

Part 150: Records of Approval

Kona International Airport, Kailua-Kona, Hawaii

Approved on 3/23/99

INTRODUCTION

The Kona International Airport (KOA) Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in FAR Part 150, Airport Noise Compatibility Planning. The program recommends one (1) noise abatement measure, (1) noise mitigation element, and three (3) program management measures. These measures are summarized in Chapter 7, Recommended Noise Compatibility Program, pages 7-1 through 7-5 of the NCP.

The approvals listed herein include approvals of actions that the airport recommends be taken by the Federal Aviation Administration (FAA). It should be noted that these approvals indicate only that the actions would, if implemented, be consistent with the purposes of FAR Part 150. These approvals do not constitute decisions to implement the actions. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

The recommendations below summarize as closely as possible the airport operator's recommendations in the noise compatibility program and are cross-referenced to the program. The statements contained within the summarized recommendations and before the indicated FAA approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

NOISE COMPATIBILITY PROGRAM MEASURES:

1 - NOISE ABATEMENT ELEMENTS:

In order to reduce single event noise levels in the airport sideline areas, Mitigation Option T6 was recommended for inclusion in the FAR Part 150 plan. (page 7-1) Use Runway 35 (68 percent of the time) instead of Runway 17 when winds are light during the nighttime period. In addition, when winds are light during the nighttime period, use Golf intersection for Runway 17 departures during the nighttime period. (pages 6-8 and 6-9).

Description of element: Overflights of the developed areas of Keahole Point occur when aircraft departing from the threshold of Runway 17 execute quick right hand turns. Normally, use of Runway 17 is preferred during calm and light wind conditions to minimize air traffic control conflicts offshore and northwest of the airport. However, during the nighttime hours when air traffic activity is lower, departures toward the north on Runway 35 are preferable from a noise abatement standpoint to minimize the possibility of overflights of Keahole Point and the resulting high single event noise levels. Nighttime departures will not be possible whenever aircraft approaching the airport elect to use Runway 17 for landing. The final decision for runway selection remains with the aircraft's pilot. During those nighttime periods when departures from Runway 17 are required due to wind or air traffic conditions, the use of Golf intersection instead of Runway 17's threshold can also reduce the likelihood of overflights of Keahole Point by the

noisier jet aircraft. The reason for this is that the departing aircraft's start-to-roll threshold position, and a sharper right hand turn will be required to overfly Keahole Point after takeoff from Golf intersection. The noise reduction results are summarized in Table 6-1 and Figure 6-3.

FAA Action: No action required at this time: This measure relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. Additional review by FAA Air Traffic Control is necessary to evaluate the operational safety and feasibility of these proposals. Additionally, for Part 150 purposes, there is insufficient information to determine whether this measure would result in a net noise benefit. No information is provided on whether impacts might occur on other populated areas, or numbers of people impacted and benefitted.

2 - NOISE MITIGATION ELEMENTS:

Sound attenuation treatment of impacted residences or noise sensitive developments.
(page 7-4)

Description of Element: At the present time and through CY 2001, sound attenuation treatment of noise sensitive structures is not required.

a. If future airport improvements are predicted to result in new incompatible land uses, the State DOT should then initiate an application to FAA for grant monies which would be used to provide sound attenuation treatment of structures housing noise sensitive uses which are expected to be located within the 60 DNL contour.

b. If future noise sensitive developments must be located within the airport's 60 DNL contour, sound attenuation measures should be applied by the land developer or land owner.

FAA Action:

a. Disapproved for purposes of Part 150 pending submission of additional information to make an informed analysis. This measure is speculative. The NCP states that there are no noise-sensitive uses within the DNL 60dB noise contour and that this program is consistent with the draft master plan which states that no new airport development is planned. Should circumstances change, the Noise Exposure Maps should be revised accordingly, and a program update may be submitted, providing more specific information. The FAA believes that the prevention of additional residential land uses within the DNL 65 dB contour is highly preferred over allowing such uses even with sound attenuation. The airport operator and local land use jurisdiction are urged to pursue all possible avenues to discourage new residential development within these levels of noise exposure.

b. Approved. A local requirement for land developers or land owners to incorporate sound attenuation standards as a preventive noise mitigation measure for new construction within the DNL 60 dB contour is approved. However, FAA strongly encourages the use of all available means to prevent the introduction of new noise sensitive land uses.

FAA emphasizes that, while preventive sound insulation incorporated in new construction by land developers or land owners is approved, FAA would not approve under Part 150 a recommendation for the airport proprietor to provide remedial sound insulation at a later date if developers or owners construct new noise sensitive structures with inadequate sound treatment. This is consistent with the FAA policy announced in the April 3, 1998, *Federal Register* (63 FR 16409) to emphasize that remedial measures are appropriate to address existing noncompatible land uses only.

3. - PROGRAM MANAGEMENT ELEMENTS:

Publication and implementation of an informal preferential runway use program. (pages 7-3 and 7-4)

Description of element: The State DOT should draft its proposed informal preferential runway use program and send it to the FAA for its modification and/or approval. If the program is approved by the FAA, the State DOT should adopt it in its Airport Rules and Regulations. The proposed runway use program (weather, safety, and traffic conditions permitting): should request that all fixed wing aircraft utilize Runway 35 for departures during calm wind conditions and at night when traffic is light; should request use of Golf intersection for departures whenever feasible if nighttime winds dictate use of Runway 17 instead of Runway 35; should advise airport users that areas east and west of the Keahole-Kona International Airport are noise sensitive; and should request that overflights of noise sensitive areas and repetitive training operations over these noise sensitive areas be minimized. The locations of noise sensitive areas in relationship to the airport should also be shown on a map and published with the informal preferential runway use program.

FAA Action: No action required at this time: This measure relates to flight procedures for the purpose of Section 104(b) of the Aviation Safety and Noise Abatement Act of 1979. Implementation of this measure depends on approval of the Noise Abatement Element, above.

Monitoring of development proposals in the Keahole-Kona International Airport environs, disclosing airport Noise Exposure Maps to the community. (page 7-4)

Description of element: The State DOT should monitor development proposals which may be impacted by airport noise and frequent flyovers by aircraft operating at the airport. Appropriate responses and disclosures should be provided by the State DOT during the land reclassification or rezoning process. In addition, the State DOT should provide updated NEMs, as they are available, to all interested parties. If the broader public interest requires that new noise sensitive land uses be located within the airport noise contours, the State DOT should insure that all measures (sound attenuation treatment, easements, adequate disclosures, etc.) are taken to minimize future land use incompatibilities and adverse noise impacts, potential litigation, and additional noise mitigation costs to the State DOT.

FAA Action: Approved. This preventative measure is a local prerogative, and may serve to minimize noncompatible development within the airport's NEM contours. However, the FAA strongly encourages the airport operator and local land use jurisdiction to pursue all available means to prevent the introduction of new noncompatible development within the DNL 65 dB contour.

Annually monitor aircraft noise levels and operations at the airport and conduct public informational meetings on the progress of the Part 150 Program. (pages 7-4 and 7-5)

Description of element: The State DOT should annually monitor aircraft noise levels and the level of activity at the airport to determine if significant and unexpected changes have occurred to the base year NEM, and to determine if the Part 150 program is being successfully implemented. These results should be provided at annual public information meetings to discuss the progress of the Part 150 plan and to educate and inform airport users and the affected communities. Discussions with airport users regarding community complaints associated with airport operations should also be included in these annual reviews. Recommendations for updating the NEMs and Part 150 program should also be provided if unexpected changes occur before the 5-year period and significantly affect the land use compatibility situation around the airport, and/or the noise abatement cost assumptions used in the development of the current plan.

FAA Action: Approved.