

Part 150: Records of Approval

Hilo International Airport, Hawaii

Approved on 10/24/01

INTRODUCTION

The Hilo International Airport, Hilo, Hawaii, Noise Compatibility Program (NCP) describes the current and future noncompatible land uses based upon the parameters as established in Federal Aviation Regulation (FAR) Part 150, Airport Noise Compatibility Planning. The program recommends a total of eight measures to prevent the introduction of noncompatible land uses and to reduce the effect of the noise generated at the airport. The recommendations include two noise abatement measures, three noise mitigation measures, two land use planning measures, and one program management measure.

The measures are identified below by program element and are referenced to the NCP by page number. Each element summarizes, as closely as possible, the airport operator's recommendations as found in the Noise Compatibility Program. The statements contained within the summarized recommendations and before the indicated Federal Aviation Administration (FAA) approval, disapproval, or other determination do not represent the opinions or decisions of the FAA.

The approvals listed herein include approvals of actions that the airport recommends be taken by the 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. These approvals do not constitute a commitment by the FAA to provide federal financial assistance for these projects. Later decisions concerning possible implementation of these actions may be subject to applicable environmental or other procedures or requirements.

1 - NOISE ABATEMENT ELEMENT

1. Publish an Informal Preferential Runway Use Program and request use of certain flight procedures. (Pages 3-13, 3-16, 4-19, and 4-25)

Description: This measure recommends that the State DOT pursue publishing an informal preferential runway use program calling for the use of Runway 8 for departures and Runway 26 for arrivals during calm wind conditions and the use of Runway 8-26 between 6:00 PM and 7:00AM unless Runway 8-26 is unavailable due to meteorological or other reasons. In addition, this measure recommends that overflights of noise sensitive areas be avoided, that aircraft landing on Runway 26 and departing Runway 8 maintain runway heading between the east end of Runway 8-26 and the coastline, that aircraft landing on Runway 8 and departing on Runway 26 fly over Hilo Bay and avoid over flying the Banyan Drive resort and residential areas along the west coast of Hilo Bay, and that rotary wing aircraft avoid low level overflights of noise sensitive areas.

FAA Action: Approved as a voluntary measure only. This informal runway use procedure is approved as a voluntary measure when air traffic and weather conditions permit. The NCP indicates that this measure has been in effect informally since the 1992 NCP and has been shown to reduce noise levels along the Keaukaha shoreline. Approval of specific language for inclusion or amendment to FAA tower procedures is subject to separate FAA approval. Additional review by FAA may be necessary to evaluate the operational safety, feasibility, and environmental effects of the recommended flight procedures. Airfield signs and other publications must not construe the procedures as mandatory.

2. Restrictions on Military Training Operations. (Pages 3-3, 3-13, 4-20, and 4-25).

Description: This measure recommends that the State DOT ask the military to minimize use of Hilo International Airport for touch-and-go and missed-approach practice operations. This measure also recommends that the Airports Division request maximum use of full-stop training operations, with landings from and departures to the east to avoid overflights of noise sensitive areas.

FAA Action: Approved as a voluntary measure only.

2 - NOISE MITIGATION ELEMENT

1. Continue to study the possible land exchange with Hawaiian Home Lands to locate suitable State or private lands which could be exchanged for Keaukaha Tract 1 and 2 lands within the 60 DNL contour. (Pages 3-22, 4-20, and 4-25)

Description: Much of the noise-impacted area within the vicinity of Hilo International Airport is entrusted to the Department of Hawaiian Home Lands (DHHL) for the benefit of native Hawaiians and their descendants. DHHL administrators have indicated that purchases, land exchanges, and relocation of affected tenants will be difficult, if not, impossible, where Hawaiian Home Lands are involved. The 1992 FAR Part 150 Program recommended that DOT study the possibility of land exchange options with DHHL. The possibility of providing off-site residences to tenants on Hawaiian Home Lands designated for agricultural use was also recommended to be investigated. This measure was previously approved by the FAA in its Record of Approval dated May 3, 1994 as an element of the 1992 NCP.

FAA Action: Approved. This approval remains limited to the preparation of the planning study only.

2. Sound attenuation barrier. (Pages 3-18, 4-20 and 4-26)

Description: This measure recommends the construction of a 15-foot high, free-standing wall along the common property boundary between the Hilo International Airport and Keaukaha Tract 1.

FAA Action: Approved.

3. Sound attenuation treatment of impacted structures. (Pages 3-23, 3-24, 4-20 and 4-25)

Description: Provide sound attenuation treatment for affected residences on a voluntary basis, and sound attenuation for affected public use structures which were constructed before October 1, 1998 and which are expected to be located within the 60 DNL contour of the Five Year (2005) Noise Exposure Map. If the 15-foot sound attenuation barrier (Noise Mitigation Measure 2, above)

is not constructed between the subdivision and airport, closure and air conditioning of four churches may be required. If a 15-foot barrier is constructed, the number of churches is reduced to 3.

FAA Action: Approved. Sound attenuation for noise sensitive public buildings including the Waiakea Health Center, the Keaukaha Elementary School and churches located within the 60 DNL contour are approved. The number of churches will be reduced to 3 if the proposed sound barrier recommended under Noise Mitigation Measure 2 above is built.

Sound attenuation of residential properties within the 60 DNL contour, on a voluntary basis, is approved for purposes of Part 150. Federal funding for sound attenuation may be subject to other eligibility criteria regarding the attenuability of the structure.

3 - LAND USE PLANNING ELEMENT

1. Continue to monitor development proposals in the Hilo International Airport environs and disclose Airport Noise Exposure Maps to the community. (Page 4-20 and 4-26)

Description: This measure recommends that the State DOT continue to monitor development proposals within the Hilo International Airport environs and disclose Airport Noise Exposure Maps to the community. The State DOT should also discourage noise-sensitive land uses when it can be accurately and/or reasonably demonstrated that aircraft noise levels do, or can be expected to, exceed 60 DNL. This is particularly applicable to the vacant lands east of Hilo International Airport, which represent an important buffer zone; encourage land uses which are not noise sensitive within the airport environs and between the 55 to 75 DNL noise contours to prevent encroachment by non-compatible uses.

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.

2. Disclose the Base Year and 5-Year Noise Exposure Maps to the local community by providing overlays of the noise contours on a Tax Map. (Pages 3-31 and 4-21)

Description: Disclosures of airport noise are recommended for all transfers of real estate situated within the 55 DNL contour of the Hilo International Airport Base Year and 5-Year Noise Exposure Maps. The proper vehicle for this disclosure are Tax Maps on which the noise contour lines are shown as provided under Chapter 508D, Hawaii Revised Statutes. The State DOT should provide all of the necessary assistance to the State Real Estate Commission and landowners to insure that the Hilo International Airport Noise Exposure Maps and noise exposure zones are properly represented on the applicable tax maps.

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.

4 - PROGRAM MANAGEMENT ELEMENT

1. Annually monitor Hilo International Airport aircraft noise levels and operations at Hilo International Airport and conduct public informational meetings on the progress of the Part 150 Program. (Pages 4-21 and 4-26)

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. For purposes of aviation safety, this approval does not extend to the use of monitoring equipment for enforcement purposes by in-situ measurement of any pre-set noise thresholds.