and Kimata conveyed half of the parcel to Yoshizo Yamagata in a series of transactions in 1932 and 1934. The Territory of Hawaii acquired Yamagata's land in 1937 and Kimata's in 1940.

'Āpana 1, the *pā kanu* and *kula*, was conveyed by Poki to his wife Maluahi and her son Oscar Paalua. They conveyed 'āpana 2 to Yasue Enoki in 1935. The Territory of Hawaii acquired Enoki's land in 1937.

The airport lands were transferred to the State of Hawaii by operation of Section 5(b) of the Admission Act in 1959.

During interviews with Ms. DeCosta and Ms. Holi, it was related that a large house once stood on the *pā hale* land of Kaulaloa. According to them, the house served as a summer home for *ali'i* and the pond *mauka* of the *pā hale* was used as a fishpond to feed the *ali'i*. The last caretaker of the pond passed away in the 1950s. This information differs from the testimony to the Land Commission that Kaulaloa's land was bounded by "salt beds" or the "Ukula salt marsh," but the difference does not necessarily indicate that one or the other is untrue. Aside from the great coastal *loko kuapā*, other types of Hawaiian fishponds—*loko pu'uone*, *loko wai*, *loko i'a kalo*—were regularly put into and taken out of production as circumstances required. Given suitable access to sea water, which could have been effected by a channel cut through the sand berm that separates the pond from the ocean, the pond created when airport construction cut through the original salt pond, or the southern end of the large pond before that time, might have served as a fishpond.

Another award was made on the Waimea side of the Salt Pans, outside of airport property. This is LCA No. 3654, Kamae claimant. It is called the houselot of Kaahehewehewa in Kawiliwili.¹ This 0.69 acre parcel was received from Manu, who was *konohiki* (head man of an *ahupua'a* under the chief) in the time of Kaikio'ewa (d. 1839). Kaikio'ewa was a Hawai'i Island chief and a close associate of Kamehameha's clan who served as *kia'āina* (governor) of Kaua'i (Kame'eleihiwa 1992: 99-100).

The Salt Pans northwest of the airport runway were, in the late 1920s, the largest of their type on Kaua'i (Bennett 1931: 24), and would have been a major resource at Ukulā. The Salt Pans were formerly much larger than they are today, and once covered an area of approximately 13 hectares (31.5 acres) (Fig. 1).

¹Kawiliwili is spelled Kuwiliwili by Wall (1919).

Construction of the airport was underway when Bennett surveyed the area in 1928 or 1929. The airport was expanded around 1940 when the Territory of Hawaii purchased the last of the remaining privately held lands on the peninsula. The airport once had two runways; in addition to the currently active runway, a shorter runway ran southwest from its east end to the shore (Fig. 1). Construction of the currently active runway cut through the Salt Pans, leaving a small remnant south of the runway and the current Salt Pans preserve north of the runway. A parking lot was built between the runway and the Salt Pans, and "the road across the salt pans was built by the County of Kauai sometime in the mid 1960s" (Miyamoto 1990).

Today, most of the activity at Ukulā is centered at the Salt Pans where salt is manufactured in the traditional Hawaiian way, at the sea beach fronting the ponds where recreational watercraft are launched, and at the east end of the runway where tour helicopters operate.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50
51
52
53
54
55
56
57
58
59
60
61
62
63
64
65
66
67
68
69
70
71
72
73
74
75
76
77
78
79
80
81
82
83
84
85
86
87
88
89
90
91
92
93
94
95
96
97
98
99
100

II. HISTORIC SITES

Investigations over the years have generally documented the deterioration of historic sites at Ukulā; only the Salt Pans, used today much as they were in traditional Hawaiian times, are well preserved. Descriptions from the early decades of this century indicate that there were numerous walls and other structures near the Salt Pans, on the flat lands, and along the coast. Some of these, especially a *heiau* (temple) dedicated to Kāne and Kanaloa (Thrum 1906), were substantial structures. Some deterioration was evident in the late 1920s, but the number and density of remains were evidence for intensive use of the lands. By the early 1970s, when the State completed an inventory of its historic sites, the deterioration had advanced considerably and it was not possible to identify with confidence the locations of what were once large, imposing, stone structures. Today, it is probably not possible to identify most, if not all, of the stone structures that once were here.

Hanapēpē Salt Pans—50-30-09-49

Wendell Bennett, a graduate student at the University of Chicago working out of Bishop Museum, briefly described the Salt Pans during a survey of traditional Hawaiian historic sites on Kaua'i in 1928 and 1929 (Fig. 2). His description supports the inference that they were not in use at the time he visited them, which would have been the case if he were there in the winter months.

[The site] is notable among the salt pans of Kauai in having no artificial divisions. It is merely a natural flat area on which the sea water could be let in to evaporate (Bennett 1931: 112).

Of the salt pans remaining to-day the largest is at Puolo point (Site 49). It is a large, shallow basin with neither internal divisions, nor any pans marked off around the edge. Whether the whole basin was used for evaporating salt in large quantities, or whether different areas were used cannot be accurately determined (Bennett 1931: 24-25).

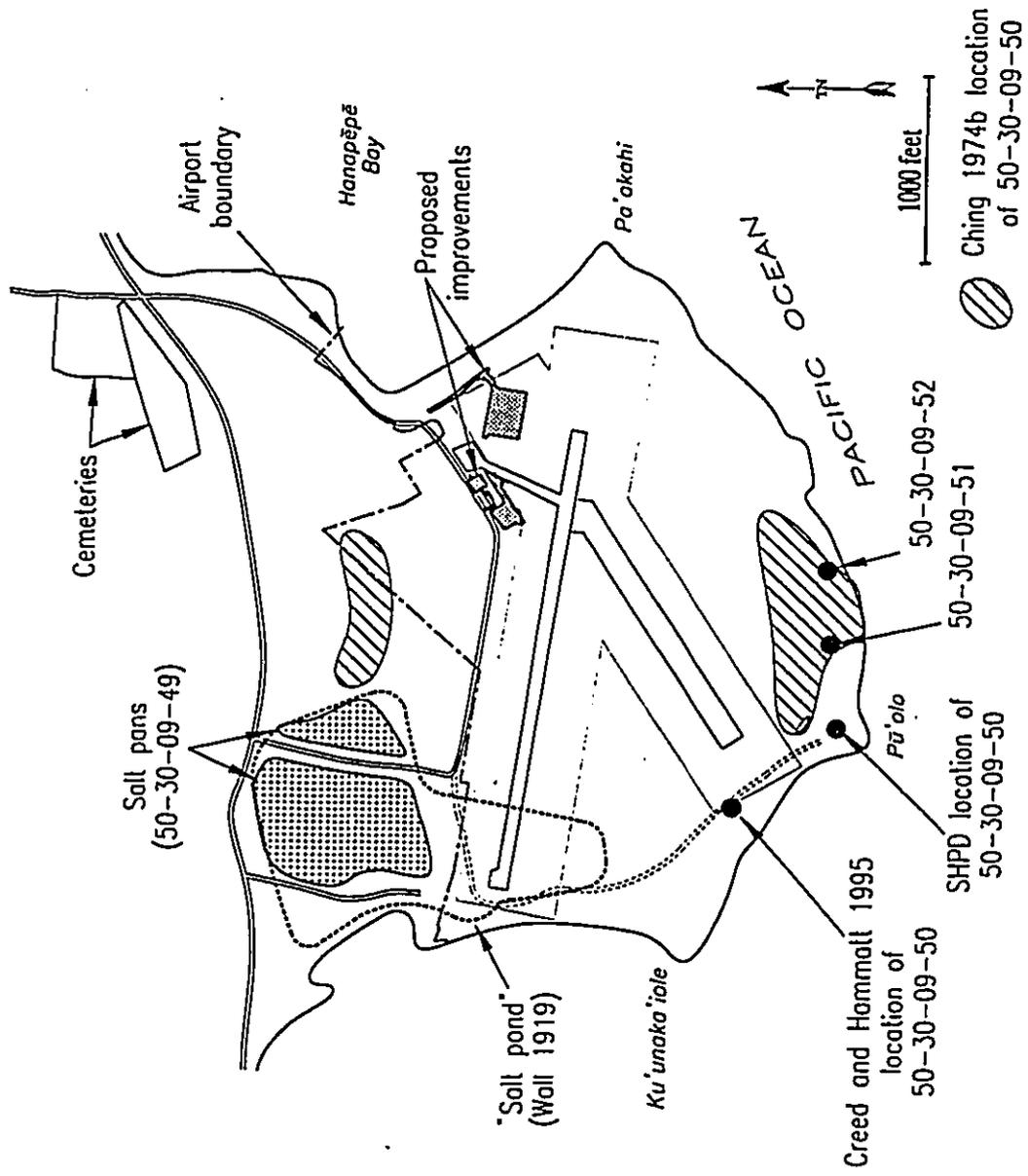


Figure 2. Historic sites at Port Allen Airport. Note the various locations for site 50-30-09-50.

0 1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32 33 34 35 36 37 38 39 40 41 42 43 44 45 46 47 48 49 50 51 52 53 54 55 56 57 58 59 60 61 62 63 64 65 66 67 68 69 70 71 72 73 74 75 76 77 78 79 80 81 82 83 84 85 86 87 88 89 90 91 92 93 94 95 96 97 98 99 100

The operation of the Salt Pans was described in detail by Francis Ching, who headed the Statewide Inventory of Historic Places on Kaua'i. Internal divisions of the pans, absent when Bennett visited the area in the late 1920s, were present in the early 1970s.

This is a natural flat area measuring 243.8 meters long by 213.4 meters wide. The plots on the west side of the flat are lined with a clay-like earth each measuring about 1.82 to 2.44 square meters and are approximately 25 centimeters deep. These pans are filled with salt water by wells and left to evaporate. The material remaining after months of care, is crystalized salt and is mixed with alae, a reddish dirt.

The original site has been altered. A road was built through the east side. A parking lot is now located to the south of the pond. However, the recent additions have only changed the appearance of the site, and have not hindered the continuance of salt manufacturing. Today these pans are still in use. The pans appear to be in good condition at this time. An organization, Hui Hana Pa'akai, was formed to preserve this ancient art of salt-making. Many members have been working these beds since they were children, continuing the art of their parents and their grandparents before them.

There has been little change in the traditional methods used in Hawaiian prehistory. Tin or plastic containers, instead of calabashes, are used today to fill the plots and also to bail out the excess water. This is the only known divergence from the ancient methods. Even some of the ancient kapus are now being observed. These are:

1. No hukihuki (arguing or fighting).
2. The salt bed must be kept free of impurities. No smoking, no drinking signs are posted at the entrance.
3. Menstruating women may not enter the salt bed area.
4. Feather leis may not be worn in the area.
5. Some of the first salt made each year must be offered to Pele. Legendary tradition says that the salt beds were dug by Pele.

Salt manufacturing is seasonal and is carried out in the summer months. During inspection, the beds were flooded with rain water, which drains from the road and the canefields inland.

These salt pans are the only know representation of this type of salt making. This is the largest remaining salt manufacturing area in Hawaii (Ching 1974a).

The Salt Pans were placed on the Hawaii Register of Historic Places in 1974. They were removed in 1980 because of a procedural error in their registration, then replaced on the register in September, 1988. They are considered significant because they are the only remaining salt pans of their kind. This significance evaluation corresponds to the Federal criterion described in 36 CFR 60(c), which applies to

sites "that embody the distinctive characteristics of a type." The Hui Hana Pa'akai o Hanapēpē continues to maintain the salt ponds today.

House Sites—50-30-09-50

Bennett briefly recorded many stone structures that he described as "house sites" and "walls." These structures were located in the vicinity of the Salt Pans, but his published report describes their locations in rather vague terms. The large scale site map in Bennett (1931) shows the site immediately east of the Salt Pans and *mauka* of the other two sites Bennett recorded at Ukulā. The signs of recent construction might refer either to maintenance of pre-existing structures or to new walls.

The remains of many house sites appear on the great flat lands near the salt pan (Site 49). Most of the house sites are surrounded by walls 2 to 3 feet high, many of which have been built up recently. Walls run everywhere. East of here the field has been cleared for an airport. Along the shore the tumbled remains of wind shelters used by fishermen can be seen (Bennett 1931: 112).

By the early 1970s, when the site was surveyed for the Statewide Inventory of Historic Places, many of the structures seen by Bennett had been destroyed. Nevertheless, two concentrations of remains were indicated in a general fashion and not to scale on the site map; one concentration was on the sandy soils directly east of the Salt Pans in an area that is now mostly part of the Salt Pans Preserve administered by DLNR, and the other was at, and to the east of, Pū'olo Point along the shoreline (Fig. 2). No remains are noted at Ku'unaka'iole Point.

It is suspected that many house sites have been destroyed completely by various land clearing operations; i.e., sugar cane, park, parking and airport. The air strip, Burns Field, covers a large portion of this area. It is still used today by small aircraft.

Most of the stone alignments noted by Bennett, along the shore, are now at ground level. It appears that many stones have been removed by islanders who use this type of stone (*pahoehoe*) to place in their fireplaces and other walls. The majority of these sites are covered by heavy Koa Haole, ground cover and assorted grasses. For the most part, the entire area is flat. . . .

Despite the deteriorated condition of these home sites, the area should be researched and excavated, as it is believed that more information can be obtained. These sites are even more significant because of their proximity of [sic] the salt pond (Site 49) (Ching 1974b).

On the basis of Ching's recommendation, the house sites were placed on the Hawaii Register of Historic Places in December 1974 in the reserve category with local significance. The site was taken off of the Register in 1980 due to a procedural error, but was replaced in 1988, pursuant to Senate Bill No. 3277, which was passed by the Legislature that year. The site location is now commonly shown as a point, rather than the two areas originally indicated by Ching (Fig. 2), although the locations vary according to the source.

The site was visited and briefly described by the Kaua'i Island archaeologist for the State Historic Preservation Division, Nancy McMahon, in September 1988. She notes that a heavy growth of vegetation west of the airport, which would include the area around Ku'unaka'iole Point, made it difficult to determine the presence or absence of house sites there.

...on the State Land (flat lands), many walls and tumbled wall remains can still be seen. On the USCG [United States Coast Guard] property [at the Puolo Point Light Station] remains of shelters are visible. Overgrowth on the land west of the airport makes it impossible to see if other house sites are present; abandoned cars and a resident occupy the area today (McMahon 1988).

The "resident" mentioned by McMahon was joined over the years by several other transients, who built make-shift homes beneath the dense vegetation *makai* (ocean) of the runway. This was perceived fairly generally as a problem and a few years ago DOTA cleared most of the area of vegetation and removed a large amount of trash. The vegetation is maintained at a height of a few inches over most of the area *makai* of the runway, so that structures resembling those described by Bennett would be easily identified. None, however, can be seen today. If the remains of structures are present in this area, then all that is left are foundation stones, possibly buried in the soil, which as Ching noted is quite deep in places and might contain evidence of past land uses.

It should also be noted that Bennett did not publish the reasons behind his interpretation of the structures as "house sites." As noted above, only one *pā hale* was claimed at Ukulā during the *māhele*. There were at that time at least two garden enclosures, and it is possible that Bennett saw the remains of these and perhaps other gardens that were not claimed directly in the *māhele*. The persistence of numerous garden enclosures at Ukulā might account for Bennett's statement that "[w]alls run everywhere."

Site 50-30-09-50 is listed on the Hawaii Register of Historic Places, where its significance is clearly indicated as having to do with additional research and excavation, especially given the site's association with the Salt Pans. The significance

statement on the register form (Ching 1974b) specifically points out "the deteriorated condition" of the site. This significance evaluation corresponds to the Federal criterion described in 36 CFR 60(d), which applies to sites "that have yielded, or may be likely to yield, information important in prehistory or history."

Kauakahiunu Heiau—50-30-09-51

Thrum recorded that Kauakahiunu Heiau was dedicated to Kāne and Kanaloa (Thrum 1906).

When Bennett measured the site in the late 1920s it was already in ruins, its walls "now but slightly marked by crumbled stones" (Bennett 1931: 112). Francis Gay, a businessman who cofounded Gay and Robinson, a company with sugar and ranching interests on Kaua'i, visited the site between 1863, when he arrived in the islands from New Zealand and 1873, when he produced a manuscript of Kaua'i place names now held at Bishop Museum (Gay 1873). He described Kauakahiunu as a "small heiau or unu, close to Kailili," the sand beach in the middle of Ukulā, or Pū'olo, Point.

Bennett was able to measure the extent of the *heiau*, which was "at the outside about 80 by 60 feet. The walls were said to have been about 4 feet high." (Bennett 1931: 112). The shape of the *heiau* or *unu* is apparently not recorded; Valeri has reviewed the available information on *unu* and concludes tentatively that the term refers to the horseshoe-shaped plan of certain temples, of sacrificial areas within temples, or even to temples in which the sacrificial area is horseshoe-shaped (Valeri 1985: 177).

Bennett appears to have written the last description based on direct observations of the *heiau* foundation. Ching and his crew on the Statewide Inventory of Historic Places were not able to identify any remains of the *heiau* and McMahon only found that "many large boulders are scattered throughout the area west of the lighthouse marker. Many of these stones make some alignments" (McMahon 1988).

There is some confusion about the location of the *heiau*. Bennett's map does not indicate locations precisely and it is possible to interpret the location of Kauakahiunu as anywhere from Ku'unaka'iole Point to Pū'olo Point (Bennett 1931: 98). Records at the State Historic Preservation Division place Kauakahiunu at Pū'olo Point (Coastal Zone Management 1979), but these records are based on the Statewide Inventory of Historic Places, which did not relocate the site (Fig. 2).

Kauakahiunu heiau is not registered on either the National or Hawaii Registers of Historic Places.

House Site or Fishing Shrine—50-30-09-52

This substantial site was recorded only by Bennett; it has not been definitely relocated since. He provides a perspective plan for it as one of four "specialized house sites" (Bennett 1931: 15). This plan is reproduced here as Figure 3. Elsewhere, Bennett refers to the site as a "house platform" (Bennett 1931: Fig. 29) and he does not develop the information that supports its possible interpretation as a fishing shrine.

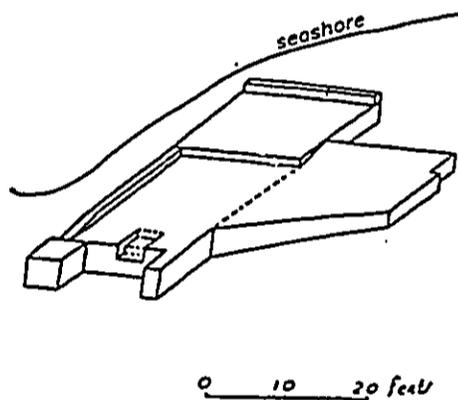


Figure 3. Perspective plan of site 50-30-09-52 from Figure 1 of Bennett (1931). The plan is augmented here with information about the orientation of the structure to the sea (see Bennett 1931: Fig. 29).

The front part of this structure rests on the beach stones above which it has been built up 5 to 8 feet. In rough weather the sea spray must have washed over it. ... It is composed of three sections with steps leading up to one. The paving on two sections is with very small beach pebbles. The other section is more torn down, and is paved with larger stones. A wall one foot high runs around the south side and across the front (sea side) (Bennett 1931: 112).

Bennett locates the site as "just east of site 51 [Kauakahiunu heiau] at the shore" (Bennett 1931: 112), but this is little help in fixing the site's position because it is now impossible to be certain where the *heiau* once stood. Site 52 was recorded during the Statewide Inventory of Historic Places, but the description makes it clear that the surveyors were not confident the remains they saw belonged to the site described by Bennett.

Intermittent stone alignments were found at Puolo Point in the ahupua'a of Hanapepe. These remains are believed to be the house site or fishing shrine elaborated upon by Bennett in his *Archaeology of Kaua'i*. A small unmanned lighthouse apparently occupies the place which is thought to have been the area where the structure formerly stood. Not enough of this site remains to enable us to determine its exact location. ... No surface artifacts are found and only recent shell midden can be seen on the surface (Ching 1974c).

Site records at the State Historic Preservation Division, based on the Statewide Inventory of Historic Places, place the site east of Pū'olo Point on a south-southeast facing coast (Fig. 2). This placement appears to contradict information provided by Bennett, which indicates that the west end of the site, not the south end, was the sea side (Bennett 1931: 113). A location near Ku'unaka'iole Point on the southwest facing coast fits better with the description of the site's orientation provided by Bennett. If this speculation is correct, then the site is located either at, or very close by, the *pā hale* of Kaulaloa. This might not be coincidental. It makes sense that the most substantial structural remains at Ukulā in the late 1920s would be located at the only *pā hale* awarded during the *māhele*. Bennett's maps of the site show that it was bounded on two sides by the sea shore, a circumstance that corresponds to the Land Commission testimony that the *pā hale 'āpana* claimed by Kaulaloa was bounded on the Waimea and *makai* sides by a sea beach. The structure recorded by Bennett as Site 52 might have been the foundation of a house in the *pā hale* awarded to Kaulaloa.

Site 50-30-09-52 is not listed on the National or Hawaii Registers of Historic Places.

Human Burials

There are several reports of human burials and grave markers in the vicinity of the Port Allen Airport. These are generally in the sandy areas preferred as burial grounds in traditional Hawaiian times. Bennett noted that burials are found "[i]n the sand on the northwest side of Hanapepe bay" (Bennett 1931: 112), opposite the Catholic and Veterans' Cemeteries. There are also reports from time-to-time of

bones eroding out of the sand in the vicinity of the Salt Pans (Holly McEldowney, personal communication, October 1997). Given the large population of Hanapēpē in traditional Hawaiian times it is not at all surprising that burials are found in the sands here. It is certainly possible that many more human burials are located in the sandy soils *mauka* of the airport property.

In 1988, "west of the lighthouse . . . [a]n historic grave marker was . . . found amidst the stones" (McMahon 1988). A 35 mm color slide included in McMahon's report shows a simple cross of unfinished wood lath. No scale appears in the photograph, but the cross appears to be less than a meter tall. Its apparently rudimentary construction makes it unlikely that the cross would have stood for any length of time.

Ms. DeCosta and Ms. Holi reported that there are an undetermined number of human burials in the vicinity of the *pā hale* awarded to Kaulaloa. Exact burial locations are not known to them. This is a sandy area (Fig. 1) that would have been well-suited for use as a burial area in traditional Hawaiian times.

Leina-a-ka-'uhane

At Pū'olo Point, Ms. Holi related that this was a place where spirits leapt to *pō*, the netherworld.

The Hawaiian teaching . . . is that death to the body (*kino*) does not entail death to the spirit (*uhane*) but follows separation between the two. The experiences of the soul after it leaves the body at death, according to the teachings of the *kahunas*, follow a traditional pattern based on very early traditional ideas . . . There is a place of the dead, reached at some leaping place, with which is connected a branching tree as roadway of the soul (Beckwith 1970: 154).

Such places, often named *Leinaaka'uhane* (Pukui et al. 1974), are found on all of the islands, and Beckwith lists Hanapēpē, Kaua'i as one of these, without specifying an exact location. In a general sense, the leaping places are "at a cleft on some high bluff overlooking the sea or in the edge of a valley wall" (Beckwith 1970: 155). The former could readily describe several places along the eastern coastline of Ukulā.

Inspection of Lands Proposed for Improvements

Lands proposed for improvements are located at the east end of the active runway, mostly within the chain-link fence that encloses the runway and taxiway.

A section of paved road is proposed to replace a section of the eroded dirt road between the chain-link fence and Hanapēpē Bay.

Field inspection showed these lands to be completely cleared and graded flat. There are no traditional Hawaiian surface structures of any kind, nor were any indications of their former presence seen.

Determination of Effect

Currently, project planners do not anticipate any Federal involvement in the proposed Port Allen Airport project that might trigger the application of Federal historic preservation laws. The analysis below, however, proceeds as if the Federal laws apply. This tactic has the advantage of being able to refer to regulations that have been promulgated. The State regulations, which are modeled very closely on the Federal regulations, are in draft form and it is not possible to predict with confidence what their final form might be. It is likely, however, that an analysis based on the National Historic Preservation Act and its regulations, will apply very directly to a situation in which the State historic preservation law is applicable. Also, the Federal law relating to burials, the Native American Graves Protection and Repatriation Act, is not applicable because the Port Allen Airport is located on State lands. In this case, the State's burial law, H.R.S. 6E-43 *et seq.*, does apply and would specify the process by which treatment of human remains more than 50 years old is determined.

There are two significant historic sites at Ukulā listed on the Hawaii Register of Historic Places: Hanapēpē Salt Pans (50-30-09-49) and House Sites (50-30-09-50). Both of these sites are potentially eligible for listing on the National Register of Historic Places, as well, although it is not known if the House Sites retain sufficient integrity for listing. The Salt Pans, which are located outside of the airport property, are certainly eligible for listing on the National Register of Historic Places.

Additional research is needed to establish the location of, and traditions associated with, a leaping place for spirits. Such a place might very well qualify for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property. If so, then it would be necessary to take into consideration the effects of the proposed project on this traditional cultural property.

Unrecorded human burials are likely present in the sandy soils north of the airport property and in the sandy, coastal areas at the west end of the airport. A cross that appears to have marked a modern grave was recorded near Pū'olo Point in 1988. All of the burial sites greater than 50 years old are protected by the

State burials law, H.R.S. 6E-43. The federal law regarding burial sites, the Native American Graves Protection and Repatriation Act, commonly known as NAGPRA, is not applicable because the lands at Ukulā are not federally owned, nor are they administered for the benefit of Native Hawaiians pursuant to the Hawaiian Home Commissions Act, 1920, and section 4 of Public Law 86-3. Cemeteries or graves are not ordinarily considered eligible for the National Register (36 CFR 60.4(d)).

Kauakahiunu heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) were probably the most substantial traditional Hawaiian structures built at Ukulā. Both sites, however, lack integrity. Kauakahiunu heiau was in ruins in the late 1920s, and the house site, recorded in detail by Bennett, has not been confidently relocated since then because its once substantial platforms and walls are no longer standing. These two sites have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Because these sites are "not significant" it is not necessary to evaluate the effects the proposed project might have on them.

There are no known historic sites at the location of the proposed improvements to Port Allen Airport. This area has been graded and it is unlikely that significant subsurface historic sites will be found. The project is also located away from the sandy northern portion of the Ukulā peninsula, where it is likely that unrecorded burials will be found. Therefore, the proposed project will have no direct effect on significant historic sites.

The criteria of effect also include what are commonly known as "indirect" effects, those that occur later than or at a distance from the location of the undertaking. It is, thus, necessary to evaluate possible indirect effects of the proposed project on the two known significant historic sites at Ukulā, the Salt Pans (50-30-09-49) and the House Sites (50-30-09-50), despite the fact that the Salt Pans are not located on airport lands. If further investigation verifies the location of the leaping place of the spirits near the airport, and information indicates that this is a traditional cultural property eligible for listing on the National or Hawaii Registers of Historic Places, then the effects of the proposed project on this site would need to be taken into account as well.

It is important to note that indirect effects must alter the qualities of the historic site that make it significant (36 CFR 800.9). These qualities might include the integrity of the site's location, design, setting, materials, workmanship, feeling, or association. In the case of the Salt Pans, significance is based on design and materials and the site's association with an on-going salt making tradition. The proposed project will alter neither the design nor the materials of the Salt Pans. Nor will it affect the ability of Hui Hana Pa'akai o Hanapēpē to perpetuate the salt making tradition. In the case of the House Sites, the proposed project will not alter

the research potential of this site because the same opportunities for investigation and excavation that are present today will also be present if the proposed project is successfully completed. The association of this site with the Salt Pans is based on their proximity to one another. The proposed project will not alter this spatial relationship in any way.

Management Considerations

There are presently at least two historic preservation management considerations at the Port Allen Airport. The first has to do with the status and protection of the House Sites (50-30-09-50). This site is significant for its information potential, but there is considerable uncertainty over its location and the current condition of the structures described by Bennett almost 70 years ago. It seems likely that at least a portion of this site is in the maintained area *makai* of the airport runway, and the important question from an historic preservation point of view is whether or not maintenance practices have an effect on the site's research potential. Clearly, it is not possible to answer this question with the little information at hand and additional investigation would be needed to fix the boundaries and assess the status of this listed site.

The second management issue has to do with preservation of unmarked burials in the sandy coastal lands. According to Ms. DeCosta and Ms. Holi, the sandy area at Ku'unaka'iole Point was a burial location associated with the lands awarded to Kaulaloa. The field inspection of this area revealed substantial erosion of sand along the coast. Some of this erosion appears to be due to natural causes, primarily the action of large waves. Much of it, however, is due to inappropriate use of the area for sand mining and four-wheel drive motoring. At least two pits in the sand, one several meters in diameter, are the result of recent sand mining activities. During our inspection of the area we observed and spoke to an elderly couple loading sand into the back of a pickup truck. Sand mining has the very real potential to expose and disturb human burial remains and it would be wise for DOTA to take the necessary steps to ensure that this practice stops on airport lands. Four-wheel drive motoring is not as severe a threat to unmarked human burials as sand mining, but it does hasten the collapse of eroding sand faces. There is no practical reason to continue four-wheel drive vehicle access to the sandy shore—traffic could easily be routed behind the beach, away from the sandy sediments. These two steps—actively prohibiting sand mining and rerouting motorized vehicles away from the sandy coast—would substantially reduce the probability that human burial remains will be disturbed on airport lands.

III. NATIVE HAWAIIAN RIGHTS

Discussions with Ms. DeCosta and Ms. Holi ranged over a variety of issues that are not properly historic preservation concerns because they do not deal with the management of historic sites. Instead, they have to do with Native Hawaiian rights and effects that the proposed project might have on continued exercise of those rights. These issues are presented below, along with some background material.

Both Ms. DeCosta and Ms. Holi are strongly opposed to the proposed project. Their ties to the land at Ukulā extend back many generations. They fished the coast here when they were young and both of them have heard, remembered, and retold many stories about these lands. Both of them express sentiments that are today referred to as *aloha 'āina*, but which have for many generations been associated with native Hawaiians.

The German theory of Geopolitik emphasizes the concept of a mystical or spiritual identification of the population of a nation with the homeland—not just the "Vaterland" ideal, but the actual physical land on which they live and from which they draw their sustenance. In these days of transience and displacement, this reality may have become blurred. But the concept has very real relevance to the relationship which existed from very early times between the Hawaiian people, be they chiefs or commoners, and their homeland—perhaps peculiarly so between the commoner (*maka'ainana*) who was a planter and his land (*'aina*).

This is abundantly exemplified in traditional *mele* (songs), in *pule* (prayer chants), and in genealogical records which associate ancestors, primordial and more recent, with their individual homelands, celebrating always the outstanding qualities and features of those lands. But it is equally exemplified by the strong attachments, evident even among the dislocations of today, which the *kama'aina* ("child of the [specific] land," or native) has for his place of origin, be it the lush, wild canyon-valley of Hanapepe on Kauai, the broad mountain slopes and plain below Haleakala on Maui, the shores of Punalu'u on Oahu, or the lava-strewn areas and forbidding coast of Ka'u on "the Big Island," Hawaii. ...

The reasons and special features differed from *'aina* to *'aina* and island to island, but the identification was everywhere an essential reality (Handy and Handy 1972: 42-43).

Ms. DeCosta and Ms. Holi have chosen to continue to honor the land with vigilance. Both are associated with Hui Hana Pa'akai o Hanapēpē, which works to preserve the tradition of salt-making at the Salt Pans. Both are up-to-date on goings-on at Ukulā and they frequently queried each other on the circumstances of small changes at the peninsula.

Ms. DeCosta and Ms. Holi expressed concern over continued access to the shoreline at Ukulā should the Port Allen Airport expand. Their worry is that the proposed project represents the first of many small projects that will, eventually, transform the airport to a busy facility where access will be restricted for safety reasons. They cite the airport at Ahukini as an example of the effect that an airport can have on access to and use of the coast. They desire continued access to the coast so that they might exercise traditional fishing rights at Ukulā and continue to visit the lands awarded to Kaulaloa which they believe to be a family burial ground.

The State Supreme Court has visited the question of native Hawaiian rights several times in the last decade, most recently in the case of Public Access Shoreline Hawaii, commonly known as the PASH case. These court cases together define what is meant by Article XII of the State Constitution when it says:

The State reaffirms and shall protect all rights, customarily and traditionally exercised for subsistence, cultural and religious purposes and possessed by ahupua'a tenants who are descendants of native Hawaiians who inhabited the Hawaiian Islands prior to 1778, subject to the right of the State to regulate such rights.

Against various challenges to these rights, the court generally has held that they survive intact. This is true even when native Hawaiians claiming access to an area within an *ahupua'a* no longer live in that *ahupua'a*. In his decision in the PASH case, Justice Klein wrote that

the right of each ahupua'a tenant to exercise traditional and customary practices remains intact, notwithstanding arguable abandonment of a particular site ... (IVb5c).

This follows the court's decision in *Pele Defense Fund v. Paty* that "native Hawaiian rights protected by [the State Constitution] may extend beyond the ahupua'a in which a native Hawaiian resides."

The courts have further held that traditional rights are passed on to descendants regardless of their ethnic mix.

Customary and traditional rights in these islands flow from native Hawaiians' pre-existing sovereignty. The rights of their descendants do not derive from their race per se, and were not abolished by their inclusion within the territorial bounds of the United States. (IVB5b)

These decisions support the claims of Ms. DeCosta and Ms. Holi for continued access to the Ukulā coast for subsistence fishing and to take care of the land on which their family has buried its own. The clear intent of the court decisions is to protect the continued exercise of these rights down through the generations.

Although the State has the right to regulate exercise of native Hawaiian rights at Ukulā in the public interest, it is guaranteeing continued public access to and use of the Ukulā peninsula.

Ms. Holi is also concerned that the proposed project is designed to benefit individual business people, not native Hawaiians, and that this is not a proper use of the ceded lands on which the airport is situated. Although the ceded land issue is complex, public use of the ceded lands at Ukulā is legal. Section 5(f) of the Act to provide for the admission of the State of Hawaii to the Union (Act of March 18, 1959, Public Law 86-3), which governs State use of lands transferred to it by operation of Section 5(b) of the Act, instructs the State to hold these lands

together with the proceeds from the sale or other disposition of any such lands and the income therefrom ... as a public trust for the support of the public schools and other public educational institutions, for the betterment of the conditions of native Hawaiians, as defined in the Hawaiian Homes Commission Act, 1920, as amended, for the development of farm and home ownership on as widespread a basis as possible for the making of public improvements, and for the provision of lands for public use.

The proposed improvements are for public use and thus qualify under Section 5(f). The improvements will, of course, be used by private businesses in an arrangement that is common to airports throughout the nation. This arrangement does not alter the status of the airport as a public facility.

IV. CONCLUSIONS

There are no known historic sites at the location of the proposed Port Allen Airport project, which is planned for an area at the eastern end of the airport, mostly within the chain-link fence that encloses the runway. This area was cleared and graded in the late 1920s and it is very unlikely that significant historic sites will be found beneath the ground surface.

There are two significant historic sites in the vicinity of the proposed project; Hanapēpē Salt Pans (50-30-09-49) and House Sites (50-30-09-50). These two sites are listed on the Hawaii Register of Historic Places. An analysis of the registration forms for these sites indicates that the Salt Pans are significant for their design and materials and the association with an on-going salt making tradition. The House Sites are significant for the information on history and prehistory that they contain, and because they are spatially associated with the Salt Pans.

Wilma Holi identified the Ukulā peninsula as one of the places where Hawaiian spirits leap to the netherworld of *pō*. Such places are found on all of the islands, one of which was known to have been in Hanapēpē *ahupua'a*. Ms. Holi's identification appears to specify the location fairly precisely. This matter deserves more investigation because a place where spirits leapt to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property.

Two other known historic sites, Kauakahiunu Heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Both sites have been destroyed and their locations appear to be lost.

Given the current status of information on historic sites at Ukulā, the proposed Port Allen Airport project will have "no effect" on historic sites. This determination might be changed if the place where spirits leapt to the netherworld is located near the airport. Further investigation of this possible site might conceivably indicate adverse effects of the project on the qualities that make the site significant.

A preliminary analysis of concerns expressed by Wilma Holi and Emma DeCosta over their ability to exercise traditional Hawaiian rights at Ukulā if activities at the Port Allen airport should increase indicates that these concerns have a legitimate basis, but that they anticipate conditions that will not be created by the proposed project. The State Constitution protects traditional Hawaiian rights subject to the State's right to regulate them in the public interest. Thus, it is conceivable that an increase of activities at the Port Allen Airport might lead to a situation in which the State chooses to regulate access to the Ukulā peninsula in the interest of public safety. The proposed project provides facilities to support the current level of activity at the airport. Furthermore, the State is prepared to guarantee continued access to the peninsula, so that traditional Hawaiian rights are protected.

REFERENCES

- Armstrong, Warwick (editor), 1973. *Atlas of Hawaii*. The University Press of Hawaii, Honolulu.
- Beckwith, Martha, 1970. *Hawaiian Mythology*. University of Hawaii Press, Honolulu. Originally published in 1940 by Yale University Press for the Folklore Foundation of Vassar College.
- Bennett, Wendell Clark, 1931. *Archaeology of Kauai*. No. 80 in Bernice P. Bishop Museum Bulletin. Bishop Museum Press.
- Bingham, Hiram, 1847. *A Residence of Twenty-one Years in the Sandwich Islands*. Huntington, Hartford.
- Board of Commissioners to Quiet Land Titles, 1846-1852. Native Testimony [*Buke Hoike*]. 13 Vols. State Archives, Honolulu. Typescript.
- Board of Commissioners to Quiet Land Titles, 1846-1853. Foreign Testimony. 16 Vols. State Archives, Honolulu. Photocopy of original manuscript.
- Ching, Francis, Jr., 1974a. Feature Description Form, Site 50-30-09-49. Hawaii Register of Historic Places. Typescript in State Historic Preservation Division.
- Ching, Francis, Jr., 1974b. Feature Description Form, Site 50-30-09-50. Hawaii Register of Historic Places. Typescript in State Historic Preservation Division.
- Ching, Francis, Jr., 1974c. Feature Description Form, Site 50-30-09-52. Hawaii Register of Historic Places. Typescript in State Historic Preservation Division.
- Coastal Zone Management, 1979. Hanapepe Quadrangle, K-09. Mylar map in State Historic Preservation Division. Scale 1:24000.
- Creed, Victoria S. and Hallett H. Hammatt, 1995. Archaeological Inventory Survey and Subsurface Testing of a 3.246-Acre Parcel for Self-Help Housing in Hanapēpē, Kauai (TMK 1-8-08:19). Report prepared for Self-Help Corp. of Hawaii, Cultural Surveys Hawaii, Kailua.

- Foote, Donald E., Elmer L. Hill, Sakuichi Nakamura, and Floyd Stephens, 1972. *Soil Survey of the Islands of Kauai, Oahu, Maui, Molokai, and Lanai, State of Hawaii*. U.S. Government Printing Office, Washington, D.C.
- Gay, Francis, 1873. Makaweli and other place names of Kauai. Ms. in B.P. Bishop Museum Archives.
- Handy, E.S. Craighill and Elizabeth Green Handy, 1972. *Native Planters in Old Hawaii: Their Life, Lore, and Environment*. No. 233 in Bernice P. Bishop Museum Bulletin. Bishop Museum Press, Honolulu. With the collaboration of Mary Kawena Pukui.
- Kame'eleihiwa, Lilikalā, 1992. *Native Land and Foreign Desires: Pehea Lā e Pono Ai?* Bishop Museum Press, Honolulu.
- King, Robert D., 1935. Districts in the Hawaiian Islands. In *A Gazetteer of the Territory of Hawaii*, edited by John Wesley Coulter, no. 11 in Research Publications. University of Hawaii, Honolulu.
- Lucas, Paul F. Nahoā, 1995. *A Dictionary of Hawaiian Legal Land-Terms*. Native Hawaiian Legal Corporation and University of Hawai'i Committee for the Preservation and Study of Hawaiian Language, Art and Culture, Honolulu.
- Macdonald, Gordon A. and Agatin T. Abbott, 1970. *Volcanoes in the Sea: The Geology of Hawaii*. University of Hawaii Press, Honolulu.
- McMahon, Nancy, 1988. Field Inspection: Sites to be Replaced on the Hawaii Register of Historic Places. Typescript in State Historic Preservation Division.
- Miyamoto, Owen, 1990. Historic Preservation Concerns—Hanapepe Salt Pans, Port Allen, Hanapepe, Kauai, TMK: 1-3-8:43. Memorandum to The Honorable William Paty, Chairman, Historic Preservation Officer, Department of Land and Natural Resources.
- Pearson, Richard, 1960. The Extent of Hawaiian Taro Patches in the Hanapepe Valley, Kauai. Directed Research Paper, Anthropology 699. Typescript in State Historic Preservation Division.
- Pukui, Mary Kawena, Samuel H. Elbert, and Esther T. Mookini, 1974. *Place Names of Hawaii*. University of Hawaii Press, Honolulu, 2nd ed.
- Thrum, Thomas G., 1906. Tales from the Temples. *Hawaiian Annual for 1907* pp. 49-69.
- Valeri, Valerio, 1985. *Kingship and Sacrifice: Ritual and Society in Ancient Hawaii*. The University of Chicago Press, Chicago. Translated by Paula Wissing.

Wall, Walter E., 1919. Hanapepe Valley. Hawaii Territory Survey. Compiled by Jos. Iao from Gov't. survey records. Scale 1 in. = 300 ft.

100
90
80
70
60
50
40
30
20
10
0

THOMAS STUART DYE

PERSONAL

Born: August 16, 1952 at Watervliet, Michigan.
Married: December 31, 1982 to Jun Kazimiera Look, two children.
Social Security Number: 576-60-6528.

EDUCATION

Ph.D., Anthropology, Yale University, 1987.
M.Phil., Anthropology, Yale University, 1983.
B.A., Anthropology, University of Hawaii, 1980.

POSITIONS HELD

Associate Archaeologist, Projects Manager, International Archaeological Research Institute, Inc.,
1/97—present.
O'ahu Island Archaeologist, Department of Land and Natural Resources, State of Hawaii. 1/91—1/97.
Associate Professor of Anthropology, Hawaii Pacific University, 9/87--present (leave of absence).
Research Associate, B.P. Bishop Museum, 9/87--present.
Associate Anthropologist, B.P. Bishop Museum, 12/84--12/85.
Staff Contract Archaeologist, B.P. Bishop Museum, 6/77--6/78.

MEMBERSHIPS

Hawaiian Historical Society, Trustee for four year term, 1996-1999 and currently President.
Society for Hawaiian Archaeology, past President and currently editor of *Hawaiian Archaeology*.
Sigma Xi.
Society for American Archaeology.
Society of Professional Archaeologists.

ARCHAEOLOGICAL FIELD EXPERIENCE

Polynesia

1985 Field Director, Bishop Museum survey and excavations of adze quarries on O'ahu and Moloka'i
(Dye 1985).
1984 Field Director, dissertation research, Kingdom of Tonga.
1979 Field Director, Bishop Museum survey of HC&D land near Kapa'a Quarry, O'ahu (Dye 1979b).
1978 Field Director, Bishop Museum survey at Kailua, Hawai'i (Dye 1978a).

- 1977 Field Director, Bishop Museum survey at Haleakala, Maui (Dye 1977f, g).
 Field Director, Bishop Museum survey at Kahuku, O'ahu (Dye 1977e).
 Field Director, Bishop Museum survey and excavation at Kapa'akea, Moloka'i (Dye 1977d).
 Field Director, Bishop Museum survey and excavation at North Halawa, O'ahu (Dye 1977c).
 Field Director, Bishop Museum survey and excavation of H-3 Highway corridor, Windward O'ahu (Dye 1977b).
 Field Director, Bishop Museum excavation at 'Anacho'omalua, Hawai'i (Dye 1977a).
 1976 Field Assistant, Bishop Museum Tonga Expedition (Kirch and Dye 1979; Dye 1980; Dye 1983).
 1975 Field Director, Bishop Museum excavation at Kamakahonu, Hawai'i.
 Field Director, Bishop Museum survey at Mountain View, Hawai'i (Dye 1976).
 1968-1978 Supervised and assisted 22 archaeological projects throughout the Hawaiian Islands (Bevacqua and Dye 1972; Dye, Davis and Kam 1976).

Micronesia

- 1980 Field Director, Bishop Museum survey and excavation at Arno Atoll, Marshall Islands (Dye 1981; in press).
 1979 Field Assistant, Bishop Museum survey of Majuro Atoll, Marshall Islands.
 1978 Field Director, Bishop Museum Survey at Inarajan, Guam (Dye 1979a).
 Field Director, Pacific Studies Institute survey at Rull, Yap.
 Field Supervisor, Bishop Museum survey of Ugun River Valley, Guam (Dye et al. 1978b).
 Field Assistant, Bishop Museum survey at Rull, Yap.
 Field Assistant, Bishop Museum survey at Babeldaub and Peleliu, Palau.

Other

- 1982 Field Assistant, University of Illinois (Chicago Circle) survey of the Southern Sinai, Egypt.

WRITTEN WORK

Publications

- 1998 Land snail extinctions at Kalaeloa, O'ahu. *Pacific Science* 52: 111-140 (with H.D. Tuggle).
 1996 Early Eastern Lapita to Polynesian plainware at Tongatapu and Lifuka: An exploratory data analysis and comparison, in *Oceanic culture history: Essays in honour of Roger Green*, pp. 461-473, ed. J. Davidson, G. Irwin, F. Leach, A. Pawley, and D. Brown. New Zealand Journal of Archaeology Special Publication.
 1996 Sand tempers in indigenous Lapita and Lapitoid Polynesian Plainware and imported protohistoric Fijian pottery of Ha'apai (Tonga) and the question of Lapita tradeware. *Archaeology in Oceania* 31:87-98 (with W.R. Dickinson, R. Shutler, Jr., R. Shortland, and D.V. Burley).
 1996 Sources of sand tempers in prehistoric Tongan pottery. *Geoarchaeology* 11(2):141-164 (with W.R. Dickinson).
 1996 Assemblage definition, analytic methods, and sources of variability in the interpretation of Marquesan subsistence change. *Asian Perspectives* 35(1):73-88.
 1995 Comparing ¹⁴C histograms: An approach based on approximate randomization techniques. *Radiocarbon* 37(3):851-859.
 1994 Population trends in Hawaii before 1778. *The Hawaiian Journal of History* 28:1-20.
 1994 Apparent ages of marine shells: Implications for archaeological dating in Hawai'i. *Radiocarbon* 36:51-57.

- 1992 A pre-censal population history of Hawai'i. *New Zealand Journal of Archaeology* 14:113-128 (with E. Komori).
- 1992 The South Point radiocarbon dates thirty years later. *New Zealand Journal of Archaeology* 14:89-97.
- 1992 Computer programs for creating cumulative probability curves and annual frequency distribution diagrams with radiocarbon dates. *New Zealand Journal of Archaeology* 14:35-43.
- 1991 A reputation unmade: J.F.G. Stokes's career in Hawaiian archaeology, in *Heiau of the island of Hawai'i*: 3-20, by J. F. G. Stokes, edited by Tom Dye. Bishop Museum Bulletin in Anthropology, 2. Honolulu: Bishop Museum Press.
- 1990 Marine turtle bones from an archaeological site in Polynesia yield reliable age determinations. *Radiocarbon* 32:143-147.
- 1990 Prehistoric use of the interior of Southern Guam. *Micronesica* (Suppl. 2):261-274 (with P.L. Cleghorn).
- 1990 The causes and consequences of a decline in the prehistoric Marquesan fishing industry, in *Pacific production systems: Approaches to economic prehistory*, pp. 70-84, ed. D. E. Yen and J. M. J. Mummery. Occasional Papers in Prehistory, 18. Canberra: Department of Prehistory, Research School of Pacific Studies, The Australian National University.
- 1990 Polynesian ancestors and their animal world. *American Scientist* 78:206-215 (with D. Steadman).
- 1989 Prehistoric extinction of giant iguanas in Tonga. *Copeia* 1989:505-508 (with G.K. Pregill).
- 1989 Tales of two cultures: Traditional historical and archaeological interpretations of Hawaiian prehistory. *Bishop Museum Occasional Papers* 29:3-22.
- 1988 Archaeological Survey and Excavations on Tafahi Island, Tonga. IN P.V. Kirch, *Niutoputapu: The prehistory of a Polynesian chiefdom*. Thomas Burke Memorial Washington State Museum. Monograph No. 5. Seattle.
- 1987 *Marshall Islands Archaeology*. Pacific Anthropological Records 38. Department of Anthropology, B.P. Bishop Museum: Honolulu.
- 1987 *Social and cultural change in the prehistory of the ancestral Polynesian homeland*, Ph.D. diss. Yale University, New Haven.
- 1987 Comment on Kirch and Green, 'History, phylogeny and evolution in Polynesia.' *Current Anthropology* 28(4):445-6.
- 1985 A preliminary petrographic study of Hawaiian stone adze quarries. *Journal of the Polynesian Society* 94(3):235-51 (with P. Cleghorn, M. Weisler and J. Sinton).
- 1983 Fish and fishing on Niutoputapu. *Oceania* 53:242-271.
- 1980 The linguistic position of Niuafo'ou. *Journal of the Polynesian Society* 89:349-357.
- 1979 Ethnoarchaeology and the development of Polynesian fishing strategies. *Journal of the Polynesian Society* 88(1):53-76 (with P.V. Kirch).
- 1972 *Archaeological reconnaissance of the proposed Kapoho- Kalapana highway, District of Puna, Island of Hawai'i*. Departmental Report Series 72-3. Department of Anthropology, B.P. Bishop Museum: Honolulu (with B. Bevacqua).

Typescript Reports

- 1985 Adze quarries on Moloka'i and O'ahu, Hawaiian Islands. Ms. 093085, Bishop Museum (with M. Weisler and M. Riford).
- 1981 Archaeological survey and test excavations on Arno Atoll, Marshall Islands. Ms. 080981, Bishop Museum.
- 1979a Archaeological reconnaissance survey of the Inarajan River Valley, Territory of Guam. Ms. 031379, Bishop Museum.
- 1979b Archaeological phase I survey and test excavations, Site 50-Oa-G6-31, Ko'olaupoko, O'ahu. Ms. 082779, Bishop Museum.

- 1978a An archaeological reconnaissance survey of four alternative sites for the Kailua-Keahou elementary school. Ms. 031078, Bishop Museum.
- 1978b Archaeological and historical survey of the Ugum River Valley, Guam, Mariana Islands. Ms. 061578, Bishop Museum (with S. Price and J. Craib).
- 1977a Archaeological salvage of sites 50-Ha-E1-249, -253, and -292, 'Anacho'omalu, Island of Hawai'i. Ms. 062977, Bishop Museum.
- 1977b Archaeological phase I survey of the windward portion of proposed Interstate H-3: Halekou interchange to Ko'olau tunnel, O'ahu. Ms. 091277, Bishop Museum.
- 1977c Archaeological phase I survey of the leeward portion of proposed Interstate H-3, North Halawa Valley, O'ahu. Ms. 100477, Bishop Museum.
- 1977d Cultural resources survey, Kapa'akea flood control project, Moloka'i Hawai'i. Ms. 091577, Bishop Museum.
- 1977e Archaeological reconnaissance survey of Prudential Insurance Company lands near Kuilima Hyatt Resort, Kahuku, O'ahu Island. Ms. 100777, Bishop Museum.
- 1977f Archaeological reconnaissance survey report: fencing of Kukui Grassland, Haleakala National Park. Prepared for National Park Service.
- 1977g Intensive archaeological survey of a portion of the west rim of Haleakala Crater, Haleakala National Park. Prepared for National Park Service.
- 1977h Archaeological inspection of a cave on Kuliouou Ridge, Honolulu, O'ahu. Ms. 122377, Bishop Museum.
- 1976a Archaeological investigations at the Kailua Effluent Force Main, Site 50-Oa-G5-67. Ms. 092376, Bishop Museum (with B. Davis and W. Kam).
- 1976b Archaeological reconnaissance survey of planned flood control improvement areas in Mountain View, Island of Hawai'i. Ms. 030176, Bishop Museum.

APPENDIX F

**COMMENTS AND MINUTES
PORT ALLEN ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING
FEBRUARY 19, 1998**

PUBLIC HEARING ON DRAFT ENVIRONMENTAL ASSESSMENT FOR PORT ALLEN AIRPORT
2-19-98

PAGE 1 TO PAGE 117

Ralph Rosenberg Court Reporters, Inc.

(808) 524-2090

CONDENSED TRANSCRIPT AND CONCORDANCE
PREPARED BY:

RALPH ROSENBERG COURT REPORTERS, INC.
1001 Bishop Street
2460 Pacific Tower
Honolulu, HI 96813
Phone: (808) 524-2090
FAX: (808) 524-2596

BSA

Page 19

(1) behalf of the beaches. And I want to see those
 (2) beaches left for us. Right now there are lots of
 (3) outsiders. I probably sound a little cruel, but we
 (4) need to have something for ourselves.
 (5) There are no swimming beaches beyond the
 (6) west side to the east side. Poipu is the next
 (7) swimming home for us. And that's too far for us to
 (8) travel, to take our children there or our moopunas or
 (9) our great grandchildren. So that's another concern
 (10) that I have.
 (11) The other concern is the fishing ability of
 (12) the local fishermen. I often wonder if there's any
 (13) development of additional sheds for helicopter. Will
 (14) DOT lock off that area that takes us all the way from
 (15) Kapahuli, Kapakuhii all the way down to Pu'olo, to the
 (16) end of Pu'olo where the lighthouse is.
 (17) JULIET AIU: Another minute, please.
 (18) OLGA HOU: Yes.
 (19) JULIET AIU: I'll let you go another
 (20) minute.
 (21) OLGA HOU: Okay. These are my concerns.
 (22) What will happen to these places. We need these
 (23) places. We are fishing people, and we frequent those
 (24) shores.
 (25) Thank you for allowing me to say what I want

Page 20

(1) to say. Mahalo ioko a hui ho.
 (2) JULIET AIU: The next person we have, I'm
 (3) sure you can hear me, is Casey - how do you pronounce
 (4) your last name?
 (5) CASEY RIEMER: Riemer.
 (6) JULIET AIU: Come right up.
 (7) CASEY RIEMER: Good evening, my name is
 (8) Casey Riemer. I represent myself and also Jack Harter
 (9) Helicopters. I'm here tonight to voice our opinion
 (10) for our own company and for my own personal opinion
 (11) about the proposed development down here in Burns
 (12) Field.
 (13) For many years we maintained a lease and
 (14) paid our lease fees, paid our taxes, and had a hangar
 (15) down there on the facility owned by the State, not on
 (16) the airport area itself, but across the road. After
 (17) the hurricane, due to an unfortunate set of
 (18) circumstances, that facility was bulldozed.
 (19) We decided not to contest that and gave up
 (20) our lease, because we were told at the time, and also
 (21) in the years previous from Mr. Miyamoto, that there
 (22) was going to be a moratorium on development down there
 (23) at the airport, and there would be no future
 (24) development of that facility for commercial
 (25) helicopters or fixed wing use.

Page 21

(1) And that was the reason we decided not to
 (2) contest the destruction of the facility we had down
 (3) there, and didn't even try to get a lease in the
 (4) future. We had maintained that facility for, oh,
 (5) quite some years, from the early eighties after Jack
 (6) got it from Mr. Lafella.
 (7) It's our position that if there is going to
 (8) be future development at Burns Field airport, it has
 (9) to be done in a way that is equitable and fair. And
 (10) as we've dealt with the Lihue Airport over many years,
 (11) in about the last eight years there's been some
 (12) litigation over the allocation of the facilities there
 (13) in Lihue. We really would like to see a set of rules
 (14) established and also maintained for the allocation of
 (15) any resources down there if in fact they become
 (16) available.
 (17) It's our personal opinion and my personal
 (18) opinion and our company's opinion that there is not
 (19) really a need for helicopter facilities at this
 (20) airport. There are plenty of spaces up at the Lihue
 (21) Airport, or if there's a place for more operators to
 (22) operate from the Lihue Airport.
 (23) All of the search and rescue operations have
 (24) been performed in the past, prior to the current
 (25) operator that does those things, from the Lihue area.

Page 22

(1) Or if need be, they can be moved to a temporary
 (2) location. They don't need to be based at that
 (3) location. We can do the same kind of work out there,
 (4) and we have in the past. And it just doesn't need to
 (5) happen at the Burns Field airport for any particular
 (6) reason.
 (7) JULIET AIU: Another minute.
 (8) CASEY RIEMER: That's about all I have to
 (9) say. Thank you.
 (10) JULIET AIU: Thank you. Okay, our next
 (11) speaker is Bob McCaig.
 (12) BOB McCAIG: Thank you. My name is Bob
 (13) McCaig. I'm retired. I moved to the Poipu area in
 (14) 1981. I'm speaking in opposition to the change at
 (15) Burns Field. My opposition is basically twofold.
 (16) One, I think it would be a waste of funds,
 (17) because of the facilities that we have at Lihue, which
 (18) is, I consider very good and adequate, and space
 (19) available, with good tower, crash facilities, fuel, et
 (20) cetera.
 (21) Two is that, because living on the south
 (22) shore, I feel that if this expansion is allowed, there
 (23) would be many, many helicopters based at Burns because
 (24) it would be cheaper. Not necessarily better or safer,
 (25) but cheaper. So that as they operate out of Burns, we

Page 23

(1) on the south shore would have considerably more
 (2) traffic, air traffic to be concerned with. Thank
 (3) you.
 (4) JULIET AIU: Thank you. Okay, we have 34
 (5) speakers tonight, so the next one up is Karen
 (6) McGranahan.
 (7) MR. McGRANAHAN: Good evening. We can only
 (8) speak as people who come over every year. We're
 (9) tourists.
 (10) MRS. McGRANAHAN: And we've been here many
 (11) years. This is our fourteenth trip. We're probably
 (12) one of the first people back after Iniki went through
 (13) in September. We came back because we wanted to put
 (14) the money again back in the island even though we were
 (15) told to stay away from Kaula. But we felt we wanted
 (16) to put our money here rather than take the money some
 (17) other place. We really like your island.
 (18) And we really are concerned about the
 (19) impacts, and we come back every year because we do
 (20) like the quality of the life here and all of that.
 (21) I was just saying that we've been here many
 (22) times. This is our fourteenth trip to the island.
 (23) Obviously we like it. We like the quality of life,
 (24) and I think everybody does. And we have come back
 (25) here numerous times, and we have taken helicopter

Page 24

(1) tours.
 (2) And I think one of the things that we are
 (3) trying to do is strike a balance here. And I share
 (4) everybody's concerns, but all I can say is the many
 (5) times that we have flown out of Burns Field, I have
 (6) not been on board when they have gone over the land.
 (7) They tend to go out over the water. They try and
 (8) minimize the impact of the noise and everything. And
 (9) I think they try and be very sensitive to the people
 (10) who have to live there.
 (11) We've been to Salt Pond. There is some
 (12) noise when they do go over the water, but it's not
 (13) something that I felt was really very detrimental.
 (14) But we come over here to share our dollars
 (15) with this island. I come over here to take a lot of
 (16) beautiful pictures.
 (17) Most of the island, you cannot enjoy its
 (18) beauty unless you hike and backpack, and I think you
 (19) have to look at that. If I were to go tromping
 (20) through your beautiful lands back there, I'm afraid I
 (21) would disturb a lot of your vegetation. That's a
 (22) concern of mine, too. Disturbing the wildlife. And,
 (23) unfortunately, I've seen people leave debris behind
 (24) when they do leave, and I don't like that either.
 (25) So we're just trying to present our

Page 13

(1) migration will occur.
 (2) Also at this same meeting it was said that
 (3) the relocated operators would erect their own
 (4) facility. This leads me to believe that there will be
 (5) a tremendous increase in operations, a possibility
 (6) that is not adequately addressed in the draft EA.
 (7) The forecast as stated on page 2-4 is not a
 (8) true reflection of the increase due to the
 (9) improvements. The analogy here is that what the
 (10) boating industry is to the north shore, the helicopter
 (11) operations will be to the Burns Field and surrounding
 (12) communities.
 (13) To the statement, no impact on scenic vistas
 (14) or plane views, as written on page 6-3, presently
 (15) there are no facilities on the Pu'olo peninsula.
 (16) There is an unobstructed view of the coastline and the
 (17) mountains in the background. Of course, with the
 (18) facilities that will be built on the airport site, it
 (19) will have a negative impact of the scenic vistas and
 (20) view planes. Landscaping will not mitigate the
 (21) problem.
 (22) Social impacts, existing conditions as
 (23) stated on page 4-6, item 4.4.1. And to me, this is
 (24) the crux of this proposed draft. In particular, I
 (25) want to emphasize these statements or these sentences

Page 14

(1) that was contained in that paragraph. It says the
 (2) proposed facilities are to support those aviation
 (3) operators which are currently operating out of Port
 (4) Allen Airport and in Hanapepe town.
 (5) JULIET AIU: Excuse me. You have another
 (6) minute.
 (7) WILMA HOLI: Thank you. The proposed
 (8) project is designed to accommodate the present
 (9) helicopter operators and allow for limited growth of
 (10) airport facilities in the future. Wow, that's pretty
 (11) heavy. These statements summarize the purpose of this
 (12) draft EA.
 (13) In conclusion, there are too many mitigating
 (14) situations that are not adequately addressed, and we
 (15) reject the draft EA in a negative declaration. To
 (16) mitigate the negative impact, it has been and it
 (17) continues to be our position that these operations be
 (18) relocated to the existing heliport facilities at the
 (19) Lihue Airport. The position to relocate is reasonable
 (20) and appropriate in light of the negative impact
 (21) continued operations have had in the Burns Field and
 (22) surrounding communities. Thank you.
 (23) JULIET AIU: Thank you, Wilma. The next
 (24) speaker will be Julia McGovern.
 (25) JULIA MCGOVERN: Thank you. My name is

Page 15

(1) Julia McGovern, and I live in Waimea. Although as the
 (2) shelter manager for the Kauai Humane Society, I feel
 (3) like I also live in Hanapepe. And I do want to voice
 (4) my concerns. I appreciate this opportunity to voice
 (5) my concerns on two different levels. First as a
 (6) long-term resident of Waimea, and secondly, as the
 (7) manager of the Kauai Humane Society shelter.
 (8) On a personal level, I'm very concerned
 (9) about the impact to the quality of life that any
 (10) expansion will have. Not just to the visitor
 (11) industry, which supposedly it is going to support, but
 (12) especially to the people that live here. Because
 (13) whether you're visiting or you live here, you want to
 (14) be able to relax and enjoy what Salt Pond Park has to
 (15) offer. Constant airplane, helicopter noise is not
 (16) going to help that.
 (17) I'll save for my written testimony how I
 (18) feel about, or my concerns about tax dollars being
 (19) used to support two specific organizations, two
 (20) businesses.
 (21) Most importantly, at least right now for me
 (22) and the animals, as the shelter manager for the Kauai
 (23) Humane Society, I am very concerned about how the
 (24) expansion will impact those animals and the people
 (25) that care for them.

Page 16

(1) I would like to read a brief letter that my
 (2) executive director, Sherry Hoe, wrote to Mr. Jerry
 (3) Matsuda when he asked her feelings during the
 (4) environmental assessment preconsultation.
 (5) At the time Mrs. Hoe wrote that as a
 (6) representative for the Kauai Humane Society, our only
 (7) concern has been and continues to be helicopters
 (8) flying low and directly overhead of the animal shelter
 (9) on Loko Kai Road. The noise stresses the dogs, and
 (10) oftentimes it takes thirty minutes or more to call
 (11) them down.
 (12) Only a few helicopter companies continue to
 (13) fly directly above the shelter. I have contacted each
 (14) company in the past, and I pleaded with them to fly a
 (15) distance to one side or the other. But for some,
 (16) these pleas have fallen on deaf ears. Any suggestions
 (17) will be greatly appreciated.
 (18) We have actually been, Mrs. Hoe has been
 (19) personally contacted by the representative of one
 (20) helicopter company, assuring her that we need not be
 (21) concerned. This latest call was on a Friday night.
 (22) The very following Monday we were buzzed at low levels
 (23) four times.
 (24) I know that everyone, especially us, is
 (25) looking forward to our move to Puhī. The new shelter

Page 17

(1) will be a reality soon, I hope, but we're looking at
 (2) at least a year, if not longer.
 (3) In the meantime, we would also like it to be
 (4) understood that ultimately we're investigating the
 (5) possibility of maintaining the Hanapepe site as a
 (6) satellite, and looking into the possibilities of
 (7) developing something terribly needed on this island,
 (8) which is low cost boarding for animals.
 (9) We hope that this will be taken into
 (10) consideration. Thank you.
 (11) JULIET AIU: Thank you, Julia. The next one
 (12) will be Olga Holi.
 (13) OLGA HOLI: Aloha ahihi, Madam Chairman,
 (14) and staff people of DOT. My concern today - well,
 (15) let me retract my statement.
 (16) I am with the DOE as a Hawaiian studies
 (17) kupuna, and my kuleana or my responsibility is to
 (18) teach your children, your grandchildren, and perhaps
 (19) your great grandchildren the Hawaiian culture, in
 (20) particular at Ukula, where this so-called Port Allen
 (21) Airport is.
 (22) Many times at school we are asked, what is
 (23) salt making. I said, well, come down and visit with
 (24) us. When you go to the coral reef excursions, you go
 (25) there to pick limu, you go there to see whatever there

Page 18

(1) is, the loli, the haukeuke, the wana. These things
 (2) are very important to the children.
 (3) Not only that, also the habitat, the birds'
 (4) habitat in that area. The birds that frequent, like
 (5) the Hawaiian stilt, the kolea birds that travel on the
 (6) sand, beaches, the Hawaiian stilts that frequent the
 (7) aina or alia paakai, the salt beds.
 (8) And also I want to bring to your attention
 (9) the matter of the pueo. And the pueo still exist.
 (10) They still have their habitat between the area of the
 (11) road that cuts through the loi, through the alia
 (12) paakai, and the Humane Society area. We still see the
 (13) pueos, and the children are flabbergasted when they
 (14) see these birds, rather than seeing them in books.
 (15) And also the kolohala, the pheasant birds, which my
 (16) tutu was a lei maker. They still exist there.
 (17) With all these pollution, noise pollution,
 (18) with all the traffic in there, I often wonder what
 (19) will happen to these birds, that we will not be able
 (20) to see them. That's my concern, the noise pollution.
 (21) And we want to see that these birds remain there,
 (22) because these are their habitat.
 (23) I also want to mention to you, at the last
 (24) hearing that we held, not the one in August, but it
 (25) was sometime, I believe, in 1990, I testified on

ATTENDANCE SHEET

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	TIM SKINNER	KIHOE AIRPORT	LITHO, HI 96766	246-1400
	WILUNA HALLI		HAWAIIAN 96716	
	JIM DIETMAR	EKUA	605 PUIKOI ST HONOLULU HI 96814	571-5557
	BRIAN ISHII	"	"	
	HAROLD SHIMIZU		P.O. BOX 1004 HAWAII	335-3260
	JULIA MCCOY	KAWAII HONOLULU SPECIAL	PO BOX 530 HAWAII	335-5555
	S. Yoshida / AN KAWAII	STATE GROUP A.C.P.		
	Rob. Penner	CITIZEN	PO BOX 1521 LILUO HI 96766	659-0555
	BONNIE LOFSTEDT	"	PO BOX 831 LILUO, HI	
	CARRETT LOFSTEDT	"	PO BOX 831 LILUO, HI	

CONFIDENTIAL

ATTENDANCE SHEET

Subject: PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Place: Eleele School

Date: February 19, 1998

Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	JUDY NAUMU-STEWART	STATE COUNCIL	P.O. Box 401, 96752 WAIKANA, HI	
	DENNIS ALSTON	INTERISLAND, HCL.	A.O. Box 1320 KEKAHA, HI 96752-1320	337-1794
	Samuel Norder	Inter Island Heli	PO Box 1431 KEKAHA, HI 96752	337-1698
	for sea craft	retired	Oahu	
	ikoune Gama	Will Spayne Helicopt	3222 Kuhio Hwy Lihue, HI 96766	245-8801
	DAVE MORGAN	KAHU ELECTRIC	4163 PAHAE ST LIHUE 96766	335-6233
	Lou & Ann SHORTRIDGE	HAWAIIAN ECONOMIC ALLIANCE	P.O. Box 934 HANALEI, HI 96716	335-0046
	DENISE YEE	SELF	PO Box 842 Hanalei, HI 96716	335-5255
	MIKE STEVEN	OHANA HELI	PO Box 471 LIHUE HI 96766	
	WILSON MITTA	SELF	P.O. Box 159 WAIKANA, HI 96796	

ATTENDANCE SHEET

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	Adam Kullermann		P.O. Box 738 Kalahou	335-5551
	AKIOLY KANNA		Box 230 Hanapepe	335-5554
	Edwin Pettys	SOH KODFAJ	3060 EIWA ST LIHUE 96766	2715433
	FRANK SANTOS	HANAPEPE	P.O. Box 879 HANAPEPE	
	S.C. Remoaldo	self	P.O. Box 885, Eleele, HI 96705	335-7520
	CALVIN K. MUSA-SHAGE		PO BOX 1246 LIHUE	245-3361
	Mae Condeade	DLXIR	3060 EIWA ST LIHUE HI 96766	274-3521
	Mr. E. Condeade	KFE D	PO 425 LAAHAI	372-8828
	RIMOND L. KAPUNI		PO 1014 KOKOMO	337-9014
	LAWYOND K. KAPUNI		" "	" "

ATTENDANCE SHEET

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	<u>Don Naranjo</u>		<u>P.O. Box 412 Eleele HI 96705</u>	<u>335-5176</u>
	<u>Jim Case</u>		<u>P.O. Box 9777 KAAHEO</u>	<u>335-5266</u>
	<u>DAVID SAROFF</u>	<u>KAMAHI FIRE DEPT.</u>	<u>4444 RICE ST. SUITE 205 LAHAE, HI. 96766</u>	<u>241-6500</u>
	<u>DANNY D SMITH</u>	<u>.4 " "</u>	<u>" " " " "</u>	<u>241-6517</u>
	<u>RADDY HEE</u>		<u>P.O. BOX 420 KETEKAHA, HI 96752</u>	<u>335-6262</u>
	<u>David FETTER</u>	<u>AVIATION</u>	<u>41-031 HIHI MANU HI WAIMANU, HI. 96795</u>	<u>259-8444</u>
	<u>GILBERT NOBREGA</u>	<u>HUI IANA PARKA I O NANAPPE</u>	<u>PO BOX 449 NANAPPE, HI 96760</u>	<u>335-5564</u>
	<u>Rosalyn Nobrega</u>		<u>PO Box 465 Hanapepe</u>	<u>335-0364</u>
	<u>David H Leopold</u>		<u>PO Box 790 Waiman, HI.</u>	<u>335-8805</u>
	<u>ABBY SANTOS</u>	<u>NANAPPE ECONOMIC ALLIANCE</u>	<u>PO BOX 879 NANAPPE HI 96716</u>	<u>335 5887</u>

ATTENDANCE SHEET

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	D.C. Mills	PMRF	P.O. Box 128 96752	335-4738
	Minevia K. Kaohi		P.O. Box 343 Hanalei	335-5761
	TONY SARABIA		P.O. Box 391 KAPA	822-5156
	OTIS IUGAMA		1970 Hanalei St K205 Hanalei	335-5946
	Greg A. KANA	Citizen	P.O. Box 230 Hanalei	335-5554
	Brother Hayashi		P.O. Box 76 96716 Hanalei HI 96716	335-5901
	GERRY CHARLES	Bless in Paradise	P.O. Box 41 96746 Kapaa, HI	822-5309
	Paul Kukumu		P.O. Box 686 Waimea 96746	—
	Jan K. Hawley		P.O. Box 215 Kamuela	—
	Alamercia W. Martin		P.O. Box 965 Kapaeha	—

ATTENDANCE SHEET

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	<i>Eliya Niay</i>		<i>P.O. Box 194 Makanihikona</i>	<i>338-0062</i>
	<i>Walter Buent</i>	<i>Self</i>	<i>2781 KIPUKA ST KOLOA</i>	<i>7426525</i>
	<i>EMMA Kahi DeBosta</i>	<i>Self</i>	<i>3846 Omao Rd KOLOA</i>	
	<i>Gwendolyn P. Koli</i>	<i>SELF</i>	<i>4541-H Ulahe Rd, LIHAE</i>	
	<i>Kamalino Wedemeyer</i>	<i>Self</i>	<i>3846 OMAO Rd, KOLOA</i>	
	<i>MARTY HOFFMAN</i>	<i>WEST SIDE ACTIVITIES</i>	<i>P.O. BOX 226 WAIMEA, HI 96796</i>	<i>332-0252</i>
	<i>JOE BUDOUTH</i>	<i>SELF</i>	<i>3940 OMAO RD KEOLON HI</i>	<i>742-7985</i>
	<i>Kevin Horita</i>	<i>KSC Auction Self</i>	<i>4226 Kaana St Lihae HI 96766</i>	<i>245-1820</i>
	<i>Genevieve Tamashiro</i>		<i>P.O. Box 37 Eleele 96705</i>	
	<i>Roy T. TAMASHIRO</i>		<i>" "</i>	

ATTENDANCE SHEET

Subject: PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Place: Eleele School

Date: February 19, 1998

Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	LESLIE IWARD		4381 KA'IKENA DR KALAEHO HI 96741	332-5109
	Casey Kiemei	Jack Hunter Helicopters	Box 306, Lihue, HI 96766	245-3774
	JEROME FRENCH	STATE OF HAWAII D.O.T. AIRPORT DIV.	5921 Peke St, Kapaa	822-693
	JAMES V. LE	BALI HOA' HEL.	P.O. Box 626, Hanalei, HI 96726	335-3166
	Emily deSai		2770 Milot Hae Ln. Koloa, HI.	743-9470
	Randal Valenciano		Lihue	245-2762
	MARK LUNDREN	Jack Hunter HELICOPTERS	4434 KAE IKAHA DR KALAEHO HI 96741	732-5617
	CAROLINE NAKAAHIKI		P.O. Box 916 KAKAHA HI 96753	337-9106
	Henry C. Kulaehikihi		916 KAKAHA HI 96753	337-9106
	Ronald Kamahiki			

ATTENDANCE SHEET

Page 8 of 12

PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Subject: _____

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	Mona Joy M. Holi		Bx 519, Hae 96716	
	DENNIS FUSIMOTO	THE GARDEN Island Newspaper	P.O. Box 231 - Lih. 96766	
	Linda Bukoski	Resident of Kalaheo	Kalaheo, HI	Unlisted
	HAROLD FILL	SELF	KAPIAA	822-5521
	MARCIA SOWLE	"	KALAHEO - Koloa	332-5109
	Olga K. Holi	Resident of Hanalei		-
	George Ream	Self	CLEVELAND OH	440-572-3608
	Karen McBrannan	Self	Strongsville, Ohio	440-572-3606
	Nolan H. Holi	SELF	P.O. Box 421 Hanalei	
	Elizabeth Kaji		P.O. Box 534 Koloa	

ATTENDANCE SHEET

Subject: PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	DIANE LUNDEREN	JACK HARTER HELICOPTERS	Ahukini Road / Kai Ikena Drive	245-4164
	KEN D'ATTILIO	AIR-1	P.O. Box 156 Hanalei HI	335 5009
	DOUG DARUKA	TRINCOMA AVENUES	P.O. Box 156 Hanalei HI	96776
	Nani Hill	Self	P.O. Box 597 Hanalei HI	335-6143
	Kathy P. Kaohala		P.O. Box 208 Makaweli HI	337-2074
	April Ann Niles		P.O. Box 194 Makaweli	335-0012
	Becky Kainui	SELF	3-4280 Kuaio Hwy Lihue	245-6908
	NANCY McMAHON	DLNR-SHPD	5532 TAPA ST, KOLOA	742-7033
	Edward Wagner	Inter Island (allo.)	PO Box 837 Hanalei HI 96716	375 6023
	Alan Moore	Hitech Firefighters	P.O. Box 1270 Kalahele HI 96752	337 9641

ATTENDANCE SHEET

Subject: PUBLIC HEARING - Port Allen Airport
Draft Environmental Assessment

Place: Eleele School

Date: February 19, 1998

Time: 7:00 P.M.

Please Print

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	ERIC NORDMEIER		P O Box 11 Hanalei	335-0192
	Judy Dalton	Sierras Club	4330 Kawai Beach Dr. Lihue, HI 96766	246-9067
	MONTE HULL		2149-Puu Rd, Kalaheo, HI 96741	332-5516
	ROLAND D. PABLO		P.O. Box 822 Wainana, HI 96798	654-2212
	BARBARA KAIWI		3-4280 Kuhio Hwy. #8 Ulukou, HI 96766	
	MIKE ANSSET	WILKAC HSCUPTORS		3553500

NAME	ORGANIZATION	PHONE
M/M S.H. REYES		335-6011
BEN KALI	SALT MAKER HANAPEPE	333
JAIL MASUDA	Salt Maker Hanapepe	335-3168
KAYMOND TREMBINE		335-363
Thaneo Rodrigues Sr	Elcalk	
Jemelle Balmbano	Hanapepe	335-6892
Fanny Velt	Laupia	332-0605
Janet Kahalo Komo	Elele-Kaunoi	335-5850
A. Young	Hanapepe	335-5537
Roy Chuan	Lima Coalition	826-6814
TOM BAFA		338-9961
Elsie Godbey	Resident Hype - business	335-552
Rudy Balmbano	TERRA ISLAND TRAIL	335-5009
Mary Ann	Resident - Kalahou	332-9335
BARBARA BENNETT	THIS WEEK MAGAZINE	245-2300
Nene Kozali	Resident Hanapepe Business	
Melanie Kozali		
Gary J. Figueroa	Citizen	338-1598
Kai Opua Zola	NHEC	246-8850
BERT NISHIDA	Bert's Auto Repair	335-5492
Kawika KILAR	INTER-ISLAND Helicopters	332-6104
PATRICK PEREIRA	WEST SIDE CITIZENS	337-1258
Mitchell Young	Hanapepe United Church of Christ	335-5135
Leah Pereira	Kalahou Hawaiian Homebased Dinner	337-1251

NAME	ORGANIZATION / ADDRESS	PHONE
Frank Wellington Warren C.R. Peck	Wellington Family Co.	246-0180 245-5822 (B)
Larry MANUEL Vincent B. Maurer	KPD S-LI-	241-5711 639-1539
Tom Pereira	AIV.I	747-8768
JAWN TRAINA		335-3993
Ben Lee Arvid Hopman	Inter-Island Hanapepe Ant Community	335-0227
C Kovach		332-5331

TESTIMONY SIGN-IN SHEET

Subject: Port Allen Airport Draft Environmental Assessment - PUBLIC HEARING

Place: Eleele School

Date: February 19, 1998:

Time: 7:00 P.M.

Please PRINT

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
X 1	Wilma Holi		Hawapepe 96716	
X 2	Julia ^{McGovern} (Gousser)	KAWAII VOLUNTEER SERVICES	5405 PAPA HAWA PEPE	335 5255
X 3	Olga K. Holi	Resident	Hawapepe	-
X 4	Casey Kiemei	Jack Harker Helicopters	Box 306 Lihue, HI 96766	245-4661
X 5	Bob Mc CAIG	RETIRED	Poipu -	7429470
X 6	George Ream	Self	Cleveland OHIO	216-522-3600
X 7	Karen McGinnis	Self	Strongsville, Ohio	440-522-3600
8	Jill V. [unclear]			
X 9	Dooris Munnika	Self (CPD)	P.O. Box 22 Kapaeha	237-1861

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20

TESTIMONY SIGN-IN SHEET

Subject: Port Allen Airport Draft Environmental Assessment - PUBLIC HEARING

Place: Eleele School

Date: February 19, 1998

Time: 7:00 P.M.

Please PRINT

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
	Nolan	SELP	P.O. Box 621 Hanapepe	
	Elizabeth	"	P.O. Box 534 Koloa	
X	9 Nani Hill	self	P.O. Box 597 Hanapepe, HI	
X	10 Doug Daruka	HAWAIIAN AMONGS	P.O. Box 156 HANAPIEPE, HI	335-7537
X	11 JUDY NAIMU-STEWARD	CHHA	P.O. Box 40 Koloa, HI 96752	
X	12 Dennis Alston	INTERISLAND, NEA	P.O. Box 1320 KEKAHA, HI 96752-1320	537-1774
X	13 Ed Wagner	Inter Island Hel	P.O. Box 831 Hanapepe, HI 96716	335 6083
X	14: CAL BEYANT	SELF	2381 KIPUKAST Koloa	742-6523
X	15 MARTY HOFFMAN	WEST SIDE ACTIVITIES	P.O. Box 793 LAWAII, HI, 96765	332-0252
X	16 Jed Bantouth	SELF	3940 OMAO RD Koloa HI	742 7803

TESTIMONY SIGN-IN SHEET

Subject: Port Allen Airport Draft Environmental Assessment - PUBLIC HEARING

Place: Eleele School

Date: February 19, 1998:

Time: 7:00 P.M.

Please PRINT

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
X 27	MARGY PARKER	SEA	4400 KAI Ikena DR KALAEHO	332-7339
X 28	T. N. Godbey	Hanapepe	BOX 688 Hanapepe, HI 96716	335-9562
X 29	Gary J. Figueroa	Citizen	PO Box 673 Hanapepe, HI 96716-0673	338-1598
X 30	Bert HUSTIDA	CITIZEN'S FOR	Hanapepe HI - 96716	335-5492
X 31	Perina, Leah K.	Kalaheo News Home Lancia's	Home Lancia's - Kalaheo	337-1258
X 32	Dawn Traina		P.O. Box 654 Hanapepe HI 96716	335-3993
X 33	Bruce Kauli Sr	Hanapepe	PO Box 382 Hanapepe HI 96716	335-5816
X 34	Arius Hopman	Hanapepe Art Community	PO Box 1032 Hanapepe	335-0227

TESTIMONY SIGN-IN SHEET

Subject: Port Allen Airport Draft Environmental Assessment - PUBLIC HEARING

Place: Eleele School

Date: February 19, 1998 Time: 7:00 P.M.

Please PRINT

No.	Name	Organization	Address, City, State, Zip Code	Phone No.
35	LEW SHORTRIDGE	HANAPEPE ECONOMIC ALLIANCE	P.O. BOX 934 HANAPEPE, HI 96716	335-0046
X 36	WARRON C.R. PEERY	—	Box 687 LAUAI 96765	245-5822(A)
X 37	NAKULU AROUETTE	—	Box 582 WAIMANA 96796	338-1548(R)
X 38	DAVID BERTHAUCOURT	GOE	41-031 E. WIMANU ST WIMANALU	259-8440
X 39	DR. MONTE HULL	—	2149-B Pau Rd, Kalaheo, HI 96741	332-5576

F E B R U A R Y 1 9 9 8

U585



U.S. Department
of Transportation
Federal Aviation
Administration

Western-Pacific Region
Honolulu Flight Standards District Office

135 Nakolo Place
Honolulu HI 96819-1845 USA

Phone: (808)837-8300
FAX: (808)837-8399

March 3, 1998

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation,
Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Port Allen Environmental Assessment

We would like to go on record in support of maintenance facilities as described in the Port Allen Draft Environmental Assessment insofar that operators having ready access to maintenance facilities will enhance safety. Although current regulations do not mandate any particular type or location of maintenance facilities, studies have shown that any hindrance, including a lack of physical facilities, can have a negative impact on safety.

It is nearly inconceivable to us, that a helicopter operator at an airport would be forced to hangar their aircraft off airport. Although it can be argued that this practice is adequate, it is certainly not ideal. Action should be taken to reduce such obstacles in order to enhance safe maintenance practices.

Again, we support the recommended improvements for the construction of maintenance facilities at Port Allen Airport in an effort to reduce obstacles in the performance of maintenance and therefore increasing the safety margin of aircraft operations.

If you have any questions concerning this matter please contact Steve Dahlen of this office at (808) 837-8340

Sincerely,



Peter E. Beckner
Manager, Honolulu Flight Standards
District Office

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Mr. Peter E. Beckner, Manager
Honolulu Flight Standards District Office
Federal Aviation Administration
Western-Pacific Region
135 Nakaolo Place
Honolulu, Hawaii 96819-1845

Dear Mr. Beckner:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

Handwritten signature of Jerry M. Matsuda in cursive script.
JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

BENJAMIN J. CAYETANO
GOVERNOR
STATE OF HAWAII



STATE OF HAWAII
DEPARTMENT OF HAWAIIAN HOME LANDS
P. O. BOX 1879
HONOLULU, HAWAII 96803

KALI WATSON
CHAIRMAN
HAWAIIAN HOMES COMMISSION

JOE M. K. M. YAMAGUCHI
DEPUTY TO THE CHAIRMAN

February 9, 1998

To: Honorable Kazu Hayashida
Director of Transportation

Attn: Jerry Matsuda, Airports Administrator
Department of Transportation

From: Kali Watson, Chairman *Daniel Yagobin*
for Hawaiian Homes Commission

Subject: Port Allen Airport. Draft Environmental Assessment.
State Project No. AK2010-01.
TMK 1-8-08:04, 33, 80, 83, 85. Waimea, Kauai.
Dated January, 1998

Thank you for the opportunity to review the draft environmental assessment for Port Allen Airport. The Department of Hawaiian Home Lands has no comment to offer.

If you have any questions, please call Daniel Ornellas at 586-3836.

Enc.

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0654

October 7, 1999

TO: RAYNARD SOON, CHAIRMAN
HAWAIIAN HOMES COMMISSION

FROM: KAZU HAYASHIDA *K.H.*
DIRECTOR OF TRANSPORTATION

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS
STATE PROJECT NO. AK2010-01

Thank you for your written comment for the Port Allen Airport
Draft Environmental Assessment (EA).

Your comment will be included in the Final EA. Please contact
Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any
other questions you may have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
KAUAI DISTRICT
3060 EIWA STREET, ROOM 306
LIHUE, KAUAI, HAWAII 96766-1875

February 23, 1998

IN REPLY REFER TO

Mr. Jerry Matsuda, P.E.
Airports Administrator
Department of Transportation
Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, HI 96819

Dear Mr. Matsuda:

This serves as our comments to the Port Allen Draft Environmental Assessment.

It is our feeling that your Draft EA adequately address the range of issues for the proposed improvements at Port Allen.

As we noted in earlier correspondence, we support those proposed improvements. Given the fact that the airport is already there, we feel the improvements will enable it to be more efficiently and safely used. In terms of our own operational requirements, the gains from a more rapid response to emergency situations will be very welcome.

Sincerely,

A handwritten signature in black ink, appearing to read "Edwin Q.P. Petteys".

Edwin Q.P. Petteys
Branch Manager

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Mr. Edwin Q.P. Petteys
Branch Manager
Department of Land and Natural Resources
Division of Forestry and Wildlife
3060 Eiwa Street, Room 306
Lihue, Hawaii 96766-1875

Dear Mr. Petteys:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-C1

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

0408



HAWAII DEPARTMENT OF LAND AND NATURAL RESOURCES
DIVISION OF FORESTRY AND WILDLIFE
KAUAI DISTRICT
3060 EIWA STREET, ROOM 306
LIHUE, KAUAI, HAWAII 96766-1875

IN REPLY REFER TO

February 18, 1998

Mr. Jerry Matsuda, P.E.
Airports Administrator
Dept. of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Blvd., Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

I endorse the proposed improvements to Port Allen Airport, Kauai.

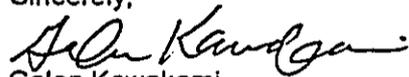
I am the Protection Forester for the Division of Forestry and Wildlife. My primary job responsibility is wildfire suppression on state-owned forest reserve lands and public hunting areas. Protection of life and property is accomplished through quick response times and efficient use of emergency resources. The development of hangar facilities and emergency lighting for the airport will help provide for improved public safety and limiting the damage to our natural resources.

The division's contract helicopter company, Inter-Island Helicopters, currently has to tow its helicopter to the airport creating an unsafe and delaying situation during an emergency incident response. In providing firefighting assets, the time lost due to traffic congestion and hazards in getting to the airport can comprise a timely fire response. A rapid response can mean the difference between saving natural and developed resources or losing them.

The west and north side of Kauai continue to be areas of greatest fire threat and potential for loss of facilities. During 1997 the division responded to four fires in the Kokee area, two of which required helicopter flights(Inter-Island) with a water bucket to suppress the fires. Helicoptered access by Division of Forestry and Wildlife firefighters into these remote sites was used to contain and control the fires. Responding from the Port Allen Airport saved many man hours of response time.

I commend the DOT-Airports Division in advancing the planned upgrade of facilities at Port Allen Airport.

Sincerely,


Galen Kawakami
Protection Forester

LB

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0598

September 27, 1999

Mr. Galen Kawakami
Protection Forester
Department of Land and Natural Resources
Division of Forestry and Wildlife
Kauai District
3060 Eiwa Street, Room 306
Lihue, Hawaii 96766-1875

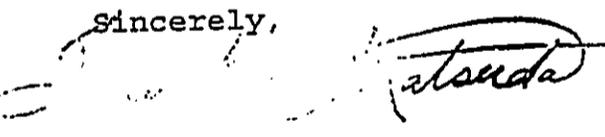
Dear Mr. Kawakami:

Subject: Draft Environmental Assessment
Port Allen Improvements
State Project No. AK2010-01

Thank you for your letter supporting the proposed improvements at Port Allen Airport. Your comments will be reflected in the Final Environmental Assessment.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any further questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

BENJAMIN J. CAYETANO
GOVERNOR OF HAWAII



STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES

STATE HISTORIC PRESERVATION DIVISION
33 SOUTH KING STREET, 6TH FLOOR
HONOLULU, HAWAII 96813

0662
MICHAEL D. WILSON, CHAIRPERSON
BOARD OF LAND AND NATURAL RESOURCES

DEPUTIES

GILBERT COLOMA-AGARAN

AQUACULTURE DEVELOPMENT
PROGRAM

AQUATIC RESOURCES
CONSERVATION AND

RESOURCES ENFORCEMENT
CONVEYANCES

FORESTRY AND WILDLIFE
HISTORIC PRESERVATION

DIVISION
LAND DIVISION

STATE PARKS
WATER AND LAND DEVELOPMENT

March 10, 1998

Mr. Jerry Matsuda, P.E.
Airports Administrator
Department of Transportation/Airport Division
400 Rodgers Blvd., Ste. 700
Honolulu, Hawaii 96819-1880

LOG NO: 21095 ✓
DOC NO: 9802NM14

Dear Mr. Matsuda:

SUBJECT: Historic Preservation Review--Port Allen Airport DEA
State Project No. AK2010-01
Hanapepe, Kauai

This report states that this project will have "no effect" on significant historic sites due to the fact that the area was bulldozed in the late 1920's for the construction of a runway. Although the probability of there being sites under the runway is unlikely, the community has voiced concerns over the impact that this project might have on the nearby saltpond area. Our office concurs with the community's findings that this undertaking could have an effect on the saltpond area.

Several members of the salt makers group, Hui Hana Pa'akai o Hanapepe, voiced these concerns at a community hearing held on February 19, 1998. In light of the fact that the saltpond area is of exceptional cultural significance, being the last salt production area still being used today, we recommend that DOT consult with Hui Hana Pa'akai o Hanapepe (Gilbert Nobriga, President, at 245-2412) to work out a mitigation plan that will address their concerns.

On the cover sheet for Appendix E, the author's name needs to be followed by his academic credentials so that we can confirm that a qualified archaeologist wrote this report.

In addition, informant Wilma Holi's testimony states that Ukala Point was a leina or a traditional departure point for the spirits. These claims need to be addressed. Can the actual location of the leina be documented? Can the informant or other cultural experts determine what affect this undertaking might have on the leina?

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0603

September 28, 1999

TO: DON HIBBARD, ADMINISTRATOR
STATE HISTORIC PRESERVATION DIVISION
DEPARTMENT OF LAND AND NATURAL RESOURCES

FROM: JERRY M. MATSUDA, P.E.
AIRPORTS ADMINISTRATOR

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
PORT ALLEN AIRPORT
STATE PROJECT NO. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment (EA). At your suggestion, we have attempted over the last year to meet with Mr. Gilbert Nobriga and Hui Hana Pa'akai o Hanapepe. Except for telephone conversations, we have been unsuccessful. The Department of Transportation, Airports Division (DOTA) welcomes the opportunity to meet with the Hui at anytime to discuss mitigation measures.

The DOTA recognized the importance of the Salt Pond area and have released the Salt Ponds from the airport obligations and have transferred the control of the Salt Ponds back to the Department of Land and Natural Resources.

We understand from public testimony that the salt makers are concerned about runoff from the airport. The improvements will be designed to keep associated storm water runoff away from the Salt Ponds. The road on the east end of the Peninsula will also be paved to help control dust and DOTA will undertake adequate precautions to control the dust during construction.

DOTA will, to the extent possible, request that the flight paths of aircraft using Port Allen be away from the Salt Ponds.

The academic qualifications of the author of the "Port Allen Airport Improvements An Assessment of Historic Preservation Issues, dated December 1997," will be included.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Don Hibbard
Page 2

AIR-P
99.0603

It is our conclusion that since Port Allen Airport has operated for over 60 years and the proposed improvements are within an already developed area of the airfield, that Ukula Point will not be impacted. We feel it is beyond the scope of this EA to pursue additional cultural studies at this time since our development will occur within the airport at previously developed areas.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any questions you may have.

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

BENJAMIN J. CAYETANO
GOVERNOR



GARY GILL
DIRECTOR

STATE OF HAWAII
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

236 SOUTH BERETANIA STREET
SUITE 702
HONOLULU, HAWAII 96813
TELEPHONE (808) 586-4186
FACSIMILE (808) 586-4186

March 9, 1998

Mr. Kazu Hayashida, Director
State Department of Transportation
869 Punchbowl Street
Honolulu, Hawaii 96813

Dear Mr. Hayashida:

Subject: Draft Environmental Assessment for the Port Allen
Airport, Kauai

Thank you for the opportunity to review the above project. We have
the following questions and comments.

1. According to page 4-2 of the environmental assessment, "The 1996 DOTA statistics show that there were approximately 4,000 operations at the airport." The 1994 Update of Hawaii Aviation Demand Forecast shows 13,000 operations for the year 1992 and an estimated 15,000 operations for the year 2000. Since existing numbers are significantly below year 1992 and projected year 2000 figures, please justify the need for this project.
2. According to page 4-17 of the environmental assessment, "It is expected that the runway lights will only be used in emergency situations. The improvements to be built by the helicopter companies will include ramp lighting." Please describe in detail the extent of proposed nighttime operations at the airport. What controls will be in place to prevent future non-emergency nighttime operations at the airport? If DOT will not prohibit all future non-emergency nighttime operations, the social and environmental impacts of nighttime operations must be disclosed in this environmental assessment.
3. Helicopter and aircraft operations generate a significant amount of dust which may then adversely affect the adjacent salt ponds. Please consider the following additional mitigation measures to reduce dust generation:
 - watering areas which generate dust during take-off and landings
 - erecting dust screens

Mr. Hayashida
Page 2

4. Please consult with the Office of Hawaiian Affairs regarding the use of ceded lands.
5. Since Port Allen Airport has been in operation since the early 1930's, it is eligible for consideration as an historic site. Please consult with the State Historic Preservation Division, regarding this issue.
6. According to page 4-2 of the environmental assessment, "the proposed improvements are those requested by the community." Please identify this "community" and explain how community consensus was reached in this matter.

Should you have any questions, please call Jeyan Thirugnanam at 586-4185. Mahalo.

Sincerely,


Gary Gill
Director

c: Edward Noda and Associates

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0631

October 6, 1999

TO: GENEVIEVE SALMONSON, DIRECTOR
OFFICE OF ENVIRONMENTAL QUALITY CONTROL

FROM: KAZU HAYASHIDA *K.H.*
DIRECTOR OF TRANSPORTATION

SUBJECT: ENVIRONMENTAL ASSESSMENT
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS
STATE PROJECT NO. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. Our responses to your questions are listed below.

1. The need for the proposed improvements is listed on page 3-2 of the Environmental Assessment (EA)

The proposed improvements are modest to meet the existing demand and not to meet the forecast demand and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport.

Port Allen Airport also provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. The proposed improvements will provide sites for facilities for the existing helicopter operators at the airport with room for modest expansion.

2. The proposed improvements include runway lights for emergency use only. There will be no routine airplane operations. During the planning of the Kalaupapa Airport, similar concerns were raised about the frequency of the use of proposed runway lights. It was resolved, by the local community, by having a designated attendant turning the lights on when necessary. A similar agreement could be reached when say an air ambulance needs to use the runway at

night. It is expected that there may be some night time operations at the proposed helicopter hangers. The hangers will be built by the operators and the Department of Transportation, Airports Division (DOTA), will require all outdoor lighting to be in accordance the Department of Land and Natural Resources design criteria, *"The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Manager."*

3. DOTA will require the contractor during construction of the improvements to adhere to provisions of Chapter 11-60.1 of the State of Hawaii Administrative Rules, Section 11-60.1-33 on fugitive dust. DOTA will also pave the access road at the east end of the airfield to control dust. DOTA will also meet with the Hui Hana Paakai o Hanapepe to develop mitigation efforts for the Salt Pond Pans.
4. We have consulted with the Office of Hawaiian Affairs.
5. We will consult with the State Historic Preservation Office on the historic aspects of Port Allen Airport.
6. The community is identified as residents, business people, government employees and legislative officials of West Kauai. The proposed improvements were requested by representative of the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, of the Airports Division at 838-8821 to clarify any questions you may have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)



STATE OF HAWAII
OFFICE OF HAWAIIAN AFFAIRS
711 KAPI'OLANI BOULEVARD, SUITE 500
HONOLULU, HAWAII 96813-5249
PHONE (808) 594-1888
FAX (808) 594-1865

March 05, 1998

Mr. Edward K. Noda and Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, HI 96814

Doc. No. EIS-140

Subject: Draft environmental assessment (DEA) and Anticipated Finding of No Significant Impact for Port Allen Airport, State Project No. AK 2010-01, Waimea, Island of Kauai

Dear Mr. Noda:

Thank you for the opportunity to review the draft environmental assessment (DEA) and Anticipated Finding of No Significant Impact for Port Allen Airport, State Project No. AK 2010-01, Waimea, Island of Kauai. The State of Hawaii proposes to construct a set of structures and facilities for helicopter operations at Port Allen Airport.

The Office of Hawaiian Affairs (OHA) has some serious concerns pertaining to the proposed development. For one thing, Port Allen Airport is located on ceded lands. Therefore, the State must consult Native Hawaiians on any modifications pertaining the use of ceded lands. In addition, OHA is also concerned with noise pollution and potential adverse impacts on nearby salt pond activities.

Noise levels recorded during a brief period in the summer of 1997 (see Table 3 of Appendix B of DEA) indicate that (i) maximum noise levels from helicopter takeoff and landing were below 80 dBA in all but six instances, (ii) the highest maximum noise levels were recorded at Location 3, and (iii) the average duration was about 1 to 2 minutes.

Letter to Mr. Edward K. Noda
March 05, 1998
Page 2

If a sound level of 55 dBA, which is equivalent to a level typical of rural and suburban areas, is used to assess potential adverse impacts of noise from helicopter operations, then it can be concluded from the data in Table 3 that if the proposed development takes place, ambient sound levels at the project location during takeoff and landing will (i) be increased by 20 dBA or more, and (ii) be above noise thresholds for rural areas. Since no other sound measurements are included in the DEA, it is unknown what the sound levels will be during takeoff and landing at either Salt Pond Park or nearby areas or at Port Allen across the Hanapepe Harbor. In order to address growing community concerns regarding excessive noise, OHA urges the applicant to provide data supporting the contention that helicopter operations will not increase noise levels in nearby areas beyond rural or suburban thresholds.

The Office of Hawaiian Affairs is truly concerned with restricted access to nearby salt ponds and shoreline because of added public safety measures. OHA is aware of the presence of a fence and a gate which currently preclude access to the shoreline. OHA wonders if such fence was built with full knowledge of the local community following the required permit process. Overall, OHA urges the applicant to address two issues: (i) access and customary and traditional gathering rights of Native Hawaiians, and (ii) potential adverse effects of helicopter operations on salt pond activities. Specifically, OHA wants to know (i) what are the adverse impact of fuel pollutants on air quality, soils, vegetation, salt ponds, and coastal waters, and (ii) how the applicant plans to manage these adverse impacts.

Finally, OHA is concerned with the lack of information in the DEA on proposed flight densities and paths and implementation procedures. OHA strongly believes agencies and mechanisms regulating and enforcing flight densities and paths must be clearly spelled out in the DEA to provide reviewers with an overall picture of the impacts of the proposed project at Port Allen Airport. Specifically, OHA urges the applicant to clearly describe flying paths and their impacts on rural and suburban areas, wetlands, and bird habitats. Without that information, OHA finds the DEA inadequate to warrant an "anticipated finding of no significant impact."

Letter to Mr. Edward K. Noda
March 05, 1998
Page 3

Please contact Colin Kippen (594-1938), LNR Officer, or Luis Manrique (594-1758), should you have any questions on this matter.

Sincerely yours,


Randall Ogata
Administrator


Colin Kippen
Officer, LNR Division

cc: Board of Trustees
CAC, Island of Kauai

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-EP
98.0295

April 2, 1998

Mr. Colin Kippen
LNR Officer
Office of Hawaiian Affairs
711 Kapiolani Boulevard, Suite 500
Honolulu, Hawaii 96813-5249

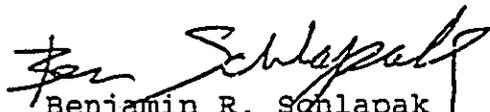
Dear Mr. Kippen:

Subject: Port Allen Airport
Draft Environmental Assessment
State Project No. AK2010-01

Thank you for your letter of March 5, 1998, on the Port Allen Airport Draft Environmental Assessment. We will be happy to meet with you and your staff on the concerns stated in your letter.

Please coordinate the date and time with Lynn Becones, Planner, at 838-8811.

Very truly yours,


Benjamin R. Schlapak
Head Planning Engineer

c: Edward K. Noda and Associates (J. Dittmar)

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Randall Ogata
Administrator
Office of Hawaiian Affairs
P. O. Box 1879
Honolulu, Hawaii 96805

Dear Mr. Ogata:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0635

October 6, 1999

TO: RANDALL OGATA, ADMINISTRATOR
OFFICE OF HAWAIIAN AFFAIRS

FROM: JERRY M. MATSUDA, P.E. *D. J. Jones*
AIRPORTS ADMINISTRATOR *for*

SUBJECT: DRAFT ENVIRONMENTAL ASSESSMENT
PORT ALLEN AIRPORT PROPOSED IMPROVEMENTS
STATE PROJECT NO. AK2010-01

This letter is in response to your comment on the Draft Environmental Assessment (EA). The EA has received wide attention on Kauai and public and written comments were received on the proposed improvements at the Public Informational Meeting on August 14, 1997, and again at the Public Hearing on February 19, 1998. A number of the people testifying and submitting comments identified themselves as Native Hawaiians and spoke about the use of ceded land and the proposed project.

The Department of Transportation, Airport Division (DOTA) will work with the Hui Hana Paakai o Hanapepe to develop a mitigation program for ongoing airport operations at Port Allen Airport. Repeated requests to meet with Hui Hana Paakai o Hanapepe to discuss the proposed project at this time have been unsuccessful. However, we are willing to work with the Hui on developing a reasonable mitigation program which would satisfy their concerns. The Salt Pans and Port Allen Airport have co-existed for over 60 years and I am confident that we can continue to do so in the future. It should be noted that Port Allen is a public airport and open to all private and commercial aviation users. The proposed project itself will not increase aviation operations at Port Allen. Any increase in aircraft operations will be the result of other economic conditions.

The Airports Division will, to the extent possible, request that the existing operators at Port Allen Airport develop flight paths which will limit the impact of aircraft over the salt ponds, the public park and other noise sensitive areas.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Airports Division will continue to maintain and operate Port Allen Airport for the public good.

Currently, fixed wing and helicopters operate from Port Allen Airport. It is not anticipated that the operations will increase with the proposed project. The Aircraft Noise Levels outside the Airport Boundary are not expected to exceed the 55 Day-Night Average Sound Level (DNL). DNL is used to determine compatible land uses. In the DOTA Guidelines for compatible land usage, the 55 DNL is used as a guide for residential housing. This is based upon the noise measurements taken for our EA and the previous 1990 EA. As a result of concerns raised at the public hearing, an additional noise study was conducted at Port Allen. The Study showed that at the Salt Pans and Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA. Therefore, noise from airport operations will remain the same and in accordance with the rural nature of the airport environs.

For a short time there was a gate on the eastern shoreline of Port Allen Airport. However, this has been removed and there are no fences or gates at Port Allen Airport which would restrict or preclude access to the shoreline. The EA stated on page 5-2, paragraph 7, "DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreational activity and will maintain access to the peninsula for the people of Kauai." The proposed project will have no impact on access or customary and traditional gathering rights of Native Hawaiians.

The flight paths of arriving and departing aircraft using Port Allen Airport are shown on Figure 4.2 of the Draft EA and considered reliable and are currently in use. Due to the low number of annual aircraft operations, an air quality analysis is not required for Port Allen and air pollutants are considered to be negligible.

It is our conclusion that the proposed project will not have a significant impact since the status of the rural environs will be maintained, the wetlands within or the Salt Ponds nearby will not be impacted in regard to the salt making activities, nor will the wildlife be disturbed.

Mr. Randall Ogata
Page 3

AIR-P
99.0635

I appreciate the time you took to express your concerns over the proposed improvements to Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at 838-8821 to clarify any further questions you make have.

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

MARYANNE W. KUSAKA
MAYOR



CESAR C. PORTUGAL
COUNTY ENGINEER
TELEPHONE 241-6600

RUSSELL SUGANO
ACTING DEPUTY COUNTY ENGINEER
TELEPHONE 241-6631

AN EQUAL OPPORTUNITY EMPLOYER
COUNTY OF KAUAI

DEPARTMENT OF PUBLIC WORKS
4444 RICE STREET
MO'IKEHA BUILDING, SUITE 275
LIHU'E, KAUAI, HAWAII 96766

PW2.039

February 10, 1998

State of Hawaii
Department of Transportation
Airports Division
400 Rutgers Boulevard, Suite 700
Honolulu, Hawaii 96819

Attention: Mr. Jerry Matsuda, Airports Administrator

Gentlemen:

SUBJECT: PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT

We reviewed the subject draft environmental assessment and offer the following comments in regards to grading:

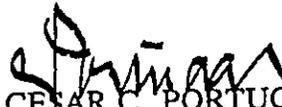
A. Grading

1. Page 1-3 of the Draft Environmental Assessment states, "Also required from the County of Kauai, will be the grading and building permits before construction can begin on the proposed project." A permit is not required for the project since the grading will be occurring within a self-contained government controlled area. We expect the State Airport Division to monitor its grading work to comply with project specification as well as controlling erosion and dust problems.
2. A grading permit may be required for the disposal of the excess wasted excavation material and/or borrow site if the lands are not in a self controlled government area.

Mr. Jerry Matsuda
Department of Transportation
Airports Division
February 10, 1998
Page 2

Thank you for the opportunity to review and offer our comments. Should you have any questions, please feel free to contact Mr. Wallace Kudo of my staff at (808) 241-6620.

Very truly yours,


CESAR C. PORTUGAL
County Engineer

WK/cu

attachment

STATE OF HAWAII

'98 FEB 23 11:41

DEPARTMENT OF
TRANSPORTATION
AIRPORTS DIVISION

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0638

October 6, 1999

Mr. Cesar C. Portugal
County Engineer
County of Kauai
Department of Public Works
4444 Rice Street
Moikeha Building, Suite 275
Lihue, Hawaii 96766

Dear Mr. Portugal:

Subject: Draft Environmental Assessment
Port Allen Airport Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. It is anticipated that all grading for the proposed improvements will be within the airport boundary of Port Allen Airport. Thank you for clarifying that a permit will not be required. Also any excess wasted excavation material will be disposed of within the airport.

Please contact Ben Schlapak, at (808)838-8821 to clarify any further questions you may have.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry M. Matsuda".

for JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

MARYANNE W. KUSAKA
MAYOR



PLANNING DEPARTMENT

DEE M. CROWELL
PLANNING DIRECTOR
IAN K. COSTA
DEPUTY PLANNING DIRECTOR
TELEPHONE (808) 241-6677
FAX (808) 241-6699

February 18, 1998

Mr. Jerry M. Matsuda, P.E.
Airports Administrator
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819-1880

Subject: Environmental Assessment
Port Allen Airport Improvements
TMK: 1-8-08:1, Hanapepe, Kauai
State Project No. AK2010-01

Dear Mr. Matsuda:

Thank you for the opportunity to comment on the Environmental Assessment for the proposed improvements to the Port Allen Airport. Our comments submitted during the preconsultation phase were included in the Draft EA, and our concerns have generally been addressed. The following additional comments are submitted for your consideration.

The EA states that the Department of Transportation, Airports Division (DOTA) will minimize noise impacts by seeking a voluntary effort for aircraft operations to be directed away from the Salt Pond, Salt Pond Park, and the Humane Society. While a voluntary effort is desirable, it may be appropriate to establish an alternative approach should the voluntary effort prove unsuccessful.

The EA states that the operators will construct and maintain the lease lots, provide lighting, and landscape the site. DOTA should consider establishing guidelines to insure that appropriate structure siting and design, colors, lighting, and landscaping are utilized to protect the unique scenic and cultural values of the area. Plans for site development should be reviewed by DOTA for consistency with the guidelines, and measures should be established to insure that structures and landscaping are properly maintained.

Mr. Jerry Matsuda
February 18, 1998
Page 2

As you are aware the project site is located within the County of Kauai Special Management Area (SMA), and any development as defined in the County SMA Rules and Regulations will require an SMA Permit. Feel welcome to contact George Kalisik of my staff at 241-6677 if you wish to discuss this matter further.

Sincerely,



Dee M. Crowell
Planning Director

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0633

October 6, 1999

Mr. Dee M. Crowell
Planning Director
Country of Kauai
Planning Department
Kapule Building
4444 Rice Street, Suite 473
Lihue, Hawaii 96766

Dear Mr. Crowell:

Subject: Draft Environmental Assessment
Port Allen Airport Improvements
State Project No. AK2010-01

Thank you for your letter concerning the proposed improvements for Port Allen Airport. The Department of Transportation, Airports Division (DOTA), will to the extent possible, request that the existing operators at Port Allen Airport develop flight paths which will limit the impact of aircraft over the salt ponds, the public park and other noise sensitive areas. If our voluntary efforts are not successful, the DOTA, will meet with the County and the Community to develop an alternative approach.

As result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final Environmental Assessment (EA).

DOTA will develop guidelines for lighting, landscaping, design and colors for the facilities to be sited at Port Allen Airport. Understanding the County's concern, the development of these guidelines will be coordinated with the Planning Department.

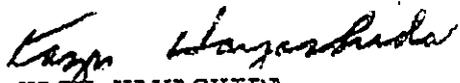
Our staff is currently working on the Special Management Area Permit and will review the draft Permit with your office before it is submitted formally.

Mr. Dee M. Crowell
Page 2

AIR-P
99.0633

Please contact Ben Schlapak, Head Planning Engineer, of the Airports Division at (808)838-8821 to clarify any questions you may have.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

c: Edward K. Noda & Associates, Inc. (B. Ishii)

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Kigal Combrino 2/21/98
NAME DATE

G I F
COMPANY/ORGANIZATION

710 Bpk 152
M. A. C. A. W. E. L. L. E.
ADDRESS

Hawaii H-I 96769
CITY STATE ZIP CODE

COMMENTS/REQUEST:
IN FAVOR OF MINOR IMPROVEMENTS TO
ACCOMMODATE INTER-ISLAND AT BURNI FIELD

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0597

September 27, 1999

Mr. Rizall Antonio
P. O. Box 152
Makaweli, Hawaii 96769

Dear Mr. Antonio:

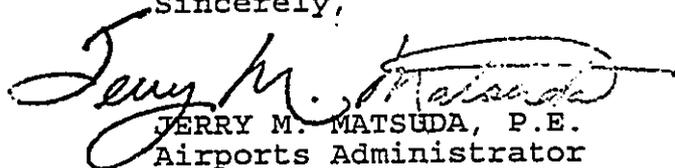
Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Myron Arakaki 2-21-98
NAME DATE

PS & D

COMPANY/ORGANIZATION
4004 Rice St.

ADDRESS
Lihue Hi. 96766
CITY STATE ZIP CODE

COMMENTS/REQUEST:
In Favor of minor improvements
to accommodate Ika-Island
at Burns Field.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0597

September 27, 1999

Mr. Myron Arakaki
4004 Rice Street
Lihue, Hawaii 96766

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

CORRECTION

THE PRECEDING DOCUMENT(S) HAS
BEEN REPHOTOGRAPHED TO ASSURE
LEGIBILITY
SEE FRAME(S)
IMMEDIATELY FOLLOWING

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Myron Arakaki 2-21-98
NAME DATE

PS ? D

COMPANY/ORGANIZATION
4004 Rice St.

ADDRESS

Lihue Hi. 96766
CITY STATE ZIP CODE

COMMENTS/REQUEST:
In Favor of minor improvements
to accommodate Ika-Island
at Burns Field.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0597

September 27, 1999

Mr. Myron Arakaki
4004 Rice Street
Lihue, Hawaii 96766

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Richard Avekeke
NAME

2/21/98
DATE

COMPANY/ORGANIZATION

P.O. Box 104
ADDRESS

ADDRESS

Koloa
CITY

Hawaii
STATE

96754
ZIP CODE

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

PLEASE ALLOW INTER-ISLAND HELICOPTERS TO
MOVE THEIR HANGAR TO BURNS FIELD.

Richard Avekeke

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Richard Arakaki
P. O. Box 104
Koloa, Hawaii 96756

Dear Mr. Arakaki:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Dear Mr. Matsuda:

2-25-98/
058

I am concerned that the proposed airport project for Burns Field may be too expanded for the small town of Hanapepe. The plan in itself is not a bad idea but I am worried that too many helicopters will cause a noise disturbance for the island. It is important to have tourist activities on Kauai but they always seem to get out of hand. Restricting the use of the airfield is vital for our environment + rural lifestyle. As you know, helicopters have been a vital issue on our tiny island, too much traffic is not acceptable. Please use care in whatever plan you come up with, esp. with how many landing pads are allowed ... (+ the amount of flights allowed)

Andrea Cronrod (over)

Save our limited funds +
BE SIMPLE

STATE OF HAWAII

98 FEB 30 P4:14

DEPARTMENT OF
TRANSPORTATION
AIRPORTS DIVISION

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0612

October 6, 1999

The following person commented on the Draft Environmental Assessment, but did not give an address

Ms. Andrea Cronrod

Dear Ms. Cronrod:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2020-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed improvements discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

It is agreed that helicopters can be intrusive and noisy. That is why the Department of Transportation, Airports Division (DOTA) undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements to Port Allen Airport, DOTA will, to the extent possible, request the operators develop flight patterns which avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

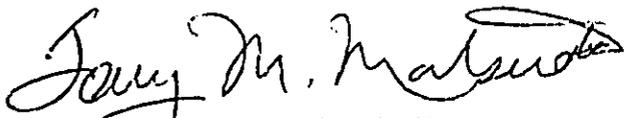
Ms. Andrea Cronrod
Page 2
October 6, 1999

AIR-P
99.0612

The purpose of an EA is to allow government to give systemic consideration to the environment, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Francis David Dias, JR. 2/24/98
NAME DATE

Bad Boy Cycles
COMPANY/ORGANIZATION

P.O. Box 1017
ADDRESS

Honapepe HI 96716
CITY STATE ZIP CODE

COMMENTS/REQUEST:

We are in favor of accomodating Inter Island
Helicopters @ Burns Air Field. It is of
no bother to anyone else.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. and Mrs. David Dias, Jr.
Bad Boy Cycles
P. O. Box 1017
Hanapepe, Hawaii 96716

Dear Mr. and Mrs. Dias:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Sam Dias 2/21/98
NAME DATE

PS & D
COMPANY/ORGANIZATION

PO Box 100
ADDRESS

Waimanalo HI 96794
CITY STATE ZIP CODE

COMMENTS/REQUEST:

ID Favor of Minor Repairs
and Improvements to Accommodate Inter-
Island

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0597

September 27, 1999

Mr. Sam Dias
Pacific Service & Development
Hanapepe, Hawaii 96716

Dear Mr. Dias:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shut down. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Linda Anne M. Donley 3/3/98
NAME DATE

COMPANY/ORGANIZATION KAWAI PRINTS

ADDRESS 3118 Street
96812 96812 96812
FAX (808) 245-8736

CITY STATE ZIP CODE

COMMENTS/REQUEST:

Inter-Island Helicopters should be allowed
to operate out of Burns Field on
Kauai as they are currently operating
from Hanapepe.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Ms. Linda Anne M. Donley
Kauai Screen Prints
3116 Hoolako Street, Building G
Lihue, Hawaii 96766

Dear Ms. Donley::

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

May 7, 1998

Edward K. Noda & Associates
615 Piikoi Street Suite 300
Honolulu Hawaii 96814-3139

Dear Sirs:

In regard to the proposed facility to be built at Puolo Point, Hanalei - my husband and I often visited the area for spiritual refreshment and to enjoy being at the shore. I am profoundly opposed to any development on this point. The State must refrain from extinguishing the serene quality of the area. What profit is there in the proposed construction when the beauty that draws visitors to Kauai is destroyed by such an inappropriate development.

A visitor recently said to me "I feel as though I have arrived in another world!"

Make the whole point into a park

Please!

Frances M. Frazier

P.S. Mr. Hawaiian architects don't like it either.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0601

September 28, 1999

The following person commented on the Draft Environmental Assessment, but did not give an address.

Ms. Frances Frazier

Dear Ms. Frazier:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter on the proposed Port Allen Airport improvements. The purpose of the proposed improvements, discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport, to be relocated to Port Allen Airport. We will investigate any reasonable and feasible measure to minimize the visual impact of the structures.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. The Department of Transportation, Airports Division will, therefore, continue to operate Port Allen Airport for the public good.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Frances Frazier
Page 2

AIR-P
99.0601

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any further questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

P O. Box 688
Hanapepe, HI 96716

February 19, 1998

Mr. Kazu Hayashida
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Subject: Draft Environmental Assessment for Proposed
Improvements, Port Allen Airport, State Project No. AK2010-01

Dear Mr. Hayashida:

The purpose of this Draft Environmental Assessment is for the accommodation of airport facilities for 2 helicopter companies. This is the beginning of creeping development in spite of the fact that "During the development of the Master Plan in 1990, there was CONSIDERABLE community opposition to the development of the Port Allen Airport." So how could the "proposed project (be considered to be) in concert with stated community desires and (to) fulfill the needs of the existing helicopter operators" be necessary? In the first place the EA says one of the purposes for this project is to provide sites for the facilities, because these operators have to truck their helicopters to the airport. Well, they don't have to. They are permitted to overnite park, and if trucking is such an inconvenience they should move to Lihue where hangars and spaces are available, some with toilets and lots of security. There is a some kind of contradiction here when the helicopter companies do not want to be at Lihue because security is too much of a hassle. I would think security and safety would be of utmost concern concern to the aviation industry. Just because we're so "country" out here, I don't think we should slack off in that area. How much of a delay in an emergency is there when one has to go to Kukui Grove to pick up personnel from the Kauai Fire and Police Department? We can drive to Kukui Grove in about 20 minutes. How long does it take a helicopter to do that distance? How often are these emergencies? I understand that the emergencies were few like only \$20,000 of the county budget so that the fire department isn't required to go through the bidding process to hire a company and can pick whomever they want.

On page 3-3 of the Draft EA it says these helicopters create a nuisance for the surrounding neighbors and that using Port Allen will allow them to take off and land in a less sensitive environment. I really don't understand that statement - must have been by someone who doesn't live in Hanapepe. They DO land and take off at Port Allen and DO create a nuisance now - although about three weeks before this public hearing they've been coming in at 1500 feet, I guess, anyway incoming

landing heights have been unusually high. The proposed project will not help noise nuisance for they have been flying out of there for years and they do not fly on specified routes as stated in your Draft EA.

Because of the location of the Port Allen Airport - in the midst of Salt Pond Park, Salt Pans, Wetlands, residential parcel, historic sites and fauna, the airport should be relocated to Lihue! A \$10,000,000 project is slated for Lihue Airport. Now is the time to consolidate and run the helicopter operations as it should be - efficiently, safely, and control over the entire operation equitably. There should also be an airport policy for tour aircraft and helicopter sightseeing activities.

How will the town benefit from the improved facilities? I'm sure the benefit will be only to the operators. If you're talking about economically helping the town, you must make improvements IN the town. In Hanapepe town we have a lot of properties managed by DLNR who has done nothing to improve their lots when there were buildings, and after Hurricane Iniki when the buildings were bulldozed. The lots are vacant now but unkempt - a lot it does for us in ECONOMIC benefits! The visual effect is devastating. Lihue town has a big airport - and you know, evidently it's still not economically enough. They have to have a runway expansion. Where does it all end? (Probably on Oahu).

The visual impact at the Port Allen Airport with hangars would be devastating. When you are on the shoreline looking to the mountains, the view line will be awful with THIS project. The EA report says "there will be no impact on DOT (section 4) land which includes publicly owned land from a public park, recreation park, or wildlife and waterfowl refuge of national, state, or local significance or land of an historic sites of national, state or local significance. No impact is expected as a result of proposed improvement on the Salt Pond and Salt Pond Pans." You have to be kidding. The airport boundary is a kingdom within itself? This boundary has already committed the most serious negative impact in this area. In Chapter II, Historic Sites, figure 2, note that the airport boundary cut into the Salt Pans at the west end. I can't believe a report saying this is of no impact when the worst transgression is the airport boundary itself. Let's not make those ignorant mistakes anymore. The development of this airport is a detriment. We have all these housing developments from Kalaheo to McBryde, Eleele, Hanapepe Cliffside I, II and Hawaiiian Homelands at the Heights, and the Enoki piece right next to the airport. When the county develops these housing subdivisions the natural recreational-educational area became exceedingly important to the families, people who live, work, and play here. We have the tide pools, and geological formations, very close to proposed facilities, they have always been of great interest and educational value to tourists,

locals and children alike. The Beach Park - only an idiot would say there would be no impact. We go there almost every day - sometimes just a few minutes for a nice break or a take out lunch. Just looking at the water is the most healing and inexpensive way to deal with body and mind and spirit. I don't appreciate it one bit when helicopters come flying over SIGHTSEEING all of us at the Beach Park.

I find the vision and sense of place of the EA to be short-sighted or having none at all. "There is no known historic sites at the location of the proposed improvements to Port Allen Airport. This area has been graded and it is unlikely that significant subsurface historic sites will be found. The project is also located away from the sandy northern portion of the Ukula peninsula where it is likely that unrecorded burials will be found. Therefore, the proposed project will have no direct effect on significant historic sites." How do you know that? - You don't. You cannot piecemeal this peninsula. The historic sites, the scenery the coastline, the ocean, the Tide Pools, the Wetlands, the Flora and Fauna, the Salt Pans, and The Salt Pond Beach Park, and the view to the mountains from the shoreline are all part of the whole and the airport does not fit in this place. The airport should be relocated to Lihue.

Sincerely,

Elsie T. Godbey
Elsie T. Godbey

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0604

September 28, 1999

Ms. Elsie T. Godbey
P. O. Box 688
Hanapepe, Hawaii 96716

Dear Ms. Godbey:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed facilities, discussed in the Draft Environmental Assessment (EA) is to provide four (4) lease lots for helicopter hangers, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

It is agreed that helicopters can be intrusive and noisy. This is why the Department of Transportation, Airports Division (DOTA) undertook the *Hawaii State Helicopter Plan* in 1989, which includes the *Helicopter Master Plan for Port Allen Airport*. DOTA will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pan and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Elsie T. Godbey
Page 2

AIR-P
99.0604

Port Allen provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, it is the intention of DOTA to continue to maintain and operate Port Allen Airport for the public good.

Relocating the present helicopter maintenance functions from Hanapepe Town to the airport will benefit Hanapepe since it will provide for compatible land usage of the helicopter maintenance operations.

We will investigate any reasonable and feasible measure to minimize the impact of the structures. DOTA will continue to attempt to meet and work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations. The Salt Pond Beach Park and the Port Allen Airport have coexisted for over 50 years, and with proper controls I believe they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

P.O. Box 688
Hanapepe, HI 96716

February 23, 1998

Mr. Kazu Hayashida
Director of Transportation
869 Punchbowl Street
Honolulu, HI 96813-5097

Subject: Proposed Improvements. Port Allen Airport
State Project No. AK2010-01

Dear Mr. Hayashida:

I am writing in response to the proposed expansion of facilities at Burns Field on Kauai. I am very strongly opposed to this expansion because it puts the needs and desires of certain helicopter companies ahead of the best interests of the community of Hanapepe and surrounding area. Establishing hangars at Burns Field will be the end of the peaceful area which we love. It will literally destroy the attractiveness and therefore the economic livelihood and income potential of this area. The correct solution to this continuing problem is to close Burns Field and locate all Kauai helicopter operations together at the airport in Lihue.

I will be referring to the Draft Environmental Assessment Document completed by E.K. Noda and Associates in January of 1998. I will discuss pertinent subject areas.

COMMUNITY NEED AND RESPONSE

The project purpose is defined on page 1-2 of the Draft EA. It says that "during the development of the Master Plan in 1990, there was considerable opposition to expansion of the use of the airport. However, since that time there has been some support for such expansion. Therefore, this study is to fill the needs of the existing helicopter companies."

There has been strong opposition to use of this airport from the start. That is why the restriction was placed on the two helicopter companies that they cannot have hangars on Burns Field, but must trailer their helicopters to and from this field. Both Interisland Helicopters and Bali Hai Helicopters agreed to these terms. However, ever since, Interisland Helicopters has been trying to throw out their agreement and have their helicopters sited in hangars at Burns Field. This shows that they must not have negotiated in good faith.

The subject purpose is to "fill the needs of the existing

helicopter companies" That is obviously the case, and it will subject the Hanapepe area to increased adverse impacts in many areas, primarily noise.

Page 2-4 of the Draft EA report states that "any increase in operations will be caused by an increase in helicopter tours." This is illogical and circular reasoning. First, the hangars are only to meet the needs of the existing helicopter companies. Then, increases in operations will be in response to increases in helicopter tours. At this rate, helicopter operations could increase without limit.

SALT PONDS

Page 1-2 of the Draft EA states that "since the Salt Ponds are being transferred to the control of the DLNR, therefore they are considered to be outside the area of the Port Allen Airport." This is a travesty because it will allow a great increase in helicopter flights which will adversely affect the Salt Ponds, and Salt Pond Park and surrounding area. This entire area must be preserved as a whole.

SEARCH AND RESCUE

A letter in the Draft EA by Curtis and Bonnie Lofstedt, owners of Island Helicopters, Inc., states "It has been stressed by everyone concerned that the reason InterIsland Helicopters should be allowed permanent facilities at the Burns Field airport is because he performs rescue operations for both the Fire and Police Departments." They disagree with this reason because they state that rescue helicopters have to go to Lihue to pick up rescue personnel, and then fly to the rescue scene. Thus, it obviously would make better sense for the rescue helicopters to be located in Lihue.

AIRPORT FACILITIES AVAILABLE AT LIHUE

There is adequate space provided for all helicopter companies at the airport in Lihue. However, the operators of helicopter companies in Lihue have to pay far more in rent and fees than do the two companies located at Burns Field. This gives the companies at Port Allen Airport an enormous financial advantage. This creates a pressure which will cause more helicopter companies to request to locate at Burns Field. Contained in the Draft EA is a letter from Will Sqrers Helicopter Tours to locate at Burns Field, and undoubtedly there will be many more such requests due to the economic imbalance. Even if a limit is set that no more than the two companies presently using Burns Field will be allowed, this won't work either. Other helicopter companies will simply bring customers to Burns Field by van, and then have helicopters fly in from Lihue to pick them up. The noise and volume will become extreme. You cannot artificially control a market, because someone will always find a way to

get around it.

INTERISLAND HELICOPTERS

Besides the economic imbalance, InterIsland Helicopters has other unfair advantages over other helicopter companies. They have enjoyed exclusive government contracts to perform marijuana eradication, search and rescue, training for fire and police department personnel, and landing where other helicopter companies are not allowed to land.

Helicopter companies doing tours on Kauai are not supposed to land during the tour around the island, with the possible exception of landing on private property with the property owner's permission. However, Pacific Connections, the Fall 1997 magazine of Hawaiian Airlines says on page 30 "Every passenger gets a windowseat on Air-1 Inter-Island's helicopter tours, and D'Attilio lays claim to the only remote landing site by a waterfall on the Garden Island". And, The Ultimate Kaua'i Guidebook, Second Edition, 1997, states on page 120: "Our personal favorite is Interisland. They have the coolest helicopter trip on the island. It almost belongs in the Adventure section. When you get into the Hughes from Hanapepe's Port Allen Airport (a good take-off point), the first thing you notice is that the doors are off. During the flight, near the center of the of island, they do something no one else was doing at press time—they LAND at the totally inaccessible 300 foot high Hinalele Falls."

It is quite apparent that InterIsland Helicopters constantly breaks the rules.

Also, helicopter companies based at Burns Field can operate with little or no FAA supervision, because Hanapepe is so far from the main Kauai airport at Lihue.

EFFECT ON THE ENVIRONMENT

Tourists consistently state that what they like most about the westside of Kauai is the peace and quiet. However, there is already too much noise caused by helicopters in the Salt Pans, Salt Pond Park, and Hanapepe area, and it is constantly increasing. The impact of helicopter noise and overflights is rapidly destroying the beauty and desirability of this place. Also, at the hearing on February 17, the noise impact study was seriously challenged. Margy Parker stated that she remembers the weekend the noise study was done, there was very little helicopter activity, compared to normal. The reason she remembers is that it rained that weekend, and that was her birthday, making it very easy to remember.

Hanapepe and the westside community have consistently been opposed to helicopter operations at Burns Field. But, Island

Helicopters noted in their letter in the Draft EA that many of the people who spoke in favor of the expansion at the 1990 meeting regarding the development of the Master Plan had clear conflicts of interest, and therefore their testimony should not be considered valid. Many of them were either employees or relatives of employees of Interisland Helicopters, or Fire Department or Police Department or other government agency personnel, involved in the exclusive contracts enjoyed by Interisland Helicopters.

The letter from Island Helicopters in the Draft EA states that if the move of hangars to Burns Field is allowed, this will result in at least 100 takeoffs and landings a day on the average, and on busy good weather days, the number will be three or more times that. Can you imagine 300 or 400 flights a day over Burns Field, Salt Pond Pak and Hanapepe? That would be horrendous!

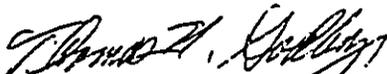
THE ABOVE REASONS SHOW WHY THIS EXPANSION SHOULD DEFINITELY NOT BE ALLOWED;

It would ruin the small town atmosphere of the westside, and cater to the exclusive and unfair interests of certain helicopter companies. while destroying the sacred trust which we all have to preserve this earth for future generations.

The only reasonable and logical solution to this problem is to require Interisland Helicopters and Bali Hai Helicopters to move to Lihue Airport with all the other helicopter companies. It is extremely important that this be accomplished before it is too late, and our environment is ruined.

Thank you for your consideration.

Sincerely,


Thomas N. Godbey

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0605

September 28, 1999

Mr. Thomas N. Godbey
P. O. Box 688
Hanapepe, Hawaii 96716

Dear Mr. Godbey:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvement
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. We have considered your comments and we have limited our answers below to the Draft Environmental Assessment (EA):

Port Allen Airport provides a vital link to West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The purpose of the proposed improvements, as discussed in the Draft (EA), is to provide four (4) lease lots for helicopter hangers, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport with room for modest expansion. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public. The proposed improvements are modest in nature as compared to previously propose developments and are supported by a portion of the community and government.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Thomas N. Godbey
Page 2

AIR-P
99.0605

As stated in the Draft EA the proposed improvements will allow the present operators to relocate their maintenance hangers to the airport and provide for modest growth in the future. As stated, if the demand for helicopter tour services increases, it will be the result of other economic demands.

We have recognized the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources (DLNR) for their control and management. DOTA will meet and work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport operations.

Port Allen Airport is a public airport and DOTA cannot discriminate against other aircraft or helicopters from using the airport. Other helicopter companies can now operate out of Port Allen Airport, but have chosen not to. At this time we have received only two (2) requests for hangers at Port Allen. It is our intention to allow only hangers at those sites indicated in the EA. DOTA will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas in the Hanapepe community. Our projections for future operations at Port Allen are included in the Draft EA and we do not agree with some of the projections of aircraft operations proposed by other public members.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 50 years and I believe with the proper controls, they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Mr. Thomas N. Godbey
Page 3

AIR-P
99.0605

Please contact Ben Schlapak, Head Planning Engineer, at
(808) 838-8821 to clarify questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

Environmental Assessment Report

Environmental Assessment - Comment / request

Dorothea Hayashi

3-9-98

P.O. Box 76 Hanapepe, Kauai, Hz. 96714

Once again, we the residence of Hanapepe are asked to comment on yet again another project to have added usage of the airfield. Once again I am against this project.

Again we are told there are only minor historical areas on this airfield, however the Kamaina families of this area have always told some of us about the importance of this area & how it must be preserved so that no hava comes to the Salt Pans. This whole area should be thoroughly surveyed by knowledgeable parties to see how far the water tables are involved under the air strip. These people should only be those who have a tie to this land & not people out of our so called educational system, ^{no one} but our Kūnuna who have the history to this area. They basically should be the consulted Co. & not Naha + Ass.

As we all can see Kauai is an island circular in dimension. Because of her form Hanapepe is not the only viable area to stage rescues. Mana is actually a better situation considering how close Polihale, Kokee, & the Napali Coast are situated. However we all know, to conduct rescue work Interisland has to pick up a spotter ~~for~~ from Kukui Grove & some times I have seen his helicopters coming off of the field in back of the Police Dept. We the public should be given information pertaining to these rescue works. ~~How~~ How often are they called, where & why (conditions of victims).

Also included in the comment section were the names Gordon K. Kaumana, Donald H. Karakele, George Karakele, Ioa Karakele, Isaac D. Karakele, their letters seem to be written by the same person. I believe these letters were written by their request I believe the author should be recognized.

Thank you

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0606

September 28, 1999

Ms. Dorothea Hayashi
P. O. Box 76
Hanapepe, Hawaii 96716

Dear Ms. Hayashi:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. The Department of Transportation, Airports Division (DOTA) recognized the historic value of Port Allen Airport and contracted with the International Archaeological Research Institute, Inc. (IARII) to conduct an archaeological, historic and cultural survey of the Port Allen Airport environs. At the public informational meeting held in August 13, 1997, a concern was raised about Native Hawaiian Burials, by Ms. Wilma Holi and Ms. Emma DeCosta on the Ukula Peninsula. As a result of that concern, we directed Dr. Thomas S. Dye, Ph.D. of IARII to contract and interview Ms. Holi and Ms. DeCosta of Hanapepe on the historic significance of the Peninsula. The result of these interviews are in the Appendix of the Draft Environmental Assessment (EA), *An Assessment of Historic Preservation Issues, Hanapepe, Kona, Kauai*.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the DOTA, to continue to operate Port Allen Airport for the public good.

DOTA recognizes the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources (DLNR) for their control and management. DOTA will meet and work with the

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Dorothea Hayashi
Page 2

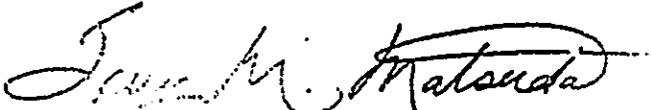
AIR-P
99.0606

Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future operations. The Salt Ponds and the Port Allen Airport have coexisted for over 50 years and with proper controls, I believe they can continue to coexist.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

If you have other concerns, please don't hesitate to contact Ben Schlapak, Head Planning Engineer, at 838-8821.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

GREG HIRANO 3/4/98
NAME DATE

COMPANY/ORGANIZATION

ADDRESS

CITY STATE ZIP CODE

COMMENTS/REQUEST:

I THINK THAT INTER ISLAND HELICOPTERS
SHOULD BE ABLE TO OPERATE OUT OF
BURNS FIELD

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Greg Hirano

Dear Mr. Hirano:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Steven Hirano

3/2/98

NAME

DATE

COMPANY/ORGANIZATION

KANAI SOURCE PRINTS
812 300 1111
PHONE: (808) 255-7766
(808) 255-1123
FAX: (808) 255-0730

ADDRESS

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

OK FOR Inter Island Helicopters
to operate out of Burns Field
Kauai, since Above Company is
already operating from Hanapepe.

Steven Hirano

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Steven Hirano
Kauai Screen Prints
3116 Hoolako Street, Building G
Lihue, Hawaii 96766

Dear Mr. Hirano:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

MARTY HOFFMAN 2/20/98
NAME DATE

WEST SIDE ACTIVITIES
COMPANY/ORGANIZATION

P.O. BOX 793
ADDRESS

LAWA, HI 96765
CITY STATE ZIP CODE

COMMENTS/REQUEST:

ATTACHED

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

2/20/98

Mr. Matsuda,

I have operated an activity desk at Waimea Plantation Cottages for the past 3 years. As is the case with many other businesses on Kauai's west side, it has been a struggle. But we have managed to stay afloat and have provided jobs to several individuals who would otherwise be forced to collect welfare.

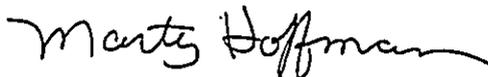
The visitors staying on the west side prefer boating excursions and air tours departing from west side locations to avoid the 1 1/2 hour travel time to and from Lihue. Because of this approximately 80% of our guests choose to fly from Burns field in Hanapepe. Currently there are no facilities at Burns field to provide rest rooms, shelter, or information to our visitors coming from Waimea. Facilities are desperately needed to provide our guests with a quality experience that will leave them with a good feeling about our island and its aloha toward our visitors.

I am in support of the plan to allow this minor development at Burns field. It would allow small businesses like mine to continue to operate and provide desperately needed jobs here on the west side.

In addition to the economic reasons for allowing this airport plan are safety concerns to the community. Currently rescues are delayed because helicopters, rescue and fire fighting equipment are not located at the airport. This delay could be the difference between life and death, and major property loss. Having all of the equipment at the airfield and available only makes common sense.

I urge you to approve this plan.

Sincerely,



Marty Hoffman
P.O. Box 793
Lawai, HI 96765

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Mr. Marty Hoffman
West Side Activities
P. O. Box 793
Lawai, Hawaii 96765

Dear Mr. Hoffman:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

FEB 26 1998

MR. KAZU HAYASHIDA
DIRECTOR OF TRANSPORTATION
STATE OF HAWAII
849 PUNCHBOWL ST.
HONOLULU, HI 968213

RE: DRAFT ENVIRONMENTAL ASSESSMENT AND NEGATIVE
DECLARATION, PORT ALLEN AIRPORT STATE PROJECT
NO. AK2010-01

UPON REVIEWING, THE PORT ALLEN AIRPORT DRAFT
ENVIRONMENTAL ASSESSMENT AND NEGATIVE DECLARATION
I FOUND A NUMBER OF DISCREPANCY

1. Biotic Communities:

4.9.1.2 Fauna

Port Allen Airport and the Environ, including the Salt Pond Wetland, were surveyed by BRUNER in July 1997. This would be the dry summer months, when the salt ponds are not under water, but during the winter months, the Salt Ponds are under water. This is the months when a large population of the endangered Black-necked Stilts, Black-crowned night heron, Ake Keokeo and the Koaia, feed, nest

②

made and when their flights are the heaviest
I find this survey to be short lived and
conducted at the inappropriated time

2. SECTION 5

Summary of Issues

6- Issues: Will the highway traffic increase?
Response: Since the Primary Purpose of
the Proposed Project will be to relocate Helicop
Facilities in Hanapepe town, The traffic should
Remain the same or increase slightly.

With the approved housing development of the
Hanapepe heights area, and the former ENOK
Housing, traffic will increase from Kaunualii
Hwy on to Ie Ie Rd, leading to Salt Pond Beach
Park (which is very popular and the only white
sand beach serving the community) and other
recreation area on the peninsula.

With this Propose Airport Project, traffic will
increase not slightly, but rather heavily

I Find this Response, to be, misleading and
and without consideration, to the approved
housing development in the Hanapepe Area.

(3)

3 section 5

Summary of Issues

8. Issue: What will the Flight Paths be for Port Allen?

Response: DOTA will direct that helicopter and Fixed wing aircraft operations should avoid the salt Pond Park, Kauai Humane Society Facility and Hanapepe town. As part of the Proposed Project, a dota employee will be at Port Allen Airport from Monday thru Friday and will provide a greater degree of control at the Airport.

In this issue, the concern is overflights. The Response does not mention the salt making area and the surrounding communities. It also states an employee will be there from Monday thru Friday and will provide a greater degree of control at the airport. What happens to Saturday and Sunday? Is this a dota, airport division, maintenance personnel to provide greater degree of control to the vegetative growth?

From the past we know that DOTA does not have the power to control flights, it lie within the F.A.A

(4)

I find it, again, to be very misleading and inaccurate.

4. and also, for the record, Kathy N. Kaohelauii stated in the Comment and Response letter Port Allen Environmental Assessment Public Informational meeting, held on August 13, 1997 at Hanapepe Neighborhood Center, that she represents, the Salt Patch owner of Hanapepe.

I find this statement to be untrue and it does not have any bearing. I am a life long resident and salt maker of Hanapepe, Kathy N. Kaohelauii does not represent me or any member of the family.

(5)

In closing this written testimony, I stand
in opposition to the Proposed Project, due to
inappropriateness, misleading, inaccurate and
without consideration reports.

Your truly
Concern Citizen
Nolan Hill

cc. Representative Bertha Kawatani
Senator Lehua Fernandes Salling
Mr. Dee. M. Crowell, Director, Planning Department
Maryanne W. KUSAKA, Mayor

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0608

September 28, 1999

Mr. Nolan Holi
P. O. Box 621
Hanapepe, Hawaii 96716

Dear Mr. Holi:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. The responses to your comments are listed below:

We will revise the Fauna Section to reflect your comments on the Hawaiian Stilt (Aeo), Hawaiian Coot (Alae keokeo), Black-Crowned Night-Heron (Aukuu) and the Koloa.

Our Draft Environmental Assessment (EA) dealt with the traffic caused by the proposed improvements at Port Allen Airport. It is probable that the proposed new housing in the Hanapepe community may cause traffic in the area to increase; however, no additional traffic is expected to be generated by the airport improvements.

The Department of Transportation, Airports Division (DOTA) will, to the extent possible, request that the flight paths of aircraft using Port Allen avoid noise sensitive areas, including the Salt Ponds. It is understood that any such flight patterns would have to be voluntary on the part of the aircraft operators. As a result of concerns raised at the public hearing an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final EA.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Nolan Holi
Page 2

AIR-P
99.0608

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PUBLIC TESTIMONY IN RESPONSE TO THE
DRAFT ENVIRONMENTAL ASSESSMENT AND NEGATIVE DECLARATION

PORT ALLEN AIRPORT
STATE PROJECT NO. AK2010-01

Feb. 19, 1998
Eleele School Cafetorium

Good evening. My name is Wilma Holi. I've lived most of my life in Hanapepe and on my maternal side have generational ties to this community. I speak on behalf of my family. We are also represented by legal counsel, and through our attorney, additional comments will be submitted. Thank you for this opportunity to respond to the Draft EA.

- **The Draft EA contains statements that supports the idea that the proposed improvements will have a beneficial impact on the community by relocating airport functions, mainly the helicopter operators, from Hanapepe Town to the airport. (1-2; etc.)**

This is far from the truth. I have been involved in discussions over the years over the issue of improving and developing the Burns Field for helicopter operations versus relocation of all helicopter operations to Lihue Airport.

Helicopter operations out of Burns Field created its share of negative impact. The takeoffs and landings occur in an area that is heavily used for recreational activities, and for me and my family, a place where we gather to sustain our sense of cultural and spiritual connectedness. The noise from the operations intrudes upon the ambience that is desired.

The flight pattern (takeoffs) occur over the salt pans and the beach park, contrary to the flight pattern contained in the draft EA.

We agree that the repair and maintenance operations in its present location is not suitable, and if it is non-conforming use, than relocate to Lihue Heliport where existing facilities are adequate.

- **Dust nuisance (3-3; 4-7)**

The dust that is stirred up on the perimeter road on the east side of the airfield doesn't have a negative impact on salt making activity. The proximity of the road and the trade wind blows the dust away from the salt pans. The dust problem is created with the down wash from the propellers of the military helicopter as it lands and takes-off from the airfield. Dust is a problem in the salt-making area, but this is attributed to the loose dirt and the foot traffic, and the strong winds.

- No Nene have been sighted (4-13: 4.10.1)

Nene geese were sighted in the area during the salt-making season (summer 1997) and during the wet season (fall/winter 1997-98).

- DOTA storage shed(2-3)

The draft makes mention of a DOTA storage shed north of the road. If it means in the immediate area, then this is in error. There is no facility on the airfield site. If the statement refers to the state and county base yard, then so state it. Otherwise, it is misleading as it implies that there is some facility at Burns Field, thus qualifying as an airport.

- Some of the helicopter flights are of emergency basis (4-3)

Statistical data is needed to support this assertion. Where is the emergency? Where is the rescue crew from? The frequency that these emergency flights occur?

- Any increase in operations at Burn Field would be caused by independent economic demand, such as an increase in tourist oriented helicopter tours. (2-4; letter from Will Squyres, etal)

In the Draft EA helicopter operators presently situated at the Lihue heliport submitted letters stating their desire to conduct operations from Burns Field. In addition, it was stated at the Aug. 13, 1997 informational meeting, that all permitted operators can relocate to Burns Field if they so choose. It was implied that the operators want to fly out of Burns Field, however, due to the position that DOTA took to improve the Lihue facilities, and not have any improvements at Burns Field, they remain at the Lihue facility. If and when, the improvements are made at Burns Field, the opportunity to relocate is a possibility, and the migration will occur. Also, at this same meeting, it was said that the relocated operators would erect their own facility. This leads me to believe that there will be a tremendous increase in operations. A possibility that is not adequately addressed in the Draft EA. The forecast (2-4) is not a true reflection of the increase due to the improvements.

The analogy here is that: what the boating industry is to the North shore, the helicopter operations will be to the Burns Field and surrounding communities.

- No effect on scenic vistas or view planes (6-3)

Presently, there are no facilities on the Puolo Peninsula. There is an unobstructed view of the coastline and the mountains in the background. Of course with the facilities that will be built on the airport site, it will have a negative impact of the scenic vistas and view planes. Landscaping will not the mitigate the problem.

• Induced Social Impacts; Existing Conditions (4-6:4.4.1)

Paragraph with emphasis on:

The proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and in Hanapepe Town.

The proposed project is designed to accommodate the present helicopter operators and allow for limited growth of airport facilities in the future.

These statements summarize the purpose of this Draft EA.

In conclusion, there are too many mitigating situations that are not adequately addressed, and we reject the Draft EA and the Negative Declaration. To mitigate the negative impact, it has been, and it continues to be our position, that these operations be relocated to the existing heliport facilities at the Lihue Airport. The position to relocate is reasonable and appropriate, in light of the negative impact continued operations have had in the Burns Field and surrounding communities.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0609

September 28, 1999

Ms. Wilma Holi
P. O. Box 621
Hanapepe, Hawaii 96716

Dear Ms. Holi:

Subject: Draft Environmental Assessment
Port Allen Airport Improvement Project
State Project No. AK2010-01

Thank you for your comments regarding the proposed improvements for the Port Allen Airport. We have considered your comments and our responses will deal only with those comments concerning the Draft Environmental Assessment (EA).

The purpose of the proposed improvements, as discussed in the Draft EA, is to provide four (4) lease lots for helicopter hangers, tie-downs for general aviation and other infrastructure improvements. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport and allow for some future growth.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shut down. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to operate Port Allen for the public good.

As part of the proposed improvements, a portion of the access road to the peninsula will be paved to help control dust. We realize that this will not control all the dust. It is our understanding that the military helicopters who use Port Allen do so usually on an emergency basis and for occasional training missions. We will have our Kauai Airport District Manager work with the Military users to develop procedures to minimize the

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Wilma Holi
Page 2

AIR-P
99.0609

impact to the community. But, we must recognize that during emergency missions dust control becomes a secondary consideration. Since Port Allen is unmanned, we do not have accurate counts of actual air traffic or emergency traffic. However, the present usage is sufficient to continue to maintain the airport for the public good.

Since the proposed improvements will serve the present helicopter operators at Port Allen Airport, no increase in operations is anticipated. However, in the future, there could be outside factors which could increase airport operations.

We will include your sighting of Nene geese at Port Allen during the summer 1997, and the wet season (fall/winter) of 1997-98 in the Final EA.

DOTA formally had a storage shed and a Terminal Building on the north side of the airfield road which runs to the beach. These facilities were demolished before the Draft EA was published. The Final EA will be corrected.

It is agreed the visual plane of Port Allen Airport will be obstructed; however, with landscaping, some of the obstruction will be mitigated.

Appendix E, of the Draft EA, entitled "Port Allen Airport Improvements An Assessment of Historic Preservation Issues, dated December 1997," recognized the cultural aspects of the Ukula Peninsula. DOTA will insure access to all residents which desire to use the peninsula for native gathering or other cultural uses.

The purpose of an EA is to allow government to give systematic consideration to environmental, social, and economic consequences of a proposed improvement project before granting the permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements.

Ms. Wilma Holi
Page 3

AIR-P
99.0609

Please contact Ben Schlapak, Head Planning Engineer, at
(808) 838-8821 to clarify any other questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airport Administrator

c: Edward K. Noda & Associates (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

TESTIMONY, BURNS AIRFIELD, HANAPEPE
by Arius Hopman, 808-335-0227
PO Box 1032, Hanapepe, HI 96718

I am strenuously opposed to the expansion of Burns Airfield for commercial use for the following reasons:

- There are already far too many helicopter flights over Kauai!!!
- Helicopters exploit the publicly held trust asset: the natural beauty and serenity of this island at the public's expense, at the expense of the very beauty and serenity that attracts visitors to this island and at the environment's expense.
- Noise pollution is one of the most obnoxious forms of pollution because one cannot escape it or even shut it out of one's home!
- Helicopter companies have a vested interest and therefore greed incentive to keep expanding their operations. Private citizens gain no money by resisting exploitation; they are simply taking personal responsibility for the integrity of the island. Unsustainable expansion by money interests must stop! Such expansion is NOT to the best interest of the general public!
- The Salt Pond area has two uses that have HISTORICAL precedence and are in conflict with the helicopter operations:
 - 1) the Traditional Hawaiian salt-making area. THIS IS THE LAST TRADITIONAL SALT-MAKING AREA LEFT IN ALL OF HAWAII. ALL THE OTHERS HAVE BEEN DISPLACED BY "PROGRESS". THIS IS ABSOLUTELY UNACCEPTABLE! The runoff from the airstrip flows directly into the salt-making area. This means that any asphalt, spills, pollution, garbage, filth etc. in the runway area ends up in the salt for human consumption.
 - 2) The Salt Pond Park is DIRECTLY impacted by helicopter noise immediately adjacent to the park. Helicopters frequently overfly the park. Any noise or overflights shatter the serenity of the park. THIS IS THE ONLY PARK FOR RESIDENTS FROM ELE ELE, ELE ELE NANI, HANAPEPE AND HANAPEPE HEIGHTS. IT IS ALSO A PUBLIC CAMP GROUND AND IS VERY ACTIVELY USED.

RECOMMENDATIONS:

1. Consolidate ALL helicopter flights to the Lihue Airport. Helicopters at Hanapepe and Princeville are unnecessarily disturbing to local residents and have an unfair advantage to the decent and orderly helicopters that fly out of Lihue. Hanapepe residents should have a right to decide about what goes on at the airstrip adjacent to their own park!
2. Put a moratorium on all new helicopter flights and slowly reduce the number of flights. ENOUGH IS ENOUGH!
3. Create no-fly zones over all residential areas
4. Create a no-fly time on the weekends: local residents should have the PUBLIC

RIGHT TO ENJOY THEIR ISLAND AT LEAST TWO DAYS OUT OF THE WEEK WITHOUT THE CONSTANT RACKET OF HELICOPTERS! Why should helicopters be allowed to work when everyone else is taking a break? Especially the remote wilderness areas are spoiled by helicopter racket, and peaceful weekends are the most likely times that local residents will be able to enjoy their wilderness!

5. Since helicopters exploit a public asset at the public's expense, they should be taxed accordingly, and the tax money should be made available for environmental defense, since there is no economic incentive now to defend the environment.

6. ALL helicopters should be IDENTIFIABLE from the ground with two or three LARGE LETTERS on the underbelly of the craft. This is the most basic safety measure and common courtesy that is assumed with any other vehicles (license plates). Helicopters get away with murder because they know they can usually not be identified from the ground. Those small numbers on the tail are OBVIOUSLY not enough.

7. IF helicopters are allowed to continue at Burns Airstrip, they should be limited to the existing number of flights per weekday and prohibited on the weekends.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0610

October 6, 1999

Mr. Arius Hopman
P. O. Box 1032
Hanapepe, Hawaii 96716

Dear Mr. Hopman:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. We have considered your comments and our answers are listed below:

We are very much concerned over the benefits and deficits of the helicopter industry in Hawaii which is why the Department of Transportation, Airports Division (DOTA), undertook the Hawaii State Helicopter System Plan in 1989. By no means did this plan solve the helicopter problem in Hawaii, but was a first step for DOTA to attempt to resolve the helicopter problem within our jurisdiction. It is agreed that a better system of identifying helicopters is needed.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

DOTA is responsible for the planning, design, construction, operation and maintenance of the State Airports System. The Federal Aviation Administration is responsible for the control of the aircraft in flights. Under the federal system, the State airports have to be open for use by all aviators. However, with the proposed improvement to Port Allen Airport, DOTA will, to the extent possible, request that the operators develop flight patterns which avoid noise sensitive areas. DOTA will also meet with the Hui Hana Paakai o Hanapepe to develop mitigation

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Arius Hopman
Page 2
October 6, 1999

AIR-P
99.0610

measures for the current and future airport aircraft operations. The Salt Pond Park, the Salt Pans and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport.

Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

March 9, 1998

Jerry Matsuda
Administrator, Airport
Airport Division

Sir,

As a business person in this area, I am in favor of limited use (3) as originally proposed.

The business they generate in this area is healthful for service industry such as ours (orchids). Also, the State of Hawaii should foster this type of activities in time of economic slump.

The two companies in this area should be given the chance to continue their business so as not to concentrate all helicopter venture in Lihue.

Sincerely,


Ralph Ishikawa
President, Flowers West

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Ralph Ishikawa
P. O. Box 7
Eleele, Hawaii 96705

Dear Mr. Ishikawa:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

2/20/98

NAME

DATE

WESTERN MOTORS SERVICE, INC.

COMPANY/ORGANIZATION

ADDRESS

HANA PEPE

HI

96716

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

I AM IN FAVOR OF MINOR IMPROVEMENTS AT BURNS FIELD
Aunna Kaula Kapeu - Western Motors Service

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Western Motors Service, Inc.
Hanapepe, Hawaii 96716

Gentlemen:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

ANNIE IC KANAHELA 2/26/98
NAME DATE

COMPANY/ORGANIZATION

P.O. BOX 262
ADDRESS

Makaweli HI 96769
CITY STATE ZIP CODE

COMMENTS/REQUEST:

we want Kent to move his
Helicopter Hangar to the airport
Port Allen Airport

Sign salt maker

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Ms. Annie K. Kanahale
P. O. Box 262
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

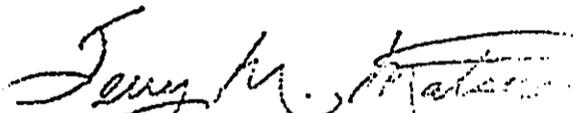
Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Bernard O. Kinohete 3/1/98
NAME DATE

Pray E. Robinson makaweli
COMPANY/ORGANIZATION

P.O. Box 156
ADDRESS

Makaweli HI 96769
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I'm for inter island Helicopters
moving there their hanger and office
to the Hanapepe Airport because it
would be good for emergency call
or Rescue call, would be better
because its closer for the pilot
to fly out in case of Rescue or
emergency call.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Bernard O. Kanahale
P. O. Box 156
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Diane H. Kanahale 3/1/98
NAME DATE

Niihau school in Kekaha
COMPANY/ORGANIZATION

P.O. Box 156
ADDRESS

Makaweli HI 96769
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I am for inter island helicopters hangar
moving to Hanapepe port Allen Airport
because it much more better for
inter island if he has a emergency call
or a Rescue call that way
his helicopters will be right there
for him to take the call.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Ms. Diane H. Kanahale
Niihau School in Kekaha
P. O. Box 156
Makaweli, Hawaii 96769

Dear Ms. Kanahale:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Donald H. Kanahela

2/26/98

NAME

DATE

COMPANY/ORGANIZATION

P.O. Box 2400

ADDRESS

Makaweli

HI

96769

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

Please Move Arent's Helicopter office on
the airport but don't destroy our
Salt patches.

Sign salt maker

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Donald H. Kanahele
P. O. Box 262
Makaweli, Hawaii 96769

Dear Mr. Kanahele:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, appearing to read "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

George Kanahel
NAME

2/26/98
DATE

COMPANY/ORGANIZATION

NONE

ADDRESS

Maikaweli

HI

96769

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

We want Kent to move his
Helicopter Hanger to the airport
Port Allen airport

Sign Salt makers

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Mr. George Kanahale
Makaweli, Hawaii 96769

Dear Mr. Kanahale:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

CAROL T. KANNA
NAME

3-6-98
DATE

Concerned citizen
COMPANY/ORGANIZATION

4834 Ahi Rd, P.O. Box 230
ADDRESS

HANAPEPE HI 96716-0230
CITY STATE ZIP CODE

COMMENTS/REQUEST:

1. I would like to envision the ^{entire} Burns Field peninsula as an extension to Salt Pond Park and the Salt Ponds with defined walking paths & roadways similar to that of Ala Moana Park. I would like to see the west side of the peninsula as a pedestrian area for reef walks. I believe this entire area should be preserved for the people.
2. If there is no recourse to the airport plan, then DOT should limit the usage of the airport to existing helicopters only and no fixed-wing aircraft. There should be no subdividing of assigned space.
3. I would like to see DOT transfer land to DLNR on the west end of the runway for expansion of park. It is extremely dangerous for citizens & children who frequent the area because of the approach of aircraft.

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division,
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Thanks you!
Carol Kanna

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0616

October 6, 1999

Ms. Carol T. Kanna
P. O. Box 230
Hanapepe, Hawaii 96716-0230

Dear Ms. Kanna:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

DOTA recognized the unique historic value of the Salt Ponds and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources for their control and management. DOTA will work with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future operations at Port Allen Airport. The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Carol T. Kanna
Page 2
October 6, 1999

AIR-P
99.0616

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Peggy W. Kaohelaui 03/01/98
NAME DATE

Kekaha Niihau School
COMPANY/ORGANIZATION

P.O. Box 250
ADDRESS

Makaweli HI 96769
CITY STATE ZIP CODE

COMMENTS/REQUEST:

Would be good because inter island helicopters
take emergency and Rescue call
would be good because he's always
taking emergency and Rescue call
Closer to fly out in case
of emergency,

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Ms. Peggy W. Kaohelaulii
Kekaha Niihau School
P. O. Box 250
Makaweli, Hawaii 96769

Dear Ms. Kaohelaulii:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

21Feb98

Jerry Matsuda
Airports Administrator
State of Hawaii
Department of Transportation
400 Rodgers Blvd, Suite 700
Honolulu Hi 96819

Written testimony on use of Burns Field near Hanapepe, Kauai for expanded operations

We, the undersigned, who were unable to speak at the recent meeting at Eleele, go on record as against the plans of the state to upgrade and expand the area.

Why?

Very few jobs created as a result
quiet of the area broken

helicopter noise more than present

sometimes they fly low and buzz areas

humane society located about on helicopter path (even though they will move this area is slated for use of kennels for boarding

questionable that tourists will use local restaurants more than they do now:

will they continue on to other sites after their ride

state says only 2 firms will be at the site, I doubt that is correct for any length of time (how can you say who will or wont be there--grandfather rights???)

Salt Pond park is a nice quiet family beach at present, no more noise needed

don't encourage more helicopters, enough already!

The only advantage I can see is an upgrading of the area, and I am not sure of this is an advantage. Many local folks walk the perimeter with or without animals and this would disappear overnight, I think. That is if my understanding of the plans is correct. And note the fishermen who use this area also, where might they go?

Let's leave it alone and save the money to be spent since it wont bring in enough to compensate. For a state with no money, they sure like to spend!

Robert C. King



Stanley Buduan



PO Box 562

Eleele Hi 96705 (home address is Hanapepe however)

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0619

October 6, 1999

Mr. Robert C. King
Mr. Stanley Budman
P. O. Box 562
Eleele, Hawaii 96705

Dear Messrs. King and Budman:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2021-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with the current level of operations at Port Allen. We are aware of the helicopter industry in Hawaii and agree that helicopters can be intrusive and noisy. That is why the Department of Transportation, Airports Division (DOTA) undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop flight patterns which will avoid noise sensitive areas.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Robert C. King
Mr. Stanley Budman

AIR-P
99.0619

before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf



KOLOA COMMUNITY ASSOCIATION
P. O. BOX 1313
KOLOA, KAUAI, HAWAII 96756

February 21, 1998

Jerry Matsuda
Airports Administrator
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, HI 96819

Re: Expansion of Port Allen Airport

Dear Sir:

I am writing to you at the direction of the Koloa Community Association Board of Directors regarding the above .

The Board of Directors wish to address the proposed expansion of the "Burns Field" area for several reasons. The first concern for the Koloa community area is the potential incursion into air space over the Koloa/Poipu area. At this time, there is an agreement to keep the Poipu area quiet and clear. This is important to the visitor industry as well as protecting the quality of life for the many residents of this area. There is an anticipated increase of many thousands of residents in this area. Koloa/Poipu will be growing significantly in the coming years as a residential community. It is highly probable that adding helicopter pads to the Hanapepe area will lead to helicopters and planes flying frequently over the Koloa/Poipu area. There is a potential 100 helicopters per day that could be added. It is impossible to believe that that horrendous increase in traffic would not lead to flights over our area. We strongly oppose this opportunity to increase the helicopter pads with this potential.

Burns Field

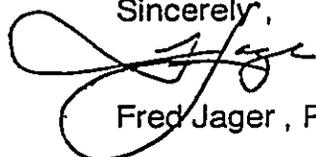
Page 1 of 2

There are two additional issues we want to raise. One is the need for helicopter pads at the field at all. It was agreed in 1991 that Lihue would be the focus of takeoff and departure for helicopters. There were many reasons for this, among them the designation of that area for airplane activity. As there is still space for helicopters to be added in Lihue, we see no reason to begin developing another area, especially when our visitor market is still a long way from being at full potential. Lihue has the ability to handle problems, and should stay the focus of the industry. If the time comes when that area is at full potential, then a serious evaluation should occur to determine where expansion should happen, not just by a whim of the moment.

There has been the suggestion that allowing Mr. D'Attilo to reside at Burns Field would improve emergency response. But the Lihue area has both the Fire emergency crews and the hospital resources that are an integral part of emergency response. The crew would still have to be picked up in Lihue and the injured would still have to be returned to Lihue.

Based on these concerns, we oppose the proposed expansion of Port Allen airport.

Sincerely,



Fred Jager, President

c. Koloa Community Association Board of Directors

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0620

October 7, 1999

Mr. Fred Jager, President
Koloa Community Association
P. O. Box 1313
Koloa, Hawaii 96756

Dear Mr. Jager:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. Our responses to your comments are listed below.

Our forecast for Port Allen Airport was based upon the "Update of Hawaii Aviation Demand Forecast, dated October 1999." This update was a statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. Therefore, we do not foresee a significant amount of future helicopter operations at Port Allen, particularly since the proposed improvements are for the helicopter operators presently operating at the airport. With the proposed improvements, the Department of Transportation, Airports Division (DOTA), will to the extend possible, request that the operators develop voluntary flight patterns which will avoid the noise sensitive areas.

The purpose of the Environmental Assessment (EA) was to address environmental impacts associated with the proposed improvements at Port Allen Airport. We are continuing to address the impact of helicopters in the State of Hawaii, particularly in the natural areas. In our Hawaii State Helicopter System Plan we

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Fred Jager, President
Page 2

AIR-P
99.0620

addressed the need for helicopter facilities at State Airports in consultation with the public. The System Plan provided for the majority of Kauai's helicopter facilities to be provided at Lihue Airport, and developed the Helicopter Master Plan for Port Allen Airport.

The proposed improvements are modest and will allow for those airport functions, currently being performed off the airport, to be relocated to Port Allen Airport and allow for some future growth. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. Therefore, the DOTA, will continue to operate Port Allen Airport for the public good.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Sylvia A. Koshi 2/24/98
NAME DATE
US Postal Service
COMPANY/ORGANIZATION
3817 Kona Rd
ADDRESS
Hanapepe HI 96716-9998
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I am in favor of more improvements
@ Burns Field to accommodate more island
helicopters

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Ms. Sylia A. Koshi
3817 Kona Road
Hanapepe, Hawaii 96716-9998

Dear Ms. Koshi:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Ann Leighton

NAME

2-21-98
DATE

self

COMPANY/ORGANIZATION

4555 Pouli Rd

ADDRESS

Kapaa

CITY

HI

STATE

96746-1562

ZIP CODE

COMMENTS/REQUEST:

As the West Side of Kauai is the only "old" Kauai that's left, I don't think it's appropriate to let uncontrolled commercial aviation take root. The utilization of the field for emergency operations staging is acceptable but the community evidently wants to preserve their way of life. Kauai is such a small and special place and I think it's incumbent upon all of us to be responsible about development and concentrate it where it already exists while keeping limits on its expansion into rural, undeveloped areas. If operations can be limited to the existing companies then improvements should be made. But if those improvements open the floodgates to other operators then reconsideration should be given. I feel that commercial aviation should be concentrated at Lihue Airport because that's where the infrastructure is already located.

Please send to:

Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0622

October 6, 1999

Ms. Ann Leighton
4555 Pouli Road
Kaapa, Hawaii 96746-1562

Dear Ms. Leighton:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be relocated to Port Allen Airport. The visual impact of the helicopter hangers would be mitigated with landscaping and compatible structures.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

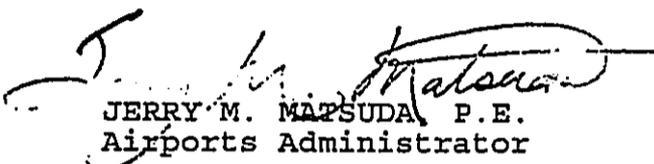
Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Ann Leighton
Page 2

AIR-P
99.0622

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,



JERRY M. MATSUOKA P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

for submission
Pls. mail him a
copy of the Impact Statement I am
David H Leopold

2-19-98
DATE

NAME

Private citizen, Employee of KVMH

COMPANY/ORGANIZATION

Po Box 790

ADDRESS

Lehiua

CITY

Hi

STATE

96796

ZIP CODE

COMMENTS/REQUEST:

I would like to request a copy of the Environmental Impact Statement so that I may review all of its content. My concerns regarding development of the airfield vary depending upon from whose point of view is considered. There are those who say there should be "no" development and that the existing airport should be removed. Others say there should only be development of facilities for existing users of the airport. Still others would like to see "expansion" of additional users. I fall somewhere closer to the middle position. The airport is there now, but I am opposed to increasing traffic (airplanes and additional helicopters here). Some improvement of the facilities should be done. The concerns of the local homeowners should be taken into consideration + rules established to mitigate those concerns. I am opposed to any restriction of access to the polo point area or the area (summit) at the west end of the runway. As an employee of KVMH there may be some benefit in having air ambulances be able to land @ Buons field but I doubt know if that will be possible in the proposed development.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0623

October 6, 1999

Mr. David H. Leopold
P. O. Box 790
Waimea, Hawaii 96796

Dear Mr. Leopold:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

The proposed improvements are modest and will allow those airport activities currently being performed off the airport to be located to Port Allen Airport. The visual impact of the helicopter hangers would be mitigated with landscaping and compatible structures.

There are no fences or gates at Port Allen Airport which would restrict or preclude access to the shoreline and the Draft EA states on page 5-2, paragraph 7, "DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreation activity and will maintain access to the peninsula for the people of Kauai." The proposed project will have no impact on access or on customary and traditional gathering rights of Native Hawaiians.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

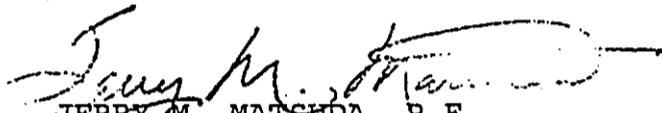
Mr. David H. Leopold
Page 2

AIR-P
99.0623

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any other questions you may have.

Sincerely,



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf



ISLAND HELICOPTERS

March 9, 1998

Mr. Jerry Matsuda, P.E., Airports Administrator
State of Hawaii
Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Ste. 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

Enclosed are our Comments Relating to the Draft Environmental Assessment at the Port Allen Airport. Our comments are strictly on the written Environmental Assessment which was supplied to us by your office.

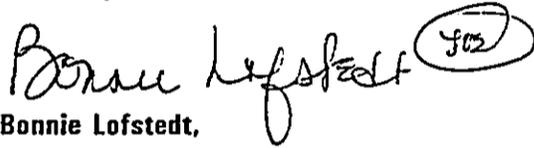
I am taking this opportunity, however, to relay certain facts and observations about the draft assessment as well as about the public hearing which was held on February 19, 1998.

1. As stated in our written comments, the Airports Division should ask for a full refund for this assessment because its facts and findings are often erroneous.
2. I do not know what the standard is for conducting public hearings, not only by the Department of Transportation, but for the other government agencies as well, but I have never seen a public hearing that was so openly biased and where one could not exercise his or her guaranteed freedom of speech. The representative of the DOT, Juliet Aiu, was flagrantly biased towards Mr. D'Atillio both before the hearing and during the hearing as well. There were a number of representatives of other helicopter companies present at this hearing including the owner of Bali Hai and at no time did she make an effort to acknowledge our presence, let alone, hug and kiss us as she did Mr. D'Atillio.
3. Ms. Aiu was out of line to interrupt individuals during their testimony when they made statements of fact about Mr. D'Atillio. She also made faces and comments in a very unprofessional manner. Her behavior was an insult to all attendees and should not go without written record. After all, in accordance with the handout provided at the hearing, the public was invited to voice their comments.
4. We question the politics and the rationale of this request for development of the Port Allen Airport. Why is the State pushing so hard for this particular operator? Something is wrong with the system and this picture. Simple improvements at the Lihue Airport such as better signs, in particular, a sign on Commuter Terminal cannot be placed, yet, for one operator the State can improve the Port Allen airport.

Mr. Jerry Matsuda
March 9, 1998
Page 2

P.S. On Sunday, March 8, 1998 at 5:20pm, it was witnessed that Mr. D'Atillio's Red Hughes 500 was shutdown and parked at the isolated Wailae House on State land. Having been in business for over nineteen years, we know that contract work from the government agencies occurs during the weekdays, so draw your own conclusions as to why this aircraft was in the location on a Sunday evening.

Sincerely,



Bonnie Lofstedt,
Island Helicopters Kauai, Inc.

cc: Senator Avery Chumbley
Senator Cal Kawamoto, Co-Chair Senate Transportation Standing Committee
Senator Norman Sakamoto, Co-Chair Senate Transportation Standing Committee
Senator Suzanne N. J. Chun Oaklund
Representative Ezra R. Kanohe
Representative Bertha Kawakami
Representative Hermina Morita
Representative Kenneth T. Hiraki, Chair House Transportation Standing Committee
Representative Roy M. Takumi, Vice-Chair House Transportation Standing Committee
Representative Dennis A. Arakaki
Senator Daniel Inouye, U. S. Senate
Representative Patsy Mink, U.S. House of Representatives
Mayor Maryanne Kusaka
Mary Thronas, Kauai County Chairperson
Kaipo Asing, Kauai County Council
Ron Kouchi, Kauai County Council
Randall Valenciano, Kauai County Council
James Tehada, Kauai County Council
Brian Baptiste, Kauai County Council
James Tokioka, Kauai County Council
Stan Sekimoto, Kauai District Airports Administrator

**Comments Relating to Environmental Assessment
Port Allen Project
State Project No. AK 2010-01**

It should be noted at the very beginning of this testimony that this Environmental Assessment is a complete waste of monies and is worthless. It's statements and facts are contradictory therefore the data and conclusions derived therein are grossly incomplete and misleading. It is quite obvious from the Draft Environmental Assessment that one of two things have occurred; either the preparers of this assessment were not aware of the activity levels at the Port Allen Airport prior to September 11, 1992 when there were four helicopter companies operating full time from this airport or they just decided to ignore the facts and prepare an assessment that would support these improvements to satisfy one helicopter company.

Comments Relating to Findings and Facts

This entire assessment is built upon erroneous predictions and figures; therefore, the conclusions drawn from these figures are also of no value. There are two reasons as to why this has happened.

First, it has been stated throughout this assessment that the purpose of these improvements was for the benefit of one helicopter company; hence, all projections of adverse impact are zero because the company is already operating from this airport. Second, Section 2.4 details statistics for Port Allen operations in 1992 as noted in the Update of Hawaii Aviation Demand Forecasts, DOT, Airport Division, October 1994 and list forecast of future aircraft operations. There are a number of inconsistencies in these facts and figures.

a. At the time of the 1990 General Plan Update and Environmental Assessment, there were four helicopter companies operating full-time. This level of activity continued through 1992 as noted in Attachment 2 which is August-November 1992 Drive Guide. It was this level of activity that prompted the community to loudly voice their concerns for any improvement at the Burns Field Airport and the impact these improvements would have on their lifestyles.

b. On September 11, 1992, Hurricane Iniki hit the island of Kauai, therefore, the year ended three month and one half months early and it is idiotic to use a partial year as a basis for growth.

In the event a company with two or more aircraft be awarded a pad, these numbers would be greatly changed. Included in this assessment should be revised numbers that are more reasonable and will also remind the residents of the west side what it was like when four helicopter companies operated full time at the Port Allen Airport. In addition, should two or more of the pads be awarded to companies operating from the Lihue Airport, in turn, the Lihue Airport spaces will become available. There are several companies from the other islands waiting for available spaces. In reality, we could see at least two new helicopter companies start operations here which will mean additional helicopters in the skies of Kauai. Prior to September 11, 1992, there were 13 helicopter companies in operation

whereas today, there are nine. Improvements to the Burns Field Airport will result in increased helicopter activity even though this assessment has seemingly tried to deny that fact.

1. Considering the fact that the Salt Pans is the last salt ponds in the State of Hawaii and therefore it is protected even under Federal Law, it is unfair and deceptive to remove the Salt Ponds from the boundary of the Port Allen Airport just because of the scope of responsibility has been changed to the DLNR. The fact remains that Salt Ponds are directly across the street from the airport. Any increase in activity at the airport will dramatically affect the Salt Ponds, in particular, the increase in noise and dust will be a major issue. Included in the copies of the minutes of the County Council meeting in September 1996, was testimony from Gilbert Nobriga, President of the Salt Pond Hui which stated that helicopter flights creates a lot of dust and is a nuisance to the Salt Ponds especially when they are working in the Ponds. Also included is a letter from the Planning Director who states that increased helicopter and fixed wing aircraft activity may adversely impact the Salt Ponds and Salt Pond County Park.

2. Outside of one small paragraph, no where in the entire environmental assessment is there any mention as to the impact additional helicopter flights have to those who use the beach, fishing grounds, and camping and recreational areas. It is mentioned that the flight path will be changed for take-offs and arrivals to occur over the water which means that they will fly over the patrons of the beach. This will not only create obtrusive noise but it will be dangerous as well. It should be noted that many users of the beach do not use the so called Salt Pond Beach Park, but they use the area directly at the end of the fenced airport area. To exclude the impact on recreational beach users seems very unprofessional of the company that provided this costly assessment.

3. Section 2.4 addresses existing uses. In paragraph 3, the preparer has gone into great detail to explain that Inter-Island Helicopters provides helicopter services and emergency services to government agencies and therefore, from time to time, they take off from their hangar which is off the airport property.

a. Based on testimony from the Fire Chief David Sproat in front of the County Council in September 1996, the Fire Departments approximate annual expenditure for Fire and Rescue is \$20,000.00 per year. Using a low bid figure of \$600 per hour, this would equate to a total of 33 hours per year or 2.8 hours per month. It would be safe to assume that not every single mission would require departure or arrival in Hanapepe Town since not all rescue or emergency missions occur during the off hours of Inter-Island's operation. Based on this assumption the level of activity for Fire and Rescue certainly does not support the hundreds of thousands of dollars that would be spent to upgrade the airport facilities, not to mention the cost of this current assessment and plans already incurred by the DOT.

b. For the record, it makes better sense to have Inter-Island relocated to the Lihue Airport, since the DLNR offices of Forestry, Conservation and State Parks all have their base yards in Lihue which is closer to the Lihue Airport than to drive to Port Allen Airport 17 miles away. Secondly, with regards to the Fire Department which does not have a competitive bid for services, their rescue teams are located at the Lihue Fire Station and the Princeville Fire Station, therefore, once again it makes better sense to have the helicopter facilities nearby at the Lihue Airport. Inter-Island Helicopters no longer has the contract for Marijuana Eradication, as a Maui helicopter company provided a lower bid

and the work is coordinated out of the Lihue Airport, therefore, the need no longer exists for Inter-Island to have the facility in Hanapepe for this purpose. Every time this helicopter takes off on an emergency, whether the aircraft departs from Port Allen Airport or Hanapepe Town, it flies directly over Kalaheo, Omao and any other residential areas in a straight line from Hanapepe to Lihue, to meet the emergency personnel that will be on board the aircraft. Move the rescue operations to Lihue and let the bedroom communities have peace and quiet.

c. Attachment 1 is a letter from Kazu Hayashida, Director of Transportation, stating the Inter-Island was offered hangar space for his operations at the Lihue Airport. This was confirmed by the Lihue Airport Manager in testimony provided to the County Council in September 1996; however, Mr. D'Atillio chose not to relocate. Why then, should any monies be spent to upgrade this facility for him and his operation?

4. Section 4.4.1 specifically states that concern has been raised that Port Allen will become a major helicopter center for tourist flights. It also states that the proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and Hanapepe Town. Based on information that we have received, Bali Hai Helicopters is against any improvements at the Port Allen Airport. Bali Hai Helicopters has held a pad at the Lihue Airport since 1991. They will be assigned new pad assignments and facilities when the improvements at the heliport are complete. Where is the actual request (in the environmental assessment) for the Port Allen improvements?

This section is a contradiction in fact. Since the assessment states, for the record, that there is a concern by the public about an increase in helicopter activity, the assessment stresses that the improvements are only for the current helicopter operator. This is a public airport and therefore, the use of this airport cannot be restricted to one operator. Also, with the State building four lease lots for helicopter operations and two tie-downs for fixed wing, it is quite obvious that this is major development and an increase in base operations.

5. Section 5.0 Summary of Issues:

a. In Issue 3 - Level of Development, it is stated that the proposed improvements are those requested by the community. In reviewing the comment sheets that were apparently circulated at the August 19, 1997 Information meeting, it is apparent that the majority of the responses in support of Inter-Island specifically came from employees, relatives of employees and several of these responses are in the same handwriting but with different names. It should be noted, that the support of the community or from the select few who represented themselves as members of the community, were specifically on Inter-Island Helicopters behalf and not for increased helicopter activity at the airport, since not one of the written responses mentioned Bali Hai Helicopters.

b. Issue 4 addresses Airport Noise. In reviewing the noise studies that were performed, these studies need to be re-done. First, the studies need to be performed over a longer period of three days; perform the study during a period of time when the level of activity on the island is at it's peak such as March or April; and finally, for a true level of activity, it needs to be done with more than two helicopter operators operating from the airport with multiple aircraft.

It was presented as testimony on February 19, 1998, that the noise level on a daily basis at

Salt Pond Beach Park finds the current helicopter traffic intrusive and that mysteriously during a three day period when the statistics on noise levels was being gathered, no helicopters flew over or around the beach park.

c. Issue 6 addresses highway traffic increase. It is absurd to state as a matter of public record that the airport is going to be upgraded but there will be no additional traffic increases in Hanapepe Town. With the level of activity described in the previous paragraph, the amount of traffic in Hanapepe Town as well as Lele Road will substantially increase. The increased parking facilities at the airport have not been addressed properly in the assessment. Why then, should additional monies, be spent to upgrade these facilities for the benefit of one operator.

6. Section 6.0 Determination, Findings and Reasons Supporting Determination needs to be re-examined.

As previously mentioned, this assessment is under the assumption that the current level of activity or a minimal increase in activity will be supported by improvements being made. It has not been addressed that, in reality, should at least two additional helicopter companies be granted permits that have two or more helicopters each and also have a high activity level for each aircraft, then every issue addressed would be dramatically affected. As stated in prior testimony, with as many as five operators allowed from Port Allen, given an average of 2-3 helicopter for each operator and an average of 5-6 flights per day departing and landing at the airport we could have a minimum of 100 overflights of the Salt Ponds, beaches and neighborhoods per day. It is completely false to state that an Environmental Impact Statement is not required. For all the reasons previously mentioned throughout this testimony, all data and conclusions contained with this Draft Environmental Assessment are misleading. Replace the data with the correct figures and assumptions and an Environmental Impact Statement would be paramount. This environmental assessment appears to be a joke and provides a disservice to other helicopter operators, politicians, and community members.

According to this document, the DOTA is providing a comfort station, electricity, water, parking facilities and manpower to maintain the facilities. As a tenant of the Lihue Airport for nineteen years, we pay \$900 per landing pad per month and have been paying this type of fee since 1991. We have none of these conveniences provided to us by DOTA, we either provide these conveniences ourselves or do without. It has been mentioned throughout this assessment, specifically on page 2-3, page 3-2, page 4-3, and page 4-6 that this improvement is specifically for the current helicopter operator providing emergency services to the County of Kauai, yet there is no contract to even support such a need.

In closing, it would be a great injustice to come to any other conclusion but a No-Action Alternative. Also, it is our recommendation to the Department of Transportation to request either a true environmental assessment or a full refund.

TRIP GUIDE



KAUAI

August-November 1992

- Kauai's "grand" canyon
See page 27
- Adventures! *See page 34*
 - Valuable coupons
*between pages
16 & 17, 32 & 33!*

Snorkel Bob's

Budget Crunch?
Snorkel Bob
Cares!

© Snorkel Bob's Inc.



When you, my friends, visit me, Snorkel Bob, \$15 a week gets you mask, fins, snorkel, gear bag, snorkel map & tips. & The Legend of Me, Snorkel Bob! And now I, Snorkel Bob, will throw in the fish food, the no-fog goop and a fish I.D. in the same deal! How do I do it? I, Snorkel Bob, can hardly believe it myself.

SELECTION!

Like Nobody's Business

Rx Masks (yes!) and Boogie Boards, too.

\$9.50 Underwater Cameras
24-Hour Express Gear Return

BLUEWATER
Sailing
GOOD CLEAN FUN

- FULL DAY
- HALF DAY
- WAHAI
- WATCHING
- SUNSET SAILS

(808) **822-0525** Hanalei Bay - Port Allen

HELI-TOURS
742-7100

\$75
Round Island Special

SUNNY WEST SIDE DEPARTURE
ALLOWS MORE TIME
IN SCENIC AREAS
8a.m.—9p.m. DAILY
Video Camera Rentals Available
Located on Poipu Rd. in Old Koloa Town next to Fathom Five Divers

ADVENTURES IN PARADISE

Helicopter Tours

Air Kauai Helicopter Tours (246-4666) sales office at 4491 Rice St., Lihue, near Eggbert's Restaurant. There is a difference when you fly with owners, Chuck DiPiazza or Steve Egger, who have 29 years of combined flight experience. Your tour is choreographed with in-flight music via compact disc, and a personal narration by the pilot through a Bose pilot intercom. Air Kauai flies only five flights per day, with Chuck and Steve alternating flying days, so they are able to keep their own experience fresh. They fly an air-conditioned ASTAR Helicopter (the "Mercedes" of the sky). High-visibility windows give all passengers unobstructed panoramic views from every seat. (See your coupon for discounts.) (Map 1, D-5)

Air-1 Inter-Island Helicopters (535-5009) Located in Hanapepe next to the Green Garden Restaurant. Its services are many: scenic tours of Kauai, private charter service and experience in aerial photography and film crew support. It has a fleet of Hughes 500-D helicopters with a two-way intercom system with stereo headsets. You'll enjoy your captain as he warmly shares many of the legends and the history surrounding the island. No other company can guarantee that every single passenger has a window seat. Each of the pilots has been FAA 135 certified, requiring them to meet higher standards of performance. (Map 5, Hanapepe Detail #6)

Bali Hai Helicopters (535-3166) Located in Hanapepe next to Lapper's Ice Cream. Let the owner-operator with over 20 years of flying experience take you on a flight-seeing adventure along the spectacular Na Pali Coast, Waimea Canyon and Waiaiale Crater. Fly in a Bell Jet Ranger that provides you with comfort and safety, as well as superb visibility. Call for reservations. (Map 5, Hanapepe Detail #3)

Bruce Needham Helicopters (535-3115) Sales office located 20 minutes west of Lihue at the Eieele Shopping Center. Flights depart from Burns Field at Port Allen Airport to allow maximum time for scenic highlights. The deluxe ASTAR aircraft is rated amongst the highest for safety and comfort with forward-facing seating and spacious views. It is equipped with Alpine stereo headphones and personal microphones for direct communication with the pilot, as well as fully narrated and orchestrated to popular instrumental music. Being the original "pioneers" of southwest Kauai flightseeing tours, the staff can assure you the most exciting and informative aerial adventure with more than 20 years' experience on Kauai. Let them show you the remote areas such as the Na Pali Coast, Waimea Canyon and the many waterfalls islandwide. (See ad for special discounts.) (Map 5, D-12)

Discount Heli-Tours (742-7100) Explore Kauai from above on an exciting islandwide helicopter tour. The tour begins on Kauai's sunny west side in a Bell 205B Jet Ranger, favored for all of its forward-facing seats that allow better viewing. Open daily from 8 a.m. to 4 p.m. and located on Poipu Road in Old Koloa Town, next to Fathom Five

ivers. Call ahead to schedule the time of your life on a night with Discount Heli-Tours. (Map 4, S-1)

Island Helicopters (245-8588) Let Island Helicopters take you on the experience of a lifetime. The custom tours aboard the Bell Jet Ranger III and Aerospatiale ASTAR feature live narration choreographed to gentle music. The beauty and splendor of Kauai's diverse terrain will unfold before your eyes: cathedral canyons, magnificent mountains, secluded valleys and cascading waterfalls. Complete tours range from \$89 to \$130 (with *Drive Guide* coupon). Call for reservations. (Map 1, D-4)

Kenai Helicopters (245-8591) Lihue. See the remote beauty of the island of Kauai from the unique vantage point only a helicopter can offer. Hover motionless above ancient cliffs and verdant valleys. Kenai's Bell Jet Ranger and Long Ranger aircraft allow comfort and easy viewing. The tours—which include headsets for all passengers—are fully narrated by the pilot. (Map 1, D-4)

Ohana Helicopters (245-3996) Located at 3220 Kuhio Highway, Lihue. In Hawaiian *ohana* means family, and it's more than just a name. Ohana Helicopters' owner/operator is of Hawaiian ancestry and invites you to experience the beauty of his native island home. Ohana features four-passenger Jet Ranger and six-passenger ASTAR touring helicopters with high visibility windows and choreographed stereo sound systems. Ohana's 50-minute "Mokihana" tour explores the Waimea Canyon, Na Pali Coastline and Mt. Waialeale. The 65-minute "Maie" tour adds secret valleys and waterfalls and the mystical crater of Waialeale. (Map 1-A, C-2)

Safari Helicopter Tours (246-0136) With headquarters located at the corner of Akahi Street and Airport Road in Lihue. If you're looking for your adventure in paradise, fly with Preston Myers, the owner and pilot who has more than 28 years' flying experience worldwide and guarantees a 180-degree unobstructed forward-view aboard the only air-conditioned "Super" ASTAR on Kauai. Also featuring the exclusive Safari Cam™ video system, the only one of its kind on Kauai that records your personal flight with narration and choreographed music. (Map 1, E-5)

South Sea Helicopters Inc. (245-7781) This renowned company is celebrating its 11th anniversary with more than 100,000 satisfied customers. As an FAA Air-Carrier certified operator, South Sea's four-passenger Bell Jet Ranger helicopters are meticulously maintained. With forward-facing seats, the helicopters provide one of the best views of Kauai. Enjoy informative narration by your pilot, and exhilarating music to enhance the experience of a lifetime. Three tours are offered, as well as charters, departing daily from the Lihue Airport. For Mainland reservations call 1-800-367-2914. (See tear-out coupon.) (Map 1, D-5)

Will Squyres Helicopter Tours (245-6881 or 245-7541) Will Squyres has been flying for the past 29 years and has accumulated more than 20,000 hours flying helicopters, with 14,000 hours on Kauai alone. He has been written about in such publications as *National Geographic Traveler* and he is in most of the guide books of Kauai. He and his FAA-certified pilots have the knowledge and experience to give you a tour of Kauai that you'll never forget. He chose the four-passenger Jet Ranger 206B for its unsurpassed safety record and touring visibility through windows that stretch from your waist to above your head. The windows also open for unobstructed photo shots and great ventilation. The 60- to 65-minute tour covers all of the highlights and beauty of the island. How many times will you get the opportunity to fly Kauai? (Map 1, D-5)

Air Tours

Fly Kauai (246-9123) Located at the Lihue Airport. The owners, James Dugan and Kevin Britt, use a high-wing Cessna airplane for their tours of the inaccessible nooks and crannies of Kauai. Each



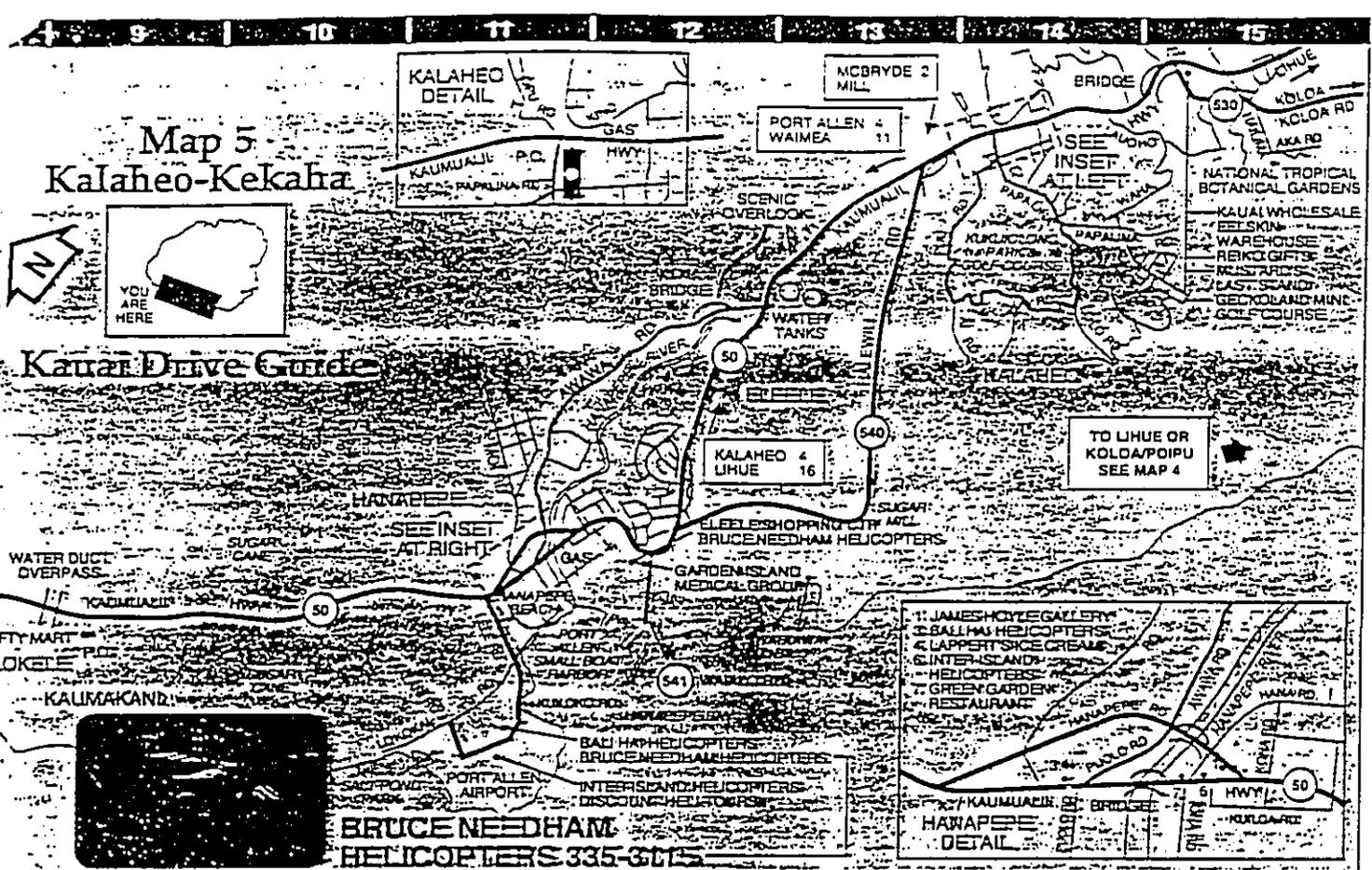
RESERVATIONS & INFORMATION: 245-3996
CALL TOLL-FREE 1-800-222-6989
ALL MAJOR CREDIT CARDS ACCEPTED

BOAT EXPEDITIONS

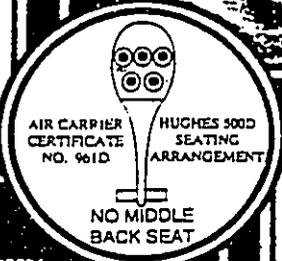
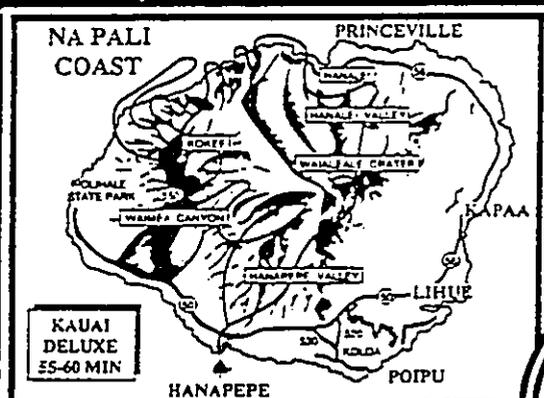
With **NA PALI ADVENTURES** \$20 off per couple some restrictions apply

- Smoothest, Fastest, Most Exciting, State-of-the-Art vessel on Kauai
- Explore Sea Caves
- Snacks, beverages, snorkel gear and instruction complimentary
- USCG Certified Equipment

826-6804

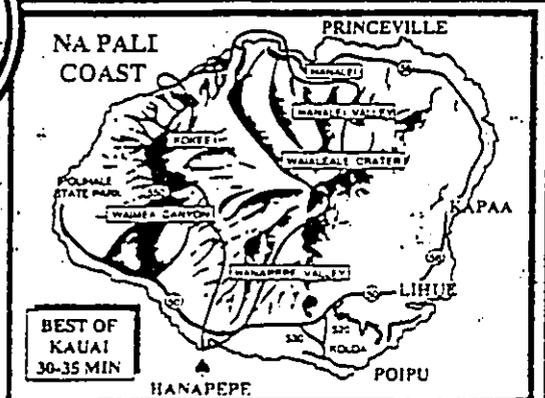


KAUAI'S MOST DETAILED AERIAL ADVENTURES



OUR TOURS COVER 30% MORE OF
 KAUAI'S SCENIC BEAUTY
 OPEN WINDOWS FOR PHOTOGRAPHY
 STEREO MUSIC, 2 WAY INTER-COM SYSTEM
 ALL FORWARD FACING SEATING
 LOCATED IN HANAPEPE NEXT TO THE
 GREEN GARDEN RESTAURANT
 20 MINUTES FROM POIPU BEACH

KAUAI TOLL FREE
 (808) 335-5009 1-800-245-9696



INTER-ISLAND HELICOPTERS

P.O. BOX 156 HANAPEPE, HI 96716

BENJAMIN J. CAYETANO
GOVERNOR



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

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
JERRY M. MATSUDA
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-LG
96.1284

November 12, 1996

Mr. Curtis W. Lofstedt, Jr.
President
Island Helicopters Kauai, Inc.
P. O. Box 831
Lihue, Hawaii 96766

Dear Mr. Lofstedt:

This is in response to your letters of September 24, 1996, to Deputy Director, Mr. Jerry Matsuda, and myself, regarding your testimony opposing the present location of Inter-Island Helicopters, Inc., in the Hanapepe community and their possible relocation to the Port Allen Airport.

Inter-Island Helicopters is assigned two (2) helicopter parking pads at the Port Allen Airport from which he is allowed to conduct his flight operations. In response to emergencies, Inter-Island Helicopters also conducts flight operations from their hangar located on Department of Hawaiian Home Lands' (DHHL) property in the Hanapepe community. In view of this situation, Mr. Ken D'Attilio has asked that he be permitted to relocate his hangar to the Port Allen Airport.

We have informed Mr. D'Attilio that we intend to develop lease lots at the Port Allen Airport for tenant helicopter operators that will necessitate updating the master plan and environmental assessment, as well as conducting public hearings and obtaining the Special Management Area (SMA) Permit and Use Permit from the County of Kauai. Because this will be a lengthy process, we have offered Mr. D'Attilio hangar space for his operations at the Lihue Airport in the near term.

Mr. Curtis W. Lofstedt, Jr.
Page 2
November 12, 1996

AIR-LG
96.1284

When the tenant lease lots at the Port Allen Airport are developed, we must comply with federal grant assurances and ensure they will not be for the exclusive use of any operator.

Please contact Mr. Stanford Miyamoto at 838-8701 should you have any questions and thank you for bringing this matter to our attention.

Very truly yours,



KAZU HAYASHIDA
Director of Transportation

Report Of The
COMMITTEE
ON

COMMITTEE
REPORT NO.

CR-PSS/IGR108-96

**PUBLIC SAFETY & SERVICES/
INTERGOVERNMENTAL RELATIONS**

Page 2 of 3.

From the
COUNTY COUNCIL
LIHUE, HAWAII

TO:

X MAYOR

Bd of Water Supply
Civil Defense
X County Attorney
Economic Development
Elderly Affairs
Finance Dept
Fire Dept
Housing
Liquor
Outreach
Personnel Services
Planning Dept
Police Dept
Prosecutor
Public Information
Purchasing
Real Property Div
PUBLIC WORKS
County Engineer
Building Division
Fiscal Section
Parks & Recreation

STATE:

Governor
D A G S
Dept of Health
D O T
D L N R
D B E D T
S & F

OTHERS:

Several residents in the Hanapepe area testified on the noise and dust problems from Inter-Island Helicopters operations being located at the old Amfac site in Hanapepe now owned by Hawaiian Home Lands and questioned whether he was operating tours from that location since he only has permission to operate rescue missions as a government contractor.

Chair Minatoya wrote to Stan Sekimoto, Lihue Airport Administrator to inquire on Inter-Island Helicopters situation. Mr. Sekimoto's response states Inter-Island has been offered an opportunity to relocate to the Lihue Airport pending the completion of the master plan for Burns Field where he currently lands and flies out from for rescue missions.

Judy Naumu Stewart, resident of Kekaha, pointed out that fairness should be granted to other helicopter companies in an open bid and that all flights should originate from the Lihue Airport. Currently, she stated Inter-Island leaves Burns Field and must pick-up an observer (Fire Department or Police Department personnel) and that he picks them up in Puhi. Other companies must pay rent and landing fees at Lihue Airport but Inter-Island hasn't been paying fees due to his unique location and set-up at Burns Field.

Gilbert Nobriga, President of the Salt Pond Hui, stated that the Inter-Island Helicopter flights creates a lot of dust and is a nuisance to Salt Pond especially when they are working in the ponds. He disagrees with the continuation of this helicopter service from Burns Field.

Elsie Godbey read a letter submitted by Dorothea Hayashi, a Hanapepe resident, stating how the helicopter has affected her by flying over her home on numerous cases and how she has complained to the Fire Chief about the problem. She urged the County to put this contract out to bid.

Testimony was submitted by Curtis and Bonnie Lofstedt (see attached) as residents of Kalaheo and owners of Island Helicopter along with a photograph of an Inter-Island Helicopter hovering over their home and a copy of an advertisement for tours from Inter-Island Helicopters. They oppose granting Inter-Island Helicopters the ability to relocate its operations to Burns Field for several reasons.

Bonnie Tobin, a former Inter-Island Helicopter employee stated that when she worked there for two (2) years he operated tours.

Your Committee pointed out the following concerns and requested the Administration follow-up on these matters:

- 1) Is Inter-Island Helicopters operating legally from the former Amfac site now owned by Hawaiian Home Lands?
- 2) What were the conditions imposed on his operations as specified by the Planning Commission?
- 3) Has his contract to provide services for the Fire and Police Departments been awarded through open bid?

2.4 EXISTING USES

Port Allen Airport consists of a single runway, Runway 9-27, which is 2,450 feet long by 60 feet wide and is paved with bituminous concrete (Figure 2.3). There are no lights for night time operations. There is a short taxiway off the runway to the northeast with general aviation parking positions. Also, there are two (2) helicopter land pads. . . . Kuiloko Road runs east to west north of the runway and connects Kaalani Road and Lele Road. Kuiloko Road has been repaved recently from approximately the junction of Lele Road to half way to Kaalani Road.

There is an airport fence that encloses the airport operation area, a segmented circle and a wind cone. The National Oceanic and Atmospheric Administration (NOAA) also maintains an automated weather station at the airfield. There is a perimeter unpaved road around the west, south and east portion of the airfield outside of the fence. An unpaved road, which follows the coastline of the perimeter of the peninsula, is used by the Kauai residents for shoreline access and fishing. Access to the shoreline road will be maintained by DOTA. Kuiloko Road provides parking on the shoulders for airport visitors. To the north of the road is the DOTA storage shed. A former unused terminal was demolished due to unsafe conditions.

Currently, two helicopter operators operate at Port Allen, Bali Hai Helicopters and Inter-Island Helicopters. Bali Hai operates as a tour helicopter operation and Inter-Island Helicopters provide helicopter services to various government agencies on a scheduled and emergency basis, as well as a tour helicopter operation. Both helicopter companies trailer the helicopters to the airfield for operations and return the helicopters to off airport sites for maintenance and overnight parking. Because Inter-Island Helicopters furnishes emergency service to governmental agencies, they may, from time to time, take off from their hangar at the junction of Lele Road and Kaumualii Highway. Inter-Island Helicopters currently rents their hangar space from the Department of Hawaiian Home Lands. The two helicopter operators use the concrete helicopter pads on the airfield. Refueling for the helicopters is done with fuel trucks operated by the helicopter companies.

Port Allen operations for 1992 come from *The Update of Hawaii Aviation Demand Forecasts, Department of Transportation, Airport Division, October 1994*, and are listed below with forecast of future aircraft operations.

1/1/92-9/10/92

Aircraft Type	Actual	Forecast				
	1992	2000	2005	2010	2015	2020
Commuter/Air Taxi/Helicopters	12,690	14,000	15,000	16,000	17,000	19,000
General Aviation	700	1,000	1,000	1,000	1,000	1,000
TOTAL	13,390	15,000	16,000	17,000	18,000	20,000

Source: Update of Hawaii Aviation Demand Forecast, October 1994

As shown, little growth is forecast for Port Allen. Any increase in operations at Port Allen Airport would be caused by independent economic demand, such as an increase in tourist oriented helicopter tours. An ultra light airplane also operates at the airfield. Also, from time to time, general aviation aircraft use the airfield. Because of the peninsula location, almost all landings and takeoffs are over the ocean.

The shoreline access road provides access for the U.S. Coast Guard to maintain Puolo Point Light Station. The airfield vegetation has been cut for maintenance purposes to provide better visual views and discourage long-term camping in the area.

As noted earlier, the Salt Ponds are located to the north west of the airfield and historically have been included within the airport boundary. An area of approximately 41 acres, including the Salt Ponds, is in the process of being released by DOT to DLNR for their management. The Salt Ponds auto parking lot and Kaalani Road are part of the land to be released.

2.5 SURROUNDING LAND USES

In addition to the airport, the County of Kauai Veteran's Cemetery, Hanapepe Refuse Transfer Station, and Kauai Humane Society are located on the Puolo Peninsula. These facilities are located north of the Airport as is the DOT, Highways Division Maintenance Baseyard. The Port Allen Airport State Land Use classification is Urban. The Salt Ponds are classified as Conservation, the land to the north and west of the airport is classified as Agriculture (Figure 2.3).

The Puolo Light Station, operated by the U.S. Coast Guard, is located south of the runway, with the Pulolo Triangulation Station located next to the light station. The County of Kauai, Salt Pond Park, is located to the west of the Port Allen Airport

4.3 SOCIAL IMPACTS

4.3.1 EXISTING CONDITIONS

The modest development proposed by the DOTA is in accordance with community desire. This was evidenced by the Hanapepe community and the County of Kauai's concerns over the 1990 proposal for the development of Port Allen Airport. As a result of these concerns, the DOTA has proposed a modest development for the existing helicopter operators. To the northwest of the airfield are the Port Allen Salt Ponds. This wetland has been harvested for salt probably since prehistoric times. Concern has been raised by the users of the Salt Ponds of dust being generated by airport operations. Due to the dry nature of the site, a certain amount of dust is generated by natural conditions, such as wind. Some of the dust can be generated by helicopter operations and a significant amount of the dust is generated by vehicle traffic using the perimeter road on the east side of the airfield. The majority of this traffic is for recreation and fishing. To help mitigate this impact, DOTA will pave those portions of the airfield and perimeter road to control dust. Additionally, DOTA will landscape where possible to minimize dust blowing across the airfield.

With the management of the Port Allen Salt Ponds being carried out by DLNR, the present management of the Salt Ponds will continue.

4.3.2 PROPOSED PROJECT

The proposed project will not limit the current access to the shoreline or develop any areas not currently used for airport purposes. Additionally, no negative social impact is expected since the proposed improvements at Port Allen Airport will not increase airport operations.

4.3.3 NO-ACTION ALTERNATIVE

The No-Action Alternative would continue to allow dust from present aircraft operations and the vehicular traffic on the peninsular access road to impact the Salt Ponds. The No-Action Alternative will not fulfill the proposed project objectives.

4.4 INDUCED SOCIAL IMPACTS

4.4.1 EXISTING CONDITIONS

Concern had been raised that Port Allen will become a major helicopter center for tourist flights. At this time, there are no other facilities planned at Port Allen which would support such an activity. The proposed facilities are to support those aviation operators which are currently operating out of Port Allen Airport and in Hanapepe Town. Any increase in helicopter/airplane operations will be the result of increased economic demand from the tourist industry. Much of the concern over the proposed project appears to be a concern of growth and subsequent loss of the present lifestyle of rural Kauai. Any induced growth in the Hanapepe area will be the result of other economic demands. The proposed project is designed to accommodate the present helicopter operators and allow for limited growth of airport facilities in the future.

4.4.2 PROPOSED PROJECT

No induced social impact will result from the proposed project since it is planned to accommodate the existing and forecast operations at the airfield.

4.4.3 NO-ACTION ALTERNATIVE

The No-Action Alternative will maintain the existing conditions and will not fulfill the proposed project objectives of locating any airport activity at the airport.

4.5 AIR QUALITY

4.5.1 EXISTING CONDITIONS

Due to the low number of annual operations and future projected operations at Port Allen Airport, (Section 2.4 Existing Uses), an air quality analysis is not required. Concerns have been raised concerning dust, particularly in the Salt Pond area, being generated by airport operations and by cars using the perimeter road around Port Allen. The DOTA proposes to mitigate the dust by paving portions of the road to the helicopter hangar lots, paving a portion of the perimeter road and adding landscaping to help filter the dust in the Salt Pond area and the Park.

SECTION 5
SUMMARY OF ISSUES

Listed below is a summary of issues raised during the development of the Draft EA. These issues were identified during the Public Information Meeting of August 19, 1997, Section 11, Letters to the DOTA, Section 10, and meetings with various agencies.

1. Issue - Use of ceded land for Port Allen Airport.

Response - Ceded land can be used for the provision of public use. Port Allen Airport is considered a public use.

2. Issue - Effect upon the Salt Ponds and the Salt Pond Park.

Response - The Salt Ponds are considered to be outside the Port Allen Airport Boundary and under the jurisdiction of the DLNR. DOTA will direct, to the extent possible, all airplane flights to avoid the Salt Ponds and the Salt Pond Park. To control dust, DOTA will landscape the boundary of Salt Ponds and the Airport, and will pave the initial portion of the access road to Puolo Point on the east side.

3. Issue - Level of development.

Response - The proposed development will include sites for four helicopter hangars, two fixed wing tie-downs, public parking, comfort station, and other minor improvements. The proposed improvements are modest in nature and provide for relocating airport functions to the Port Allen Airport. Further, the proposed improvements are those requested by the community.

4. Issue - Will the level of Airport Noise increase?

Response - Recent airport noise studies for the EA indicate the noise levels will remain the same and, presently, the DNL levels for off airport sites are within recommended guidelines for land use.

5. Issue - Are there archaeological sites and burials on the airport?

Response - While there are archaeological sites on the airport, a recent archaeological survey indicates that there are no sites in the location of the proposed improvements. The archaeological sites cannot be located except in general, due to weathering of the sites and imprecise location data. However, these general sites are well away from the proposed improvements. Similarly, the burial sites are only known by their general location. The proposed improvements will not affect any of the archaeological or burial sites.

6. Issue - Will the highway traffic increase?

Response - Since the primary purpose of the proposed project will be to relocate the helicopter facilities in Hanapepe Town, the traffic should remain the same or increase slightly. A positive aspect will be that the helicopters will no longer be trucked to and from the airport.

7. Issue - Will access to the Port Allen Peninsula be limited by the proposed project?

Response - DOTA recognizes that access to the shoreline of the peninsula is an important cultural and recreation activity and will maintain access to the peninsula for the people of Kauai. DOTA will pave a portion of the east side access road to control dust and improve the access.

8. Issue - What will the flight paths be for Port Allen?

Response - DOTA will direct that helicopters and fixed wing aircraft operations should avoid the Salt Pond Park, Kauai Humane Society facility, and Hanapepe Town. As part of the proposed project, a DOTA employee will be at Port Allen Airport from Monday thru Friday and will provide a greater degree of control at the airport. It should be noted that the Kauai Humane Society will be relocating away from the Port Allen area in 1998.

SECTION 6.0
DETERMINATION, FINDINGS, AND REASONS
SUPPORTING DETERMINATION

The proposed project, based upon a preliminary finding, will not have any significant impact on the environment and, therefore, preparation of an Environmental Impact Statement is not required. Therefore, this document constitutes a Notice of Negative Declaration/Finding of No Significant Impact for the proposed project (recommended alternative). It is compatible with existing and planned land uses and activities in the area. The applicant will comply with applicable statutes, ordinances and rules of the Federal, State, and County governments, when applicable. The "Significance Criteria", Section 12 of the Hawaii Administrative Rules Title 11, Chapter 200, "Environmental Impact Statement Rules," were reviewed and analyzed. Based on the analysis, the following were concluded:

1. Irrevocable commitment to loss or destruction of any natural or cultural resources would result. The area affected by the proposed project consists primarily of previously graded land in an urban area that is within the boundaries of Port Allen Airport. The specific site is the airfield area with sparse introduced grasses and low lying shrubs, providing little, if any, habitat for native wildlife. No significant natural resources would be destroyed or lost. No surface cultural remains were identified on site. If subsurface remains or sites are uncovered, work will stop and these resources will be evaluated by state archaeologists for their significance and a determination made as to their disposition.
2. The action would not curtail the range of beneficial uses of the environment. Instead, the proposed action would allow for the proper use of the airport for airport purposes.
3. The proposed action does not conflict with the state's long-term environmental policies or goals and guidelines. The State's environmental policies and guidelines are set forth in Chapter 344, Hawaii Revised Statutes, "State Environmental Policy". Two (2) board policies are espoused: conservation of natural resources, and enhancement of the quality of life. With regard to the former, the proposed project does not consume significant natural resources. In regard to the latter, the proposed project will be provided by moving an airport function from

Hanapepe Town to the airport, which will benefit the people and the environment of Hawaii in the future by providing airport facilities at the airport.

4. The economic or social welfare of the community or state would not be substantially affected. The proposed actions will allow for environmentally-sound partial development of the site, instead of having airport functions outside of the airport. The project will result in positive economic impacts without significant negative social consequences.
5. The proposed action does not substantially affect public health. The project will remove helicopter hangars in Hanapepe Town to the airport. This relocation will reduce helicopter noise from take-offs in Hanapepe Town when the helicopters are operating in an emergency situation.
6. No substantial secondary impacts, such as population changes or effects on public facilities, are anticipated. The project will not result in any foreseeable changes or effects on population or public facilities.
7. No substantial degradation of environmental quality is anticipated. No environmental impacts are expected. Short-term, construction noise, air quality and construction traffic will have a minor impact on the nearby surroundings. The proposed project will relocate airport functions to the airport.
8. The proposed action does not involve a commitment to larger actions, nor would the cumulative impacts result in considerable effects on the environment. The proposed action is self-contained and of independent utility. Also, at this time, there are no significant nearby developments which could cause significant cumulative impacts.
9. No rare, threatened, or endangered species or their habitats would be affected. There are no rare, threatened or endangered species on the site. The site is located within an airport and urban setting. The Salt Ponds located just outside the airport boundary, can provide occasional foraging areas for the Endangered Hawaiian Stilt, Coot and Koloa Duck. The proposed project will not have an effect on the Salt Ponds.

10. Air Quality, water quality, and ambient noise would not be detrimentally affected. Grading and construction may have the potential to affect air quality, water quality and ambient noise levels on a short-term basis. Engineering controls will be incorporated into the proposed project to minimize the impact, and to ensure that the impact is within regulatory requirements.
11. The project would not affect environmentally sensitive areas, such as flooding plains, tsunami zones, erosion areas, geologically hazardous lands, estuaries, fresh water or coastal waters. The proposed project is outside flooding and tsunami zones, is not in a geologically hazardous land, and will not affect estuaries, fresh water or coastal waters. Grading of the project will ensure that there will be no runoff. The design of the improvements will use best management practices.
12. There will be no effect on scenic vistas or view planes in county or state plans or studies. The proposed project does not have a direct effect on vistas or view planes, as the helicopter operators will be required to landscape the hangars for beautification.
13. The proposed project will not require substantial energy consumption. The majority of the energy used will be construction and will be a short-term impact.

EV. CONCLUSIONS

There are no known historic sites at the location of the proposed Port Allen Airport project, which is planned for an area at the eastern end of the airport, mostly within the chain-link fence that encloses the runway. This area was cleared and graded in the late 1920s and it is very unlikely that significant historic sites will be found beneath the ground surface.

There are two significant historic sites in the vicinity of the proposed project; Hanapēpē Salt Pans (50-30-09-49) and House Sites (50-30-09-50). These two sites are listed on the Hawaii Register of Historic Places. An analysis of the registration forms for these sites indicates that the Salt Pans are significant for their design and materials and the association with an on-going salt making tradition. The House Sites are significant for the information on history and prehistory that they contain, and because they are spatially associated with the Salt Pans.

Wilma Holi identified the Ukulā peninsula as one of the places where Hawaiian spirits leap to the netherworld of *pō*. Such places are found on all of the islands, one of which was known to have been in Hanapēpē *ahupua'a*. Ms. Holi's identification appears to specify the location fairly precisely. This matter deserves more investigation because a place where spirits leapt to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places as a traditional cultural property.

Two other known historic sites, Kauakahiuu Heiau (50-30-09-51) and the House Site or Fishing Shrine (50-30-09-52) have been evaluated as not eligible for listing on the Hawaii Register of Historic Places. Both sites have been destroyed and their locations appear to be lost.

Given the current status of information on historic sites at Ukulā, the proposed Port Allen Airport project will have "no effect" on historic sites. This determination might be changed if the place where spirits leapt to the netherworld is located near the airport. Further investigation of this possible site might conceivably indicate adverse effects of the project on the qualities that make the site significant.

A preliminary analysis of concerns expressed by Wilma Holi and Emma DeCosta over their ability to exercise traditional Hawaiian rights at Ukulā if activities at the Port Allen airport should increase indicates that these concerns have a legitimate basis, but that they anticipate conditions that will not be created by the proposed project. The State Constitution protects traditional Hawaiian rights subject to the State's right to regulate them in the public interest. Thus, it is conceivable that an increase of activities at the Port Allen Airport might lead to a situation in which the State chooses to regulate access to the Ukulā peninsula in the interest of public safety. The proposed project provides facilities to support the current level of activity at the airport. Furthermore, the State is prepared to guarantee continued access to the peninsula, so that traditional Hawaiian rights are protected.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0627

October 1, 1999

Ms. Bonnie Lofstedt
Island Helicopters Kauai, Inc.
P. O. Box 831
Lihue, Hawaii 96766

Dear Ms. Lofstedt:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. We have considered your comments and our responses will deal only with those comments concerning the Draft Environmental Assessment (EA). It should be noted based on testimony and letters received, that the proponents and opponents for the project appear to be evenly divided.

Our forecast for the Port Allen Draft EA was based upon the Update of Hawaii Aviation Demand Forecast, dated October 1994. This update was a Statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. It should be noted that during recent noise monitoring at Port Allen, in August 1997, only 70 operations were recorded for three days. We do not foresee a significant increase of additional helicopter operations at Port Allen due to the proposed improvements.

The noise levels we recorded in August 1997 were compatible with current land uses in the airport environs based upon federal and state guidelines. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park,

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

the helicopter noise was within the background noise levels. This Study will be included in the Final EA. The Department of Transportation, Airports Division (DOTA) will, to the extent possible, request that the operators develop voluntary flight patterns which would avoid noise sensitive areas.

DOTA recognized the significance of the Salt Pond Pans and undertook the transfer of the Pans from the Port Allen Airport to the Department of Land and Natural Resources where they could be better managed. DOTA is committed to working with Hui Hana Paaki o Hanapepe to develop a mitigation plan to further protect the Salt Ponds Pans from present airport operations. Additionally, DOTA will pave a portion of the airport access road at the east end of the airport to alleviate dust.

The road that will be partially paved is also used for access to the peninsula for recreational and other purposes by residents and visitors. The beach area west of the airfield is Airport property, but is being used by residents and visitors. It is not expected to be impacted since DOTA will continue to allow shoreline access.

No increase in automobile traffic is expected at this time. The proposed improvements will relocate off airport maintenance helicopter operations to the airport. This relocation will reduce the number of trucks transporting helicopters from Hanapepe Town to and from the airfield. Since the existing passengers of the Port Allen helicopters enplane and deplane at Port Allen Airport, the number of cars going to Port Allen should not increase due to the proposed improvements.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division, will continue to operate Port Allen Airport for the public good.

Ms. Bonnie Lofstedt
Page 3

AIR-P
99.0627

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any other questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

BRS:nf



NATIVE
HAWAIIAN
LEGAL
CORPORATION

1164 BISHOP STREET • SUITE 1205 • HONOLULU, HAWAII 96813 • TELEPHONE (808) 521-2302 • FAX (808) 537-4268

March 3, 1998

Lynn Becones
Department of Transportation
Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96819-1880

RE: Comments on Port Allen Airport Draft Environmental
Assessment and Anticipated Finding of No Significant
Impact, State Project No. AK 2010-01

Dear Ms. Becones:

Mrs. Wilma H. Holi has retained the services of the Native Hawaiian Legal Corporation for the purpose of providing comments on the environmental assessment ("EA") prepared for the above-referenced project. Our comments are as follows:

- 1. The Draft EA Does Not Comply With Chapter 343, H.R.S., Because There is No Discussion of the Alternative of Relocating the Proposed Helicopter Improvements to the Lihue Airport.**

Two commenters, Mrs. Holi through NHLC, and Curtis and Bonnie Lofstedt, the owners of Island Helicopters Kauai, Inc., submitted comments on August 29 and September 15, 1997 respectively, stating that the alternative of moving helicopter operations to the Lihue Airport should be addressed in the Port Allen Airport EA.¹ Indeed, Mrs. Lofstedt sent a second letter to the DOT on October 22nd, again urging that the alternative of improving the Lihue Airport helicopter facilities be considered. As she explained in her comments, the helicopter improvements proposed for Port Allen could be combined with other proposed improvements at the Lihue Airport.

Notwithstanding the above comments, nowhere within the four corners of the draft EA is there any mention of the alternative of relocating the proposed helicopter improvements to the Lihue Airport. The only alternative discussed is the "no action" alternative of maintaining off-site helicopter storage

¹ Mrs. Holi and other Hanapepe residents have urged the DOT over the past 10 years to centralize helicopter operations at Lihue.

Lynn Becones
March 3, 1998
Page 2

and existing methods of operation at Port Allen, at current levels of utilization. H.A.R. § 11-200-9(c) provides that a proposing agency "shall analyze alternatives, in addition to the proposed action in the environmental assessment." Neither Chapter 343, our EIS law ("HEPA"), nor the Hawai'i Administrative Rules which implement HEPA define or otherwise explain what an appropriate range of alternatives in an EA must consist of, although a common sense reading of the word "alternatives" suggests that, as it is stated in the plural, more than simply "no action" must be considered.

"In instances where Hawai'i case law and statutes are silent, [one] can look to parallel federal law for guidance." Price v. Obayashi Hawaii Corp., 81 Hawai'i 171, 181 (1996). Federal EIS regulations explicitly provide that agencies shall "(a) [r]igorously explore and objectively evaluate all reasonable alternatives" in addition to "(d) [i]ncluding the alternative of no action." 40 C.F.R. § 1502.14. Furthermore, this requirement is made specifically applicable to environmental assessments by 40 C.F.R. § 1508.9. It is particularly important to note that § 1502.14 is phrased in the disjunctive, *i.e.*, both "action" and "no action" alternatives must be considered. This interpretation is borne out by federal case law. In Strahan v. Linnon, 967 F.Supp. 581, 602 (D. Mass. 1997), the court observed that if the preferred alternative and "no action" alternative "were the only discussion of alternatives, [it] might agree . . . that the FEIS is insufficient."

Moreover, courts which have considered under the National Environmental Policy Act the issue of the adequacy of the range of alternatives discussed, have consistently held that the discussion of alternatives must include both the "no action" alternative as well as alternatives "that appear reasonable and appropriate for study . . . [including] significant alternatives suggested by other agencies or the public during the comment period." DuBois v. U.S. Dept. of Agriculture, 102 F.3d 1273, 1286 (1st Cir. 1996) (citations omitted). Indeed, "the existence of a viable but unexamined alternative renders an environmental impact statement inadequate", Resources Limited, Inc. v. Robertson, 35 F.3d 1300, 1306 (9th Cir. 1993) (citations omitted). Finally, failure to consider more than just the proposed and "no action" alternatives will render an environmental assessment legally inadequate *per se*. Curry v. U.S. Forest Service, 1997 WL 784209 at 8 (D.Pa.) (agency's EA which considered only proposed action and "no action" alternative was arbitrary and capricious).

Therefore, for the foregoing reasons, we submit that the Port Allen Airport EA is incomplete and violates HEPA, due to the absence of any analysis pertaining to the alternative of relocating the proposed helicopter improvements to the Lihue airport.

Lynn Becones
March 3, 1998
Page 3

2. DOT Should Withdraw its Anticipated Finding of No Significant Impact Pending the Resolution of Substantial Unresolved Issues

Among the unresolved issues in the draft EA are two which potentially implicate significant environmental effects occurring from the proposed project. Without further analysis, the document does not adequately address the project's impacts. The first unresolved issue is whether the Ukula peninsula is a leina-a-ka-'uhane (spirit leap), a type of traditional cultural property, and the second is whether the proposed lighting of the Port Allen Airport will have an effect on the Newell's Shearwater, a species which is protected under the federal Endangered Species Act.

As the draft EA discloses at p. 1-3, the proposed helicopter improvements will eventually require FAA approval of the airport layout plan. Because this is a "federal undertaking" within the meaning of Section 106 of the National Historic Preservation Act, it will then become necessary for DOT to evaluate whether the helicopter improvements may have an effect on any traditional cultural properties. Tom Dye, the DOT's consulting archaeologist notes in his report at Appendix E of the draft EA, that the proposed project may have an "adverse effect" (as that term is used in § 106) on the Ukula peninsula, if it qualifies as a traditional cultural property, by changing, among other things, the integrity of the location, setting, feeling, or association of an identified leina-a-ka-'uhane. As Mr. Dye points out, "[t]his matter deserves more investigation because a place where spirits leapt to the netherworld is potentially eligible for listing on the National and Hawaii Registers of Historic Places." *Id.*, Appendix E at p. 27. This is an issue which should be addressed now, rather than being left unresolved pending FAA's review of the airport layout plan.

In addition, because this presents a "serious question" concerning the impact of the project on a potential traditional cultural property, an EIS will most likely eventually be required when the project is federally reviewed under the National Environmental Policy Act. *See, infra*. Therefore, it only makes sense for DOT to coordinate its Section 106 review with this ongoing environmental review process, rather than to issue a negative declaration pursuant to H.A.R. § 11-200-11.2 and subsequently revisit this question again when NEPA compliance and Section 106 consultation is triggered by the need for FAA approval.

The second issue which the Port Allen Airport EA leaves unresolved pertains to impact of the effect of the proposed airport lighting on newly-fledged Newell's Shearwaters, which can become disoriented by artificial lighting when

Lynn Becones
March 3, 1998
Page 4

they leave their mauka nests and fly makai to the ocean. There is no analysis regarding the abundance and distribution of Newell's Shearwaters at Port Allen, as Phil Bruner, the DOT consultant who prepared the faunal survey, only visited the project site during daylight hours except for a single July 22, 1997 early evening census for owls and bats. *Id.*, Appendix C at p. 2. If the area is regularly utilized by migrating fledglings, then more than the installation of lighting shields may be warranted to prevent significant negative environmental impacts from occurring. Although the draft EA states that the proposed helicopter improvements will include lighting designed to minimize light attraction, installed in accordance with DLNR design criteria, *id.* at p. 4-17, it is important to bear in mind that there are currently no runway or tenant lights at Port Allen. *Id.* at p. 4-18. While it might arguably be appropriate to issue a negative declaration for projects which propose to shield existing lighting, in this case there will be a significant increase in the environmental baseline, from a no-lighting situation to a fully lighted airport facility. Obviously, the purpose of installing lights is to make the runway visible. Designing the lights to minimize attraction will not eliminate the light impact on migrating fledglings; the lighting cannot be attenuated to the point where the runway cannot be seen. At the least, this issue also needs to be more fully explored before a decision is made to issue a negative declaration.

For the foregoing reasons, the draft EA fails to adequately identify and address the project's impacts, as required by H.A.R. § 11-200-10(b), and therefore requires further work.

3. The DOT's Anticipated Finding of No Significant Impact Should be Withdrawn and an EIS Preparation Notice Substituted, as the Proposed Helicopter Improvements May Have a Significant Effect on the Environment.

It is black-letter law that an environmental impact statement must be prepared if the proposed action "may" have a significant effect on the environment. H.R.S. § 343-5(b). The fact that "substantial questions" are raised in an environmental assessment of itself necessitates the preparation of an EIS. Blue Ocean Preservation Society v. Watkins, 767 E.Supp. 1518, 1526 (D. Hawai'i 1991).² Among the 13 "significance" criteria set forth in the EIS rules at § 11-200-12(b) are several which are of particular relevance to this EA. Here,

² Judge Ezra observes that "[i]t is sufficient to raise substantial questions . . . regarding whether the proposed action may have a significant effect upon the human environment. If such substantial questions are raised, a decision not to prepare an EIS is unreasonable." (emphasis in original) (citations, internal quotations and ellipsis omitted).

Lynn Becones
March 3, 1998
Page 5

significance under these "triggers" is implicated by the fact that the proposed helicopter improvements will at least double the number of helicopter tour companies based at Port Allen. There are currently two operators, Bali Hai and Inter-Island, who use the Port Allen Airport. Draft EA at p. 2-3. The proposed helicopter improvements will, however, result in the construction of four separate side-by-side helicopter hangars and aprons, id. at Fig. 1.1, thereby doubling the number of tour operators that can be accommodated at Port Allen. Indeed, increased use of the airport for helicopter tours is not merely speculative, but rather assured, as three additional operators, South Sea Helicopters, Inc., Island Helicopters, and Will Squyres Helicopter Tours submitted comments during the scoping phase of the environmental assessment requesting that they each be allocated space at the Port Allen Airport when the improvements are constructed.

Expanding the airport from two to four helicopter tour companies will substantially affect scenic vistas and view planes within the areas that the tour operators will visit, for example, Waimea Canyon, Alakai Swamp, and Kalalau Valley. There is no question that these topographic features, along with many other such features located on the west side, have been identified in county and state plans or studies as possessing scenic value. The impact of the proposed helicopter improvements therefore triggers subsection (12) of the criteria set forth at H.A.R. § 11-200-12(b) ("substantially affects scenic vistas and viewplanes identified in county or state plans or studies"), and accordingly requires the DOT to prepare an EIS, rather than merely issuing a negative declaration for the project.

The proposed helicopter improvements also implicate another significance criterion, set forth at subsection (3) ("conflicts with the state's long-term policies or goals and guidelines as expressed in chapter 344, H.R.S. . . ."), as they will conflict with state environmental policies and goals which pertain to the protection of scenic view planes. See, H.R.S. § 344-4(4) (pertaining to protection of open space) and Topliss v. The Planning Commission, 9 Haw. App. 377, 389 (1993) (protection of panoramic views under the state's Coastal Zone Management Act constitutes an appropriate exercise of the legislature's power to impose environmental regulations). Furthermore, a "significant effect" is defined in HEPA as an action which is "contrary to the State's environmental policies or long-term environmental goals . . . as established by law." H.R.S. § 343-2. Again, among these goals is protection of open space, as well as prevention of activity encroachment. H.R.S. § 344-4(4).

In addition, the expansion of the airport to create space for additional helicopter tour operators will curtail the range of beneficial uses of the environment and detrimentally affect ambient noise levels, thereby triggering additional

Lynn Becones
March 3, 1998
Page 6

significance criteria under H.A.R. § 11-200-12(b), including subsections (7) ("involves a substantial degradation of environmental quality") and (10) ("detrimentally affects . . . ambient noise levels"). Here, the impacts will not necessarily occur near Port Allen; they will assuredly, however, occur at the locations visited by the tour helicopters. The environmental impact of helicopter-based tourism on Hawai'i's environment has been well documented and is an issue that DOT is abundantly aware of. Accordingly, we will not repeat what is already well known. Having a base of operations closer to scenic areas such as Waimea Canyon, Alakai Swamp and Kalalau Valley reduces transit time, thereby allowing tour operators to increase the number of trips. Indeed, Island Helicopters' comments point out that permanent improvements at Port Allen will increase helicopter flights to between 100-300 flights per day. There can be no question that the helicopter improvements for the proposed in the EA trigger a number of significance criteria and therefore mandate the preparation of an EIS.

Thank you for this opportunity to comment on the draft Port Allen Airport EA and your proposed negative declaration, as well as to make a record in this proceeding.

Very truly yours,



Arnold L. Lum
Staff Attorney

cc: James G. Dittmar
Edward K. Noda & Associates, Inc.
615 Piikoi Street, Suite 300
Honolulu, Hawaii 96814

Bonnie Lofstedt
Island Helicopters Kauai, Inc.
P. O. Box 831
Lihue, Kauai 96766

ALL/co
f:\becone3.398

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

LB
KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0626

October 6, 1999

Mr. Arnold L. Lum
Staff Attorney
Native Hawaiian Legal Corporation
1164 Bishop Street, Suite 1205
Honolulu, Hawaii 96813

Dear Mr. Lum:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. Our responses to your comments and our answers are listed below:

Proposed Improvements Alternatives

The Proposed Project is to provide facilities at the airport for airport functions, i.e. aircraft hangers. The alternative of moving to Lihue is considered part of the no-action scenario and will be clarified in the Final Environmental Assessment.

Resolution of Substantial Unresolved Issues

A concern was stated that the Ukula peninsula has been identified as one of the places where Hawaiian spirits leap to the netherworld of po. It is agreed that the matter needs further investigation. However the purpose of the "Port Allen Improvements - An Assessment of Historic Preservation Issues," was to determine if the proposed improvements would have any impact on such historic sites. The conclusion of the study is, "There are no known historic sites at the location of the proposed Port Allen Airport Project, which is planned for an area at the eastern end of the airport, mostly within the chain-linked fence that

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

encloses the runway." Additionally, the report states, "...the proposed Port Allen Airport project will have "no effect" on historical sites." All the Hawaiian Islands had sites where spirits leaped to the netherworld of po, and Beckwith cited Hanapepe, Kauai, as one of those, without specifying an exact location. It is therefore our conclusion, that there will be no impact.

The Newell's Shearwater is classified by the U.S. Fish and Wildlife Service as a "threatened species under the Federal Endangered Species Act of 1973." The lights to be installed at Port Allen Airport are in two categories: Runway lights for emergency use and lights associated with the aircraft hangers which will be constructed by others. The runway lights will be designed and installed in accordance with the Federal Aviation Administration criteria and standards. In consultation with the Department of Land and Natural Resources (DLNR), runway lights have not been an attractant to Newell's Shearwaters, probably due to their light frequency and low intensity. Additionally, these lights will be used for emergency only and will not be on for regular night time use. A similar situation developed for Kalaupapa Airport with the proposed emergency runway lights for that project and the problem of attracting Shearwaters. The installation and usage of runway lights was resolved with Federal and State Agencies by having a designated attendant be responsible for turning on the lights when needed. A similar agreement could be used for Port Allen, when an Air Ambulance needs to use the Runway at night.

As for the proposed aircraft hangers to be installed by others, the Department of Transportation, Airports Division (DOTA), will require all outdoor lighting be in accordance with the DLNR design criteria, "*The Newell's Shearwater Light Attraction Problem, A Guide for Architects, Planners and Resort Managers.*" Since the Port Allen Airport is located near to Hanapepe Town and its night lights, the additional light emissions from the aircraft hangers should be negligible. The installation of the lights in accordance with DLNR criteria provides adequate mitigation for the concerns of DLNR.

It is difficult at best to determine the abundance or distribution of Newell's Shearwaters overflying Port Allen since the birds return to their nest after dark and depart before dawn. Any attempt to census the birds without using

night goggles would disrupt the birds normal flight patterns. Therefore, no night time birds counts were made. The above mitigation measures meets the requirements of DLNR.

DOT's Anticipated Finding of No Significant Impact

It is DOTA's position that Port Allen Airport is a public airport operated for the benefit of the public, the State Airport System, and the County of Kauai. DOTA proposes to provide sites for helicopter hangers at the Airport. Two (2) helicopter operators are currently operating at Port Allen and will continue to operate at Port Allen whether the sites are provided or not. It is DOTA's position that airport functions belong at the airport not in Hanapepe Town. The facilities are modest and do provide for some future growth. It is also DOTA's position that the proposed improvements will not stimulate growth in aircraft operations. Any increase in growth will be the result of other economic conditions.

Port Allen is a public airport and will remain operational. It also provides an alternative airfield for Kauai during times of emergency, such as Hurricane Iniki. There are no significant impacts on the archaeological and historical sites. The Salt Ponds will not be impacted, but DOTA will undertake adequate precautions in controlling the dust during construction. The impact on the Newell's Shearwater will be mitigated and is considered negligible.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

FELI WACAORANGDANG

3-4/98

NAME

DATE

COMPANY/ORGANIZATION

ADDRESS

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

I THINK THAT INTER ISLAND HELICOPTER
SHOULD BE ABLE TO OPERATE
OUT OF RURNS FIELD

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Feli Macadangdang

Dear Mr. Macadangdang:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

March 1.1998

Mr. Jerry M. Matsuda, P.E. , Airports Administrator
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Sir,

I attended the public hearing on February 22, 1998 in Hanapepe for the expansion of the facilities at Burns Field at Port Allen here on Kauai.

It was a well attended meeting with many people voicing their opinions.

I have given it much thought and have come to the conclusion that to add any thing to Burns Field would be a mistake. We have a very good facility with improvement to come for all the helicopter companies at the Lihue Airport. There is a tower at Lihue and fire equipment to handle emergencies. What is happening at Burns Field is wrong. The operators out there should be made to use the facilities at Lihue. As far as the emergency work is concerned it was quite clear that the helicopter company had to come into Lihue to pick up the firemen and then go out to the location which could be lots of different spots on the island, not just the Napali Coast near the West side of the island.

It is also quite clear that this improvement is not what the folks in the immediate area want. They enjoy the public park and having a continuous bombardment of helicopters coming and going will ruin their lovely beach park.

Princeville airport falls under the same tent. You are favoring existing companies and opening up a huge can or worms for all of the residence on Kauai who have worked long and hard on trying to see that the helicopters stay at Lihue Airport where they belong.

I hope that you act responsibly on this matter.

Sincerely,

Emily L. McCaig
Emily L. McCaig
2770 Milo Hae Lp
Koloa, Hi. 96756

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0624

October 6, 1999

Ms. Emily L. McCaig
2770 Milo Hae Loop
Koloa, Hawaii 96756

Dear Ms. McCaig:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA), will continue to operate Port Allen Airport for the public good. Port Allen Airport is a public airport and the State of Hawaii cannot discriminate against users at Port Allen.

The State of Hawaii is concerned about the benefits and deficits of the helicopter industry in the State. That is why DOTA undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. The proposed improvements are modest and will allow those airport functions currently being performed off the airport to be located at Port Allen Airport. Port Allen is a public airport and the proposed improvements will provide safe and efficient air transportation facilities for the flying public.

With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns that would avoid noise sensitive areas. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. The Salt Pond Park, the salt makers and Port Allen Airport have coexisted for over 60 years and with the proper controls we can continue to coexist.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Emily L. McCaig
Page 2

AIR-P
99.0634

The purpose of an Environmental Assessment is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely



JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

March 1, 1998

Mr. Jerry M. Matsuda, P.E., Airports Administrator
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Dear Sir,

I am writing regarding the proposed expansion of Burns Field on Kauai.

Since my 22 August letter I have continued to monitor this situation via the news media and by attending the 19 February public hearing held in Hanapepe. I have not changed my mind. I still think it would be a complete waste of funds. How much funding would be necessary is a bit of a guess but certainly a million or more dollars.

Several of the people testifying for this project at the public hearing on 19 February alluded to the fact that this would be just an improvement for the two existing operators, hence, not disturbing the surrounding area any more than at present. This is a very misleading statement. If the expansion should take place there would be no way to stop an influx of others to join in the use of a low cost facility. In fact, other tour companies could not afford to NOT do so. This much more road traffic, helicopter noise, dust and of course, air traffic to and from would be very detrimental to the surrounding community.

Please put the monies available to work making Lihue better and perhaps more user friendly and if you still have a surplus reduce the fee structure hence, hopefully, the reduction would work its way down to the users of the services and then the services would be more attractive.

Thank you for your consideration of my opposition.

Sincerely,


Robert B. McCaig
2770 Milo Hae Loop
Koloa, HI. 96756

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0625

October 1, 1999

Mr. Robert B. McCaig
2770 Milo Hae Loop
Koloa, Hawaii 96756

Dear Mr. McCaig:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division, (DOTA) will continue to operate Port Allen Airport for the public good. Port Allen Airport is a public airport and the State of Hawaii cannot discriminate against users at Port Allen.

The proposed improvements at Port Allen Airport are modest and will allow those airport functions currently being performed off the airport to be located at Port Allen Airport. Since Port Allen is a public airport, it has been determined that the proposed improvements are in concert with the airport.

With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns which would avoid noise sensitive areas. As a result of concerns raised at the public hearing an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pans and the Salt Pond Park, the helicopter noise was within the background noise levels. This Study will be included in the Final Environmental Assessment (EA). We also plan to pave the coastal access road at the east end of the peninsula to control dust. The Salt Pond Park, the salt makers and Port Allen Airport have coexisted for over 60 years and with proper controls we can continue to coexist.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Robert B. McCaig
Page 2

AIR-P
99.0625

The purpose of an EA is to allow government to give a systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda and Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Delphin Mills : 19 Feb 98
NAME : DATE

PMRF
COMPANY/ORGANIZATION

P.O. Box 128
ADDRESS

Kekaha HI 96752
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I support the proposal to increase Burns Field's facilities. The arguments against that I heard during the hearing were based mostly on moving the helo operation to Live, Preserve^{ation} of the Environment, Salt Pond protection, Hawaiian Nationalist Movement. The operation exist already. Changing the airport will not change these things. Increased Dust is not a factor, the ~~be~~ beauty of the island will not be affected. The bottom line is ~~that~~ ~~the~~ economics. By allowing the operations to have hanger facilities will be a good for everyone.

D.C. Mills

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0641

October 6, 1999

Mr. Delphin Mills
P. O. Box 128
Kekaha, Hawaii 96752

Dear Mr. Mills:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA), will continue to maintain and operate Port Allen Airport for the public good.

The Salt Pond Park, the Salt Pond Pans, and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Delphin Mills
Page 2

AIR-P
99.0641

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any other questions you may have.

Sincerely,

David Young
for JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

March 10, 1998

Mr. Jerry Matsuda, Airports Administrator, State of Hawaii
Department of Transportation, Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819

RE: Port Allen Airport Draft Environmental Assessment

Aloha. My name is Judith Puanani Naumu-Stewart. I am a retired teacher with the State of Hawaii, Department of Education. I am a Native Hawaiian as defined in the Hawaiian Home Land Act, of 1920, as amended. I live on Hawaiian Home Lands in Kekaha, Kauai, Hawaii and I have a Pastoral lease in Puu Opae, Kauai, Hawaii. Being affiliated with the Stake Council of Hawaiian Homesteads Associations, that consist of 22 homestead associations throughout the state, I am the Director of Finance. Also, I am the President of the Ahupuaa o Kauai, consisting of Anahola Hawaiian Land Farm Association, Anahola Hawaiian Homestead Association, and Kekaha Hawaiian Homestead Association. I am also on the County General Plan Update Advisory Committee.

I am in opposition to the Port Allen Airport. This area is an important place for the Native Hawaiians (aboriginal people of Hawaii). Their history and culture is very important and it has been desecrated when the State of Hawaii gave this area in an Executive Order for the military to pitch camp during World War II. The Salt Ponds Pans have been cut in half because of the runway running from Lihue to Mana. The traffic going to the parking at the airport and beach goes to the Salt Pond Beach are causing a lot of dust to the pans. The aircrafts that use this airfield also cause dust for the pans.

The Lihue Airport has lots of room for the two helicopter companies in Hanapepe to be located there. There seem to be a concern about Interisland Helicopter in doing rescue. It would be perfectly fine if it were in Lihue, because from Hanapepe, the aircraft has to fly to the Kukui Grove area to pick up an officer to fly with him whether it be a police or fireman whatever the situation may be. The State has spent a lot of money to accommodate the helicopters. Why should the taxpayers spend \$500,000.00 to accommodate one helicopter operator when there is ample room at the Lihue Airport. By having all the helicopters at the Lihue Airport, the Department of Transportation will be able to keep check on them so that no illegal activities can occur.

I do not want to have a situation like they have at the Hanalei boating. This would be a catastrophe if you were to allow this to happen.

At the February 19, 1998, hearing at the Eleele School, sixteen spoke in favor and twenty four spoke in opposition. Of the opposition speakers, three spoke for their organization: Hanapepe Alliance, Lihue Helicopter Association, Hawaiian Lua Club, and the Salt Pond Pans Association. With this participation in opposition, I assume that the State will not construct this plan. Being that this is ceded land, no Native Hawaiian had the opportunity to have an input to this plan. Therefore, this plan needs to be reviewed with participation from beneficiaries.

Mahalo for allowing me to address this issue.


Judith Naumu-Stewart
P.O. Box 40
Kekaha, Kauai, Hawaii 96752

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0629

October 6, 1999

Ms. Judith Naumu-Stewart
P. O. Box 40
Kekaha, Hawaii 96752

Dear Ms. Naumu-Stewart:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements to Port Allen Airport. Our responses to your comments are listed below.

The Department of Transportation, Airports Division (DOTA), recognized the significance of the Salt Pond Pans and undertook the transfer of the Pans from Port Allen Airport to the Department of Land and Natural Resources, where they could be better managed. DOTA also authorized International Archaeological Research Institute, Inc., to complete an archaeological, historic and cultural study of the Port Allen Airport and its environs. The results of that study were included in the Appendix of the Draft Environmental Assessment (EA). DOTA is committed to working with Hui Hana Paakai o Hanapepe to develop a mitigation plan to further protect the Salt Pond Pans from present airport operations. Additionally, DOTA will pave a portion of the airport access road at the east end of the airfield to alleviate dust. This road is also used for access to the peninsula.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the DOTA will continue to operate Port Allen Airport for the public good.

The purpose of the proposed improvements, as discussed in the Draft EA is to provide four (4) lease lots for helicopter hangers and other infrastructure improvements. Port Allen Airport is a

Hana Like Nu Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Judith Naumu-Stewart
Page 2

AIR-P
99.0629

public airport and the proposed improvements are modest and will allow those airport functions, currently being performed off the airport, to be relocated to Port Allen Airport and allow for some future growth.

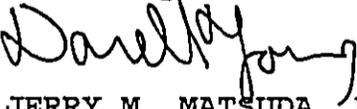
DOTA is concerned about the helicopter activity in the State and that is why the Airports Division undertook the Hawaii State Helicopter Plan in 1989, which includes the Helicopter Master Plan for Port Allen Airport. With the proposed improvements, DOTA will, to the extent possible, request that the operators at the airport develop voluntary flight patterns which would avoid noise sensitive areas.

At the Public Informational Hearing held on August 13, 1997, several speakers who identified themselves of Hawaiian ancestry spoke on the subject of the proposed improvements and their concerns. Additionally, at the Public Hearing on February 22, 1998, some of the same speakers and other speakers, who identified themselves as of Hawaiian ancestry, gave testimony on the project. The Office of Hawaiian Affairs has also submitted comments on the Draft EA.

The purpose of an EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,



for JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

JERRY MATSUDA
AIRPORTS ADMINISTRATOR
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BLVD, SUITE 700
HONOLULU, HI 96819

DEAR SIR:

I WOULD LIKE TO SEE A HELIPORT AT BURNS FIELD IN HANAPEPE, KAUAI BECAUSE I THINK IT WOULD HELP THE COMMUNITY WITH JOBS THAT ARE BADLY NEEDED FOR THE WESTSIDE RESIDENTS LIKE MYSELF. I AM ALSO THINKING ABOUT THE FUTURE GENERATIONS THAT WILL BENEFITS FROM THE DECISIONS MADE THIS YEAR.

I HOPE INTERISLAND HELICOPTER CAN MOVE THEIR COMPANY TO THE BURNS FIELD AREA BECAUSE I KNOW THEY DO A VERY GOOD JOB WITH TOURS AS WELL AS COMMUNITY SERVICES IN RESCUEING PEOPLE IN NEED.

MAHALO,

Lily Ng

LILY NG

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Ms. Lily Ng
P. O. Box 113
Kalaheo, Hawaii 96741

Dear Ms. Ng:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda". The signature is written in dark ink and is positioned above the typed name of the signatory.

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

Nonaka, Edward T. 2-21-98
NAME DATE

dba E.T. Nonaka & Son Trucking
COMPANY/ORGANIZATION

P.O. Box 629
ADDRESS

Hanapepe, Hawaii 96716
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I am in favor of the Port Allen
airport with some necessary improve-
ments.

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0597

September 27, 1999

Mr. Edward T. Nonaka
E.T. Nonaka & Son Trucking
P. O. Box 629
Hanapepe, Hawaii 96716

Dear Mr. Nonaka:

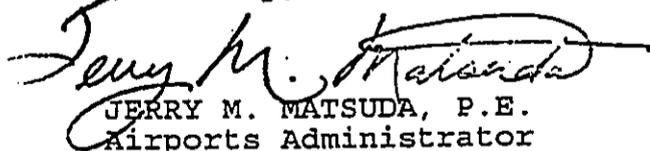
Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community. I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

February 21, 1998

Jerry Matsuda
Department of Transportation, Airport Division
Honolulu International Airport
400 Rodgers Blvd., Suite 700
Honolulu, Hawaii 96819

Dear Mr. Matsuda:

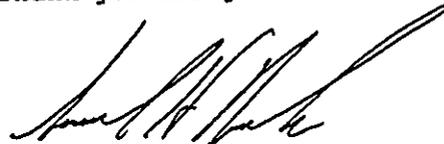
I'm a resident of Hanapepe that is in favor of limited development at the Port Allen airport. I believe there must be a balance between past cultural issues and the future needs on our community and our children.

Native Hawaiians have collected salt for centuries at Port Allen. We should preserve the salt pond. However, I know we can preserve and built for the future at the same time. We should be proud of our native history but what will our children say of us if we don't take the steps to built a economic base that will support them and their families.

We must learn to support both business and the environment for the benefit of our children, community, and economic future of Kauai.

I feel we should limit the development of the Port Allen Airport to the companies that are already there and operating. That must be made clear to all. That fact was not clear at the February 19 town meeting. It is not a matter of Helicopter versus Salt Pond. It is a matter of preserving the past and building for the future.

Thank you for your time,



Samuel Nowden

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAHI
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-7
99.0630

October 6, 1999

Mr. Samuel Nowden
P. O. Box 697
Hanapepe, Hawaii 96716

Dear Mr. Nowden:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your written comment for the Port Allen Airport Draft Environmental Assessment (EA). Your support for the proposed improvements is appreciated. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport for the public good.

DOTA has recognized the unique historic value of the Salt Ponds Pans and undertook the actions necessary to transfer the Salt Ponds from DOTA to the Department of Land and Natural Resources for their control and management. DOTA will work with the Hui Hana Paakai o Hanapepe to develop and mitigation measures for the current and future airport operations. DOTA is concerned with the growth issues of West Kauai and for this reason DOTA has proposed development at Port Allen Airport which is consistent with the existing airport operations.

The Salt Pond Park, the Salt Pond Pans and Port Allen Airport have coexisted for over 60 years and I believe with the proper controls they can continue to coexist.

The purpose of an EA is to allow government to give an systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

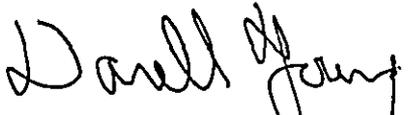
Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Mr. Samuel Nowden
Page 2

AIR-P
99.0630

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

for 
JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

JERRY MATSUDA, AIRPORTS ADMINISTRATOR
STATE OF HAWAII-DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGER BOULEVARD SUITE 700
HONOLULU, HI 96819

DEAR SIR:

I AM WRITING IN SUPPORT OF THE PROPOSED PLAN AT BURNS
FIELD AIRPORT IN HANAPEPE, KAUAI. PROCEEDING WITH PLANS TO
IMPROVE INTERISLAND HELICOPTER FACILITIES WOULD BE A BENEFIT
TO THE COMMUNITY IN MANY WAYS. THEY PROVIDE MANY RESCUE
SERVICES AS WELL AS FIREFIGHTING ASSISTANCE THAT IS NOT
AVAILABLE ELSEWHERE AND AS READILY AVAILABLE. AS A POLICE
OFFICER WITH THE KAUAI POLICE DEPARTMENT, I KNOW THIS TO BE A
FACT.

I COULD SEE NO PROBLEMS WITH THE ENVIRONMENTAL ASSESMENT.
I AM IN FAVOR OF PERMANENT HELIPORT FACILITIES AT PORT ALLEN /
BURNS FIELD.

SINCERELY,



CARL R. OLIVER

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Mr. Carl R. Oliver
4315 Palama Street
Kalaheo, Hawaii 96741

Dear Mr. Oliver:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

JERRY MATSUDA
AIRPORTS ADMINISTRATOR
STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGER BLVD SUITE 700
HONOLULU, HI. 96819

FEBRUARY 24, 1998

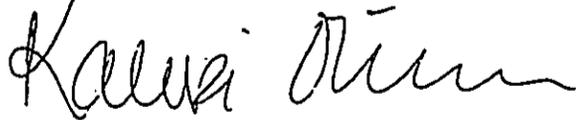
DEAR SIR:

THANK YOU FOR THE OPPORTUNITY TO WRITE YOU ABOUT THE PROPOSED HELIPORT AT BURNS FIELD IN HANAPEPE, KAUAI. AS A RESIDENT OF THE WESTSIDE OF KAUAI, I AM IN FAVOR OF A HELIPORT AT BURNS FIELD. IT WOULD HELP CREATE SOME BADLY NEEDED JOBS FOR THE RESIDENTS OF THE WESTSIDE AND ALSO HELP THE EXISTING BUSINESS THAT ARE STRUGGLING TO SURVIVE.

I KNOW THAT INTERISLAND HELICOPTER PROVIDE A NEEDED SERVICE TO THE COMMUNITY THRU RESCUE TO PEOPLE IN NEED AND HELPING TO PUT OUT FIRES.

I HOPE THE HELIPORT WILL BE ABLE TO BE BUILT TO HELP OUT OUR COMMUNITY.

SINCERELY,



KALEKI L. OLIVER

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Ms. Kaleki L. Oliver
4315 Palama Street
Kalaheo, Hawaii 96741

Dear Ms. Oliver:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

BERRY NATSUDA
AIRPORTS ADMINISTRATOR
STATE OF HAWAII-DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BLVD. SUITE 700
HONOLULU, HI 96819

DEAR SIR,

I AM IN FAVOR OF HAVING A HELIPORT AT BURNS FIELD IN HANAPEPE, KAUAI.
I THINK IT WOULD BE A POSITIVE INFLUENCE FOR THE WESTSIDE. AN INCREASE IN
ACTIVITY IN THIS AREA WOULD BE HELPFUL FOR MANY BUSINESSES. HAVING WORKED IN
IN HANAPEPE FOR SIX YEARS FOR THE STATE OF HAWAII, I KNOW A LOT OF PEOPLE
WOULD BENEFIT FROM A HELIPORT IN THAT AREA.

I HOPE BY WRITING THIS LETTER, IT WILL FIND FAVOR TOWARD DEVELOPING THE BURNS
FIELD FOR A HELIPORT.

THANK YOU FOR YOUR TIME.



SYLVIA OLIVER

2/25/98

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0593

September 27, 1999

Ms. Sylvia L. Oliver
4315 Palama Street
Kalaheo, Hawaii 96741

Dear Ms. Oliver:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script, reading "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

*Margy Parker & Assoc.
4400 Kai Ikena Dr.
Kalaheo, HI 96741*

February 27, 1998

Mr. Jerry M. Matsuda, P.E. Airport Administrator
State of Hawaii Department of transportation, Airports Division
Honolulu International Airport
400 Rogers Blvd., Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda,

This is a follow up to my verbal testimony at the public hearing regarding the proposed improvements at Burns Field. I must say I was not surprised at the substantial majority of people and groups who oppose this improvement. I am writing these comments as a private citizen. However, I would like to say that I am a former member of the State's Citizens Technical Advisory Committee for the Hawaii State Helicopter System Plan and I am the former Kauai citizen's representative on the Hawaii Helicopter Operators Technical Advisory Task Force.

My comments are as follows:

- The Environmental Assessment (EA) is flawed in forecast numbers. The forecast numbers for flight operations in the year 2,000 and beyond are based on operation numbers from 1992. In 1992, Kauai lost one-third of its visitor business due to Hurricane Iniki. It is then reasonable to calculate that the 1992 numbers of 12,000 operations would have more likely been 18,000 had the island not been shut down almost the last third of the year. With 18,000 being a more correct number and with the Airports Division proposing to provide four spaces for helicopter companies, it seems likely that the future forecast (if the improvements are in place) would be 36,000, or 100 operations a day. As stated and written, a number of helicopter operators would want a permit for one of the four spaces.
- The Environmental Assessment noise level measurements reflected below normal numbers of operations. The three days during which noise level measurements were taking place, produced a total of 62 operations by helicopter operators. On a daily average, this is well below even the 1992 averages (the year we lost a third of our business). At the public hearing a Salt Ponds Park lifeguard testified that during that three day test period, the airport was unusually quiet, and the flight patterns normally followed by one of the operators was not being used. Perhaps the operators knew the test was going on.
- The Environmental Assessment does not discuss the impact of increased flight

Jerry Matsuda
February 27, 1998

Page Two

patterns over Kalaheo, Brydeswood Terrace, Eleele Nani, Numila or Hanapepe Heights. The document comments that the take off and landing patterns of the pilots could be subject to input by the DOTA, but there is no statement as regards over-flights of the surrounding communities.

•The results of all the discussions held on the helicopter system plan committees upon which I served were that all helicopter operations should be centered at Lihue Airport. This is why the concept of the Inland Heliport was thrown out. Majority opinion held that satellite heliports would not be good for Kauai.

•I have personally polled Bali Hai Helicopters, Island Helicopters, Ohana Helicopters, Jack Harter Helicopters and Will Squyers Helicopters. None of them favor this improvement.

In closing, from the public testimony given at that hearing, it was plain that the majority opposed the Burns Field Improvements (I believe 24 testified in opposition, 14 in favor). It appeared that the majority also favored centralization in Lihue. It was also interesting to note that the Hanapepe Economic Alliance Board of Directors voted unanimously in opposition to this project. In addition I understand that now only one helicopter company favors these proposed improvements partially to improve rescue operations. However, I wonder at the prospect of a Lihue operator one day winning the contract from the County. So, I believe it would be a grave dis-service to the people of Kauai to proceed with these plans. It sets a dangerous precedent as regards satellite heliports. I think that the State Airports Division would better serve Kauai by concentrating their resources in Lihue.

Mahalo and aloha,



Margy Parker
808.332-9339

c - Representative Bertha Kawakami
Representative Ezra Kanohe
Senator Lehua Fernandes Salling
Congresswoman Patsy Mink
Senator Daniel Inouye
Mayor Maryanne Kusaka
Dee Crowel, Kauai County Planning

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0636

October 6, 1999

Ms. Margy Parker
4400 Kai Ikena Drive
Kalaheo, Hawaii 96741

Dear Ms. Parker:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements for Port Allen Airport. The following are responses to your comments. At this time, the proponents and opponents of the proposed improvements appear to be evenly divided.

Our forecast for Port Allen Airport was based upon the Update of Hawaii Aviation Demand Forecast dated October 1994. This Update was a Statewide forecast to account for the total aviation system demand within the State Airport System. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of the reduction in tourism caused by Hurricane Iniki, we believe that the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. It should be noted that during the noise monitoring at Port Allen in August 1997, only 62 helicopter operations were recorded for three (3) days with a total of 70 operations for the time period. As a result of concerns raised at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at Salt Pans and the Salt Pond Park the helicopter noise was within background noise levels. This Study will be included in the Final EA. Therefore, we do not foresee a significant increase of future helicopter operations at Port Allen, particularly since the proposed improvements are for the present helicopter operators at the airport.

The noise we recorded by helicopters was compatible with current land uses in the airport environs based upon Federal and State

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Margy Parker
Page 2

AIR-P
99.0636

Guidelines. DOTA will, to the extent possible, request that the aircraft and helicopter operators at the airport develop flight patterns which will avoid noise sensitive areas.

The purpose of the EA was to address environmental impacts associated with the proposed improvements at Port Allen Airport. We are continuing to address the impact of helicopters on the State of Hawaii and particularly in the natural areas. In our Hawaii State Helicopter System Plan, we addressed the need for helicopter facilities at State Airports with consultation with the public. The System Plan provides for the majority of Kauai's helicopter facilities to be provided for at Lihue Airport, and developed the Helicopter Master Plan for Port Allen Airport. It is a portion of this Master Plan we plan to implement at Port Allen.

Port Allen is a public airport and the State of Hawaii cannot discriminate against users at Port Allen Airport. Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was closed. Therefore, the Department of Transportation, Airports Division, will continue to maintain, operate and provide facilities for Port Allen Airport aircraft operators and the public good.

I appreciate the time you have taken to testify and to write a comment letter on this project. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any additional questions you may have.

Sincerely,

for 
JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

Thursday, February 19, 1998

Leah K. Pereira
P.O. Box 31
Waimea, Kauai, Hi.

Jerry Matsuda
Airports Administrator
State of Hawaii
Department of Transportation
Airports Division
400 Rodgers Bl. Suite
Honolulu, Hawaii

Dear Mr. Matsuda,

Please vote **No** to the proposal to begin extensive tour helicopter operations out of Burns Field.

Vote **NO** to Four 4,500 Sq. Ft. lease Lots for hangars and aprons.

NO to Two 3,600 Sq. Ft. Fixed wing Tie-down areas and associated Taxi Lane.

NO to Public comfort stations and Department of Transportation maintenance shed.

NO to Public and Employee Parking

NO to Runway Lights for Emergency use.

Instead use the moneys to create this similar proposal at the three sites that already exists on Kauai.

PMRF Barking Sands, Lihue Airport And Princeville, Hanalei. The sites are there to be used and you will be able to monitor the operations.

This area was always an ancient site, practices of salt mining have been going on for generations. the ponds that are now covered over by the landing strips will never again be used by the families who worked them. Yes, they still live here today. Sadly their children will not be able to carry on their legacy.

If this proposal and plans become a reality, the people of the west side of our island will soon be faced with a very soon to be loss of their recreational playgrounds and traditional salt minings. (Because the overcrowding and dusts and comfort stations will not go well with the salt mines. as it is there are very few areas today where it is safe and clean enough to make salt.) Also people from the west side don't have any more beach areas to go to. Every where is taken up by Large land owners who post no Trespassing signs on their roads that lead to the west side beaches.

Another Idea to consider is this. Tourists come to this island of Kauai to see the old ancient ways and undeveloped island and not to see more shopping centers and more airports. **KEEP THE (RUBBISH) OUT OF OUR PONDS!**

MAHALO,



Leah K. Pereira
Beneficiary of Prince Kuhio's Trust.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0637

October 6, 1999

Ms. Leah K. Pereira
P. O. Box 31
Waimea, Hawaii 96796

Dear Ms. Pereira:

Subject: Draft Environmental Impact Statement
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our response to your comments are listed below:

The purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with current level of operations at Port Allen.

Port Allen provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen for the public good.

The Pacific Missile Range Facility, Barking Sands Airfield is a military facility. At this time, we do not know of any plans to allow for joint military/civilian usage of that facility. However, if the facility becomes available, we would certainly evaluate the future of Port Allen Airport.

DOTA will meet the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations. DOTA recognized the importance of the Salt Ponds by transferring the Ponds from the Airports Division to the

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Leah K. Pereira
Page 2

AIR-P
99.0637

Department of Land and Natural Resources. The Salt Pond Park, the Salt Ponds, and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

The purpose of an Environmental Assessment is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participated in the planning process that may affect the community.

I appreciate the time you took to express your concerns on the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,



for
JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

ROBBIE W. RENEAU 2-19-98
NAME DATE

RESIDENT
COMPANY/ORGANIZATION

2865 LUINA STREET
ADDRESS

LIHUE HI 96766
CITY STATE ZIP CODE

COMMENTS/REQUEST:

I WISH TO SPEAK IN FAVOR OF THE PROPOSAL AS PRESENTED, IT WOULD SERVE THE COUNTY IN SEVERAL WAYS. NOW HELICOPTERS ARE HANGARED AWAY FROM AIRPORT. MOVING THEM TO THE AIR PORTS IS NOT SAFE FOR VEHICLE MOVEMENT DURING THIS TIME. EMERGENCY SUPPORT IS DELAYED BY NOT HAVING CHOPPER ON THE AIRPORT. 15 TO 20 MINUTES ARE A LONG TIME WHEN YOU ARE HURT AND NEED THIS SERVICE. THE AIRPORT SEEMS TO BE FAR ENOUGH FROM TOWN NOT TO CAUSE MUCH NOISE, DUST OR TRAFFIC. IT WOULD HELP TO GET MONEY MOVING ON THE WESTSIDE. IT COST US MONEY TO KEEP UP THE PROPERTY SO LET US USE IT TO PAY THESE FEE'S.

Robbie W. Renau

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Robbie w. Reneau
2865 Luina Street
Lihue, Hawaii 96766

Dear Mr. Reneau:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALEXANDRIA
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

CLAYTON SAKAHASHI 2/23/98
NAME DATE

COMPANY/ORGANIZATION

Box 546

ADDRESS

Honolulu

HI

96716

CITY

STATE

ZIP CODE

COMMENTS/REQUEST:

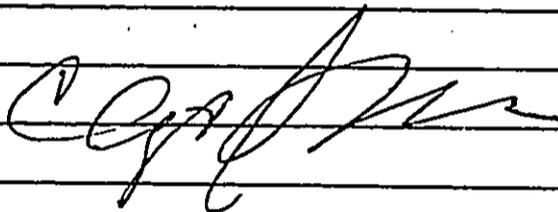
WHAT IS A LIFE WORTH?

THE LIFE SAVING POTENTIAL OF KEN'S

OPERATION IS WORTH IT. PLEASE

CONSIDER HIS REQUESTS TO IMPROVE

HIS FACILITIES.



Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Clayton Sakahoshi
P. O. Box 546
Hanapepe, Hawaii 96716

Dear Mr. Sakahoshi:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha



Kaua'i Group of the Hawai'i Chapter
Post Office Box 3412
Lihu'e, Kaua'i, Hawai'i 96766

Jerry Matsuda, Airports Administrator
State of Hawai'i
Department of Transportation
Airports Division
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819

Dear Mr. Matsuda,

Re: Port Allen Airport (Burns Field) Hanapepe, Kaua'i

The Sierra Club, Kaua'i Group, does not support the proposal to make improvements to the Port Allen Airport for the following reasons:

It would increase operations to 36,000 a year. Projections calculated in the EA were based on the number of operations in 1992 after Hurricane Iniki, which were down 2/3 from normal. In a normal year there would have been 18,000 operations. Additionally the future forecast did not take into account that there would be a doubling of projected figures with four helicopters. If other helicopters are added, which could very well happen at the discretion of the airports manager, there is a potential for an even greater increase in the number of operations.

The Hanapepe community does not want the improvements to the airport. Even at the present level of operations, the community feels a negative impact affecting their peaceful use and quiet enjoyment of Salt Pond Beach. Several people testified that such was their plight at the February 19, 1998 public hearing with upward to 90% of the 200 people present responding with applause to the presenters in clear agreement with their testimony. The business people in Hanapepe, as well, stated that they prefer tranquility at Salt Pond Beach to financial gain derived from helicopter tour clientele visiting their shops.

The native Hawaiian community opposes it. The traditional art of salt making would be disturbed after centuries of working the adjacent salt pans. The Salt Ponds which were diminished when Port Allen airfield was constructed, would be further compromised by the increase in run off from the airfield

and by dust pollution. The fact that the Salt Ponds have been on the Hawaii Register of Historic Places since 1974, are ceded lands, and are a vital part of a living Hawaiian tradition should be reason enough to protect this location from further intrusion.

In the 1980's the Sierra Club participated in the Citizens Technology Advisory Committee for the Helicopter System Plan which determined that all helicopter operations should be based in Lihue, and did not support satellite heliports. Our position remains the same.

Please give these considerations the utmost regard they deserve in making your decision.

Thank you,

Judy Dalton

Judy Dalton
Conservation Chair
Sierra Club, Kaua'i Group

DEPARTMENT OF
TRANSPORTATION
AIRPORTS DIVISION
'98 MAR -3 P2:21
STATE OF HAWAII

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0639

October 6, 1999

Ms. Judy Dalton
Conservation Chair
Sierra Club, Kauai Group
P. O. Box 3412
Lihue, Hawaii 96766

Dear Ms. Dalton:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter concerning the proposed improvement for Port Allen Airport. Our responses to your comments are listed below:

The projection of aircraft operations were forecast in relation to future demand at the airport. In other words, even if the proposed improvements are not built, the forecast of future aircraft operations at Port Allen would remain the same as in the Environmental Assessment (EA). As stated in the EA, an increase of aircraft operations would be from other economic demands. A case in point is Hilo International Airport, which after Honolulu International Airport, is one of the State's largest airport and is not operating at capacity. Our forecast for the Port Allen Airport EA was based upon the Update of Hawaii Aviation Demand Forecast dated October 1994. This update was Statewide forecast to account for the total aviation system demand. Since Port Allen Airport does not have an Air Traffic Control Tower, we depend upon the airport operators for much of our data. In view of Hurricane Iniki, we believe the forecast of aircraft operations for Port Allen was liberal and should be considered as a optimistic case. It should be noted during recent noise monitoring at Port Allen in August 1997, only 70 operations were recorded for three days.

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Judy Dalton
Page 2

AIR-P
99.0639

Port Allen Airport provides a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, the Department of Transportation, Airports Division (DOTA) will continue to maintain and operate Port Allen Airport. The proposed improvements will provide for aircraft maintenance facilities at the airport with room for modest expansion. With a full time attendant at Port Allen, we will be better able to work with the airport operators to maintain flight paths which will provide minimal noise disruption.

DOTA has recognized the value of the Port Allen Salt Ponds and transferred them to the Department of Land and Natural Resources. DOTA is committed to working with the Hui Hana Paakai o Hanapepe to develop a mitigation plan to further protect the salt pond from present airport operations. Additionally, all drainage from the airport will remain within the airport boundary. The Port Allen Airport is located mostly on ceded lands and as such a public use facility is a permitted use of ceded land.

The Hawaii State Helicopter System Plan dated April 1989, recognized Port Allen Airport as a base for helicopter operations on Kauai, and within the System Plan is the Helicopter Master Plan for Port Allen Airport. It is our intention to develop a portion of that Master Plan to serve the present users of the airport.

The Salt Pond Beach Park, the Salt Pond Pans, and Port Allen Airport have coexisted for over 60 years and with proper controls I believe they can continue to coexist.

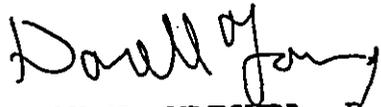
The purpose of the EA is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process also assures the public the right to participate in the planning process that may affect the community.

Ms. Judy Dalton
Page 3

AIR-P
99.0639

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak at (808) 838-8821 to clarify any further questions you may have.

Sincerely,



for JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associate, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

March 9, 1998

Testimony On The Proposed Hanapepe Burns Field Heliport Expansion

To Whom It May Concern;

On the evening of February 19, 1998, I attended a public meeting at Ele`ele school on Kaua`i regarding the proposed Salt Pond Heliport Expansion. I listened with interest as the various speakers expressed their heartfelt sentiments in their testimony on this proposal. I also took the opportunity to stand up and share my initial response to the proposed expansion as well. These past few weeks I've been mulling over some of the points that were brought up in that public forum and I would like to take this opportunity to share with you some new observations and ideas that have come to mind.

That night at Ele`ele school, I made note of the people who stood up to speak, whether they were for or against the proposal, and what their affiliation was. It seemed to me that by and large those who spoke in favor of the heliport expansion were in some way directly connected to the two helicopter companies who initiated the proposal. For the most part they were either people who work for or with the companies. These included pilots, mechanics, fire rescue personel, grounds crew, and family members of these people. Whereas those who opposed the expansion represented a very wide cross section of people from all walks of life : business people, Native Hawaiians, people involved in the visitor industry, the Lihue helicopter tour companies, residents of Hanapepe, Hanapepe Heights, Ele`ele, other areas of the westside, the south shore, and from various locations around the island as well.

Over and over again this vast assortment of people spoke of their fears, misgivings, opposition, and down right outrage over the proposed Salt Pond heliport expansion. All of their testimony was documented by a stenographer and should be on record, so I don't need to reiterate the many points of concern that were brought up. Suffice it to say that I hope you will pay attention to these dessenting voices and not brush them off as insignificant, for they truly are not. In fact I believe that you will find that they are only the tip of the iceberg of a very large portion of the population of this island who will end up being extremely bitter and frustrated if the state insists on forging ahead with this ill conceived, divisive and destructive plan. During these past few weeks since the Ele`ele school meeting, I have brought up the topic of the heliport expansion to an assortment of people that I have come in contact with (residents and visitors alike), to get their take on the proposal; and I can tell you that the common response that I heard over and over again was adamant opposition to the plan and disbelief that the State would even consider such a proposal.

If there is a problem that needs to be solved it seems to me that the State like anyone else would probably prefer to solve it in the easiest way possible, with the least amount of negative fallout, and the least amount of money spent. Especially in these lean economic times, that last factor I'm sure is of costant concern.

So with that in mind, I ask that you read and consider the following ideas and suggestions and see if there might not be an easier less costly solution to this controversy that may ultimately provide more of a win/win result now and into the future for all concerned.

One of the main reasons given for the plan is the need to improve Inter island Helicopter's emergency and rescue response capabilities. If this is truly a legitimate concern, then I would ask that you explore the suggestion that was offered by a number of the speakers at Ele`ele School. Namely to relocate the heliport facility to an area adjacent to PMRF and establish a symbiotic working relationship with the base that would allow Inter island Helicopters to enjoy some of the existing benefits and facilities already in place at the base. Such as: a secure facility, air traffic control, and Crash, Fire and Rescue personel and paramedics near at hand for emergency rescues, or in case the helicopter itself runs into difficulty and needs assistance.

The Green Harvest program that Inter Island Helicopters participates in, also seems like it would be well served being on or near a federal facility such as PMRF. In addition this location would alleviate the problem of over flights in residential areas, as the helicopters could take off and fly directly over cane fields to access Waimea Canyon and points beyond. This location would also position the helicopter tour companies ideally for the proposed future development of the west side into more of a visitor destination by the Kikiaola Land Co. and Gay and Robinson Inc., as well as access to the current volume of visitors who drive on a daily basis out to see Polihale and Koke'e state parks. From this site they could continue to be a draw to bring visitors to the west side and do their part to contribute to the economic revitalization of this area as they have stated is their intent.

It was also brought up at the meeting that this type of symbiotic relationship between a military base and a commercial airport facility is not unheard of, and in fact, functions quite well on Oahu where it is currently in place. For all intents and purposes this alternative concept seems to alleviate a lot of the concerns voiced at the meeting, as well as add a number of extra benefits that are not available or possible at the proposed Salt Pond Heliport expansion site. I therefore urge you to seriously investigate the viability of this suggestion before going any farther with the Salt Pond Heliport expansion proposal.

The next and very real issue is concern over the possible damage, degradation, and ultimate destruction of an incredibly unique and remarkable archaeological and geological site, namely the Salt Pans adjacent to the proposed Heliport expansion site. This is no small matter and should not be casually written off as was the case in the report prepared by Edward K. Noda & Associates of Honolulu, in which it was stated that no environmental impact statement is necessary for the project to go ahead, and that the project should have no significant impact on the environment. I don't know what data they used to come to that conclusion, but I can tell you from very real first hand experience, that there is indeed a significant negative environmental impact on the area as a result of the helicopter's presence. This is not something that the casual observer would be aware of, especially if they are only driving through the area; but if, like myself, you spend extended time in the area on foot, you are all too aware of the negative impact.

Let me explain... I like to jog in the mornings. And the circuit created by Ka'alani, Kuikolo, Lele, and Lokokai roads lends itself to being an ideal area to run around. It is visually appealing, peaceful, and for the most part pleasant, except when there is a helicopter on the ground in between tours, idling its engines as it loads and unloads its passengers. Then if one happens to have the misfortune of running down wind of the prevailing tradewinds on Kaalani and Kuikolo roads at that particular time, one is subjected to the reality of vast quantities of helicopter exhaust in ones' lungs as it wafts along the ground down the road and over the Salt Pan area. This can be an extremely unpleasant and literally nauseating experience. Although I don't know all the chemical components that are contained in helicopter fuel exhaust, I bet I wouldn't be too far off in assuming that they are probably quite toxic and should not be allowed to waft over and settle on an area that produces a food product for human consumption. I also would like to point out that this present negative impact exists with the current two helicopter companies and their two or three helicopters that fly out of the Salt Pond area at this time. If hangers and pads are built to accommodate four or more companies and their multiple helicopters, as well as other light aircraft; what then of this question of vastly increased levels of toxic exhaust and its residue in the Salt Pans? Will it be a case of "OOPS!" "sorry, we forgot to factor that into the equation and now it's too late?"

"What a shame that this unique cultural site (THE ONLY ONE OF ITS KIND IN THE STATE), has been rendered unusable; but we can't help that now. We've spent all this money on the new heliport facility, and we're afraid there is nothing that can be done." What a sad state of affairs, but you can almost see the writing on the wall, that this scenario will unfold in some form or another if this heliport expansion proposal is put through.

This proposal totally ignores the very real fragility of the Salt Pans. This extremely unique, one of a kind cultural, historical, and archaeological treasure is on the verge of being lost forever as a result of short sighted planning and vision. Please allow me to take this opportunity to share with you a slightly different vision. One that would finally recognize the incredible treasure that the Salt Pan area is, and encourage the blossoming of the potential that it holds educationally, economically, and culturally for the residents of the Westside in particular, and the people of Kaua'i as a whole. So with that in mind, let us project into the future a "What if..." scenario.

What if... there were no more helicopters at Salt Pond. What if they were somehow relocated to an area that was more ideally suited to their needs, providing them better access to already existing safer facilities, while mitigating community concerns and opposition... Then what do you do with Burns Field and the Salt Pan area? It's empty now... Do you wait for the next entrepreneur developer to come along with their latest idea for development and have to rally community opposition once more if the new proposal is deemed inappropriate for the area? Or do you finally take a good long hard look at the area and assess all of its inherently unique aspects and see what can be done in communion with those unique qualities to bring about greater good for the community as well as nurturing and protecting the area itself.

What if we actually did that? What would we see? ...When I look at that area, I see a place that holds incredible potential. With the Salt Pans at its center, I see a vibrant thriving open air ancient Hawaiian cultural center. I see the drainage problem fixed so the Salt Pans can be in use for as much of the year as possible. I see the families that have gathered salt for generations, continuing to do so without having to deal with the constant threat of encroachment and adversity. Instead they would enjoy an abundance of community support and encouragement for their efforts to perpetuate and continue this time honored tradition. There could be a boardwalk out into the Salt Pan area to facilitate interpretive educational presentations and demonstrations. As I turn around and look at the Burns Field area and surrounding coastline the vision expands... I see tidal pool walks. I see a he'i'au site restored. Research done into the archaeological sites of the area with as many of them reclaimed and restored as possible. The ongoing process of doing this could be an educational tool in itself. The process will provide as much educational value as the finished project.

I see Hawaiian style pili grass thatched roof hālau housing a wealth of cultural activities. Things like fishnet weaving with a demonstration of the throw net fishing technique on the nearby shore, bone fishhook carving, lauhala and coconut frond weaving, showing the many useful items that were made from these materials. There could be a hālau for tapa cloth making and sennet cord twining. One could be used by a resident hula hālau to practice, learn, and demonstrate their chants and dances, as well as a place to make hula implements and leis of flowers, seeds, and Ni'ihau shells. The carving of a traditional Hawaiian canoe from a Koa log could be an ongoing educational project in another hālau.... Which brings to mind another idea.... There are other Hawaiian cultural educational groups already in existence on this island. Names that come to mind are Kalai Wa'a o Kaua'i, Hawaiian studies projects at KCC, and another group of particular interest called Taro Technics & Associates that lists themselves as being a group of educators offering courses through the Native Hawaiian Community Based Education Learning Center made possible by funding through a federal grant from the Native Hawaiian Education Act. This group most recently sent out course listings through KCC's Continuing Education Program with such course offerings as Canoe Construction and Traditional Hale Construction according to the course description catalogue. These classes are currently being offered in various sites around the island. Wouldn't it be nice to join forces with these groups and have the Hanapepe Salt Pond Cultural Center be the permanent home for these exciting and dynamic educational activities to take place.

The Traditional Hale Construction Class could be the vehicle which produces the pili grass thatched hālau that could house other classes and activities. Students of all ages would learn the ancient skills and techniques of hale construction and the fruits of their labors would then live on to add one more structure to the growing and developing cultural center. The children of the west side of Kaua'i, and most especially the children of Hanapepe would have a focus, a rallying point of exciting and inspiring activities to engage in and projects to do. Projects that instill an enduring sense of cultural pride, accomplishment, and self sufficiency. That fact alone should inspire the powers that be to support and nurture this vision. For as we all know only too well, our future lies in these children. And I'm afraid so far, we haven't given them much to work with. Perhaps it is finally the time to change that.

As Waimea is making a name for itself as the place to go on Kaua'i to learn and experience the old sugar cane plantation lifestyle, Hanapepe Salt Pond could with a little effort and vision establish itself as the place to go on Kaua'i to learn and experience the ancient Hawaiian culture. I can tell you that many is the time that visitors come up to me and ask, "Where can we see REAL hula, not the luau variety?" or, "Where can we see people engaged in ancient Hawaiian cultural activities?" It seems to me that the visitors to Kaua'i are starved for and curious about these things, and unless they are fortunate enough to have their trip coincide with the Mokihana Festival or the Aloha Week Festival, they are pretty much out of luck.

Visitors would be enthralled if this vision were ever to become reality. They would come from around the island to see and experience the wonders and wisdom of Salt Pond and the ancient Hawaiian ways. You could even have night time activities such as star watches with apprentice non instrument wayfinding sailing canoe navigators teaching the Hawaiian star names, and patterns, and ancient wayfinding techniques. The lack of street lights in the Burns Field area makes the site ideal for such activities. There's so much, so much that could be offered, the possibilities are endless.

I think it is a given that these kinds of activities and this kind of place would be warmly and enthusiastically embraced by the type of visitor that seems to be drawn to Kaua'i. I truly believe that if this vision were made a reality, it would bring economic revitalization to the Hanapepe area of a proportion many times over what expanding the heliport at Burns Field could ever provide. And the nice thing that comes along with it is the knowledge that a unique culturally significant area was restored, revitalized, and respected for the incredible treasure that it is. Have you ever seen the look on outer islanders' faces when they are lucky enough to be given some Hanapepe Salt Pond salt?...It's like they've just received a little package of gold... for medicine, for cooking, coveted, sought after, revered... How can we possibly be considering any kind of a project that would have even the slightest chance of damaging this incredible place?

Māhalo for your time and patience in hearing my testimony on the Hanapepe Salt Pond / Burns Field Heliport Expansion Proposal.

Aloha,

Dawn M. Traina

P.O. Box 654
Hanapepe, HI 96716
Ph: (808) 335 3993

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:
AIR-P
99.0640

October 6, 1999

Ms. Dawn M. Traina
P. O. Box 654
Hanapepe, Hawaii 97816

Dear Ms. Traina:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your letter regarding the proposed improvements at Port Allen Airport. Our responses to your comments are listed below:

The purpose of an Environmental Assessment (EA) is to allow government to give systemic consideration to the environmental, social, and economic consequences of the proposed improvement projects before granting permits that allow construction to begin. This process assures the public the right to participate in the planning process that may affect the community.

In consideration of the proposed improvements, the Department of Transportation, Airports Division (DOTA) was concerned about insuring that the cultural aspects of Port Allen were retained. Therefore, DOTA undertook an Archeological, Historical and Cultural survey of Port Allen Airport and it environs. Additionally, DOTA undertook the transfer of the land comprising the salt making activities of the Salt Ponds to the Department of Land and Natural Resources. We are also meeting with the Hui Hana Paakai o Hanapepe to develop mitigation measures for the current and future airport aircraft operations at Port Allen. Continued public access will be maintained for the Port Allen Peninsula.

With the proposed improvements DOTA will, to the extent possible, request that the operators at the airport develop flights patterns which would avoid noise sensitive areas, including the Salt Ponds and the Park. It is understood that any such flight

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

Ms. Dawn M. Traina
Page 2

AIR-P
99.0640

patterns would have to be voluntary on the part of the aircraft operators. DOTA is open to any joint use of the Port Allen Peninsula which would not restrict the airfield usage and which is airport related.

As a result of concerns at the public hearing, an additional Noise Study was conducted at Port Allen. The Study showed that at the Salt Pan and the Salt Pond Park, the helicopter noise was within background noise levels. This Study will be included in the Final EA.

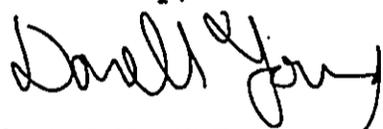
Port Allen is the oldest airport on Kauai and continues to provide a vital link for West Kauai and the remainder of the State, which was demonstrated during Hurricane Iniki when Lihue Airport was shutdown. Therefore, DOTA will continue to maintain and operate Port Allen Airport for the public good.

The Pacific Missile Range Facility, Barking Sands airfield, is a military facility. At this time, we do not know of any plans to allow for joint military/civilian usage of that facility. However, if the facility becomes available for joint usage, we would certainly evaluate the future of Port Allen Airport.

In closing, the purpose of the proposed improvements is to provide airport facilities for helicopters currently operating at Port Allen. The facilities are modest in nature and are in accordance with the current level of operations at Port Allen.

I appreciate the time you took to express your concerns on the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808)838-8821 to clarify any questions you may have.

Sincerely,


for JERRY M. MATSUDA, P.E.
Airports Administration

c: Edward K. Noda & Associates, Inc. (B. Ishii)

bc: AIR-K
AIR-L
AIR-PM

LB:nf

Travcomm Avionics

PO Box 156(1-3410 Kaunualii Hwy)

Hanapepe, Kauai, HI 96716

PH/FAX (808) 335-3527

FAA CRS TVJR197L

Mar. 9,1998

Mr. Jerry Matsuda,P.E.
Airports Administrator
Dept. of Transportation,Airports Division
Honolulu International Airport
400 Rodgers Blvd.,Suite 700
Honolulu, HI 96819-1880

Dear Mr. Matsuda:

I endorse the proposed improvements to Port Allen Airport, Kauai.

I am the Manager of Travcomm Avionics . This is a FAA certified Repair Facility located in Hanapepe. Our business is unique in that it is the only one of its kind on this island and one of only a few in the entire State of Hawaii. We would gladly welcome the opportunity to relocate to Burns Airfield and set up shop in Inter Island Helicopters proposed Hangar.

Travcomm has over the past seven years installed and maintained all of the specialized radio and electrical equipment used in the two Search and Rescue helicopters now hangared at the old AMFAC sawmill site. At the same time we have provided our services to the Aviation companies on this Island in addition to the other Islands. A facility located at an airport site would allow us to broaden our scope of services offered to include "Fly-in" support from all over the State similar to what is offered by the small shops ringing the airfield in Honolulu.

I feel bringing in this Aviation orientated business to the depressed Westside of Kauai could only be a step forward in the attempt to bring economic relief to this area. With PMRF slowly turning to civilian status we would be ideally positioned to offer our services there in a much larger capacity.

On the way to the Town Meeting in Eleele recently concerning this proposal I was coming from Lihue Airport and was given the chance to look at the new Gulfstream GV just landed nonstop from JFK in New York on the way for a World Premiere in Singapore. Having chosen Kauai for the refuel stop was a chance for a quick peek at the 21 st Century technology around the corner. I then proceeded to Hanapepe to check my mail and proceed to the meeting and on the way passed the owner of the last family owned

hardware business in Hanapepe town preparing for a going out of business sale the following day. What a difference 17 miles West of Lihue can make.

Sincerely,

Douglas Daruka

Douglas Daruka
Mgr. Travcomm Avionics

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29
30
31
32
33
34
35
36
37
38
39
40
41
42
43
44
45
46
47
48
49
50

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Douglas Daruka
Manager
Travcomm Avionics
P. O. Box 156
Hanapepe, Hawaii 96716

Dear Mr. Daruka:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

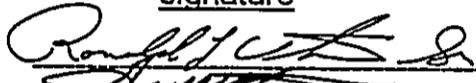
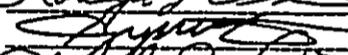
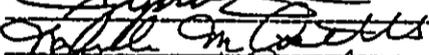
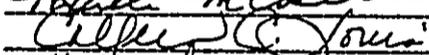
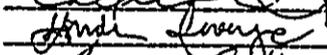
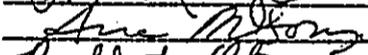
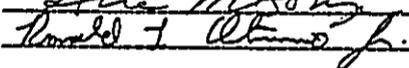
February, 23, 1998

Mr. Jerry Matsuda, P.E.

Airport Administrator
State of Hawaii, Department of Transportation
Airports Division
400 Rodgers Blvd., Suite 700
Honolulu, Hi 96819-1880

Sir:

We the undersigned are residence of Kauai and are in favor of
improvements planned for Port Allen Airfield.

<u>signature</u>	<u>print name</u>
	Ronald L. Victorino Sr.
	GEORGE MATSUDA
	AMELIA M. CASTILLO
	Colleen C. LOUIS
	Linda Inouye
	Anna Souza
	Ronald L. Victorino Jr.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR

DEPUTY DIRECTORS
BRIAN K. MINAII
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Ronald L. Victorino, Sr.
Mr. George Matsuda
Mr. M.M. Castillo
Ms. Colleen C. Louis
Ms. Linda Inouye
Ms. Anna Souza
Mr. Ronald L. Victorino, Jr.

Dear Sir/Madam:

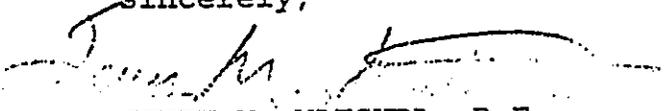
Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,


JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

PORT ALLEN AIRPORT
DRAFT ENVIRONMENTAL ASSESSMENT
PUBLIC HEARING COMMENTS

NAME _____ DATE _____

JACKSONWONG, INC.
DBA WONG'S RESTAURANT AND OMOIDE DELI
P.O. BOX 129
HANAPEPE, HI 96718

COMPANY/ORGANIZATION _____

ADDRESS _____

CITY _____ STATE _____ ZIP CODE _____

COMMENTS/REQUEST:

I AM IN FAVOR OF MINOR IMPROVEMENTS
AT BUENS FIELD TO ACCOMMODATE
INTER-ISLAND HELICOPTERS.

Jackson Wong 2-20-98

Please send to: Mr. Jerry M. Matsuda, P.E., Airports Administrator
State of Hawaii, Department of Transportation, Airports Division
Honolulu International Airport
400 Rodgers Boulevard, Suite 700
Honolulu, Hawaii 96819-1880

Please submit your comments by March 10, 1998.

BENJAMIN J. CAYETANO
GOVERNOR



STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
AIRPORTS DIVISION
400 RODGERS BOULEVARD, SUITE 700
HONOLULU, HAWAII 96819-1880

KAZU HAYASHIDA
DIRECTOR
DEPUTY DIRECTORS
BRIAN K. MINAAI
GLENN M. OKIMOTO

IN REPLY REFER TO:

AIR-P
99.0593

September 27, 1999

Mr. Jackson Wong
Wongs Restaurant and Omoide Deli
P. O. Box 129
Hanapepe, Hawaii 96716

Dear Mr. Wong:

Subject: Draft Environmental Assessment
Port Allen Airport Proposed Improvements
State Project No. AK2010-01

Thank you for your comment on the Port Allen Airport Draft Environmental Assessment. Your support for the proposed improvements is appreciated.

Port Allen Airport provides a vital link for West Kauai and the remainder of the State which was demonstrated during Hurricane Iniki, when Lihue Airport was shutdown. It is, therefore, the intention of the Department of Transportation, Airports Division to continue to maintain and operate Port Allen Airport for the public good.

I appreciate the time you took to express your concerns over the proposed improvements at Port Allen Airport. Please contact Ben Schlapak, Head Planning Engineer, at (808) 838-8821 to clarify any questions you may have.

Sincerely,

A handwritten signature in cursive script that reads "Jerry M. Matsuda".

JERRY M. MATSUDA, P.E.
Airports Administrator

c: Edward K. Noda & Associates, Inc. (B.Ishii)

bc: AIR-K; -L; -PM

LB:nf

Hana Like No Ke Ala Aloha
Working Together to Provide Gateways of Aloha

END

CERTIFICATION

I HEREBY CERTIFY THAT THE MICROPHOTOGRAPH APPEARING IN THIS REEL OF
FILM ARE TRUE COPIES OF THE ORIGINAL DOCUMENTS.

2004

DATE

Sammy Yoshimura

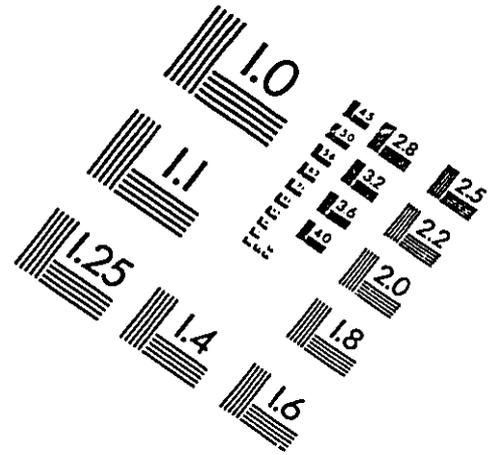
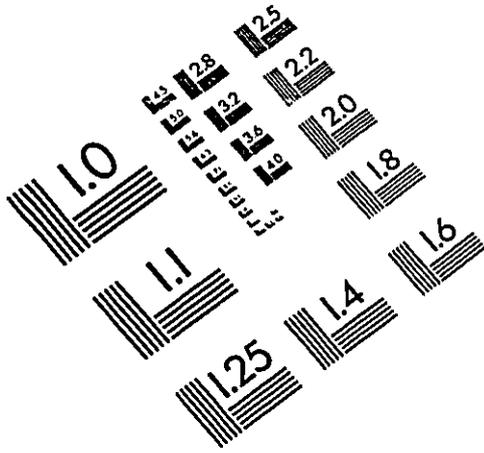
SIGNATURE OF OPERATOR



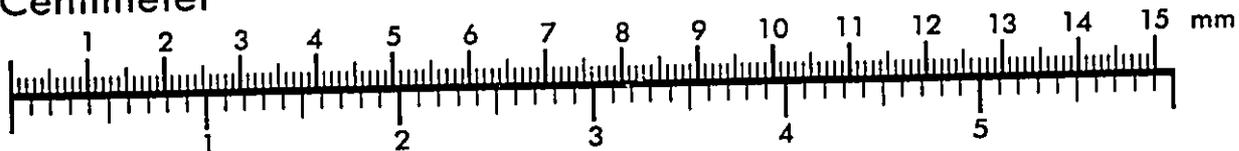
AIM

Association for Information and Image Management

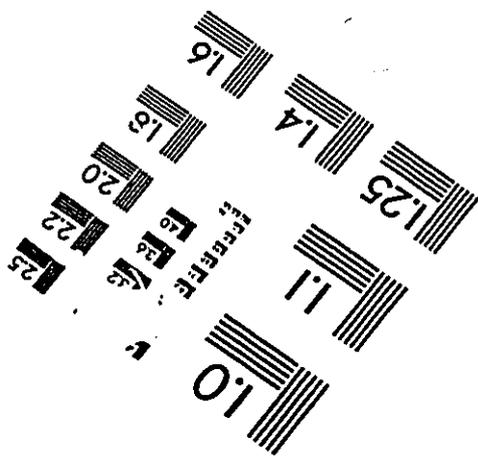
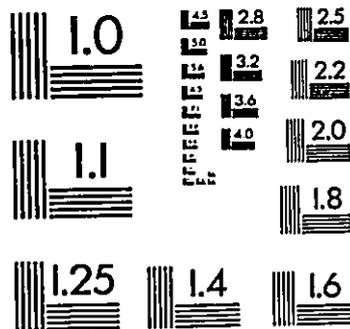
1100 Wayne Avenue, Suite 1100
Silver Spring, Maryland 20910
301/587-8202



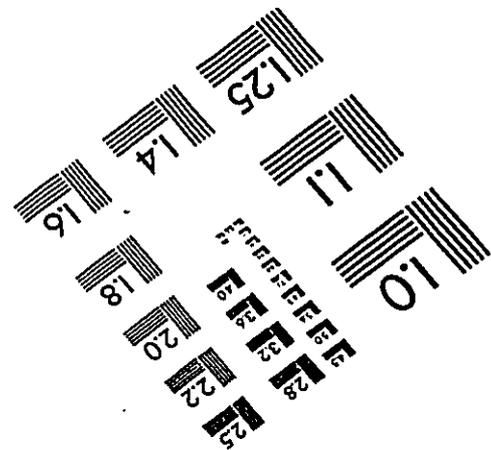
Centimeter



Inches



MANUFACTURED TO AIM STANDARDS
BY APPLIED IMAGE, INC.



DENSITY TARGET



ADVANCED MICRO-IMAGE SYSTEMS HAWAII