

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WESTERN-PACIFIC REGION

***FINDING OF NO SIGNIFICANT IMPACT
AND
RECORD OF DECISION***

Runway 3-21 Extension and Associated Improvements

Lānaʻi Airport
Lānaʻi City, Lānaʻi, Maui County, Hawaii



For further information

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GENERAL INFORMATION ABOUT THIS DOCUMENT

WHAT'S IN THIS DOCUMENT? This document is the Federal Aviation Administration's (FAA) Finding of No Significant Impact (FONSI) and Record of Decision (ROD) for the proposed Runway 3-21 Extension and Associated Improvements Project at Lāna'i Airport located on the Island of Lāna'i, Hawaii. This document includes the agency determinations and approvals for those proposed Federal actions described in the Final Environmental Assessment dated February 2019. This document discusses all alternatives considered by FAA in reaching its decision, summarizes the analysis used to evaluate the alternatives, and briefly summarizes the potential environmental consequences of the Proposed Action and the No Action alternative, which are evaluated in detail in this FONSI and ROD. This document also identifies the environmentally preferred alternative and the agency preferred alternative. This document identifies applicable and required mitigation.

BACKGROUND. In December 2018, the State of Hawaii Department of Transportation – Airports Division (HDOT-A) prepared a Draft Environmental Assessment (DEA). The DEA addressed the potential environmental effects of the proposed Runway 3-21 Extension and Associated Improvements Project. The DEA was prepared in accordance with the requirements of the National Environmental Policy Act (NEPA) [Public Law 91-190, 42 U.S.C. §§ 4321-4347], the implementing regulations of the Council on Environmental Quality (CEQ) [40 CFR Parts 1500-1508], and FAA Orders 1050.1F, *Environmental Impacts: Policies and Procedures* and 5050.4B, *National Environmental Policy Act (NEPA), Implementing Instructions for Airport Actions*. HDOT-A published the Notice of Availability for the DEA on December 24, 2018. HDOT-A received 16 comments on the Draft EA between December 24, 2018 and January 25, 2019. FAA approved the Final EA on May 23, 2019.

WHAT SHOULD YOU DO? Read the Finding of No Significant Impact and Record of Decision to understand the actions that FAA intends to take relative to the proposed Runway 3-21 Extension and Associated Improvements Project at Lāna'i Airport.

WHAT HAPPENS AFTER THIS? HDOT-A may begin to implement the Proposed Action.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION**

**FINDING OF NO SIGNIFICANT IMPACT
AND
RECORD OF DECISION**

PROPOSED RUNWAY 3-21 EXTENSION AND ASSOCIATED IMPROVEMENTS PROJECT

LĀNA'I AIRPORT, LĀNA'I CITY, LĀNA'I, HAWAII

- 1. Introduction.** This document is a Finding of No Significant Impact (FONSI) on the environment and Record of Decision (ROD) (FONSI/ROD) as a result of the proposed Runway 3-21 Extension and Associated Improvements Project at Lāna'i Airport (LNY or the Airport), Lāna'i City, Lāna'i, Maui County, Hawaii. The State of Hawaii, Department of Transportation – Airports Division (HDOT-A) is the sponsor for Lāna'i Airport. The Federal Aviation Administration (FAA) must comply with the National Environmental Policy Act of 1969 (NEPA) before being able to take the federal actions of approval of those portions of the Airport Layout Plan (ALP) that depict the proposed projects. Approval of the ALP is authorized by the Airport and Airway Improvement Act of 1982, as amended (Public Laws 97-248 and 100-223).
- 2. Purpose and Need of the Proposed Action.** The purpose of the Proposed Action is to increase the ability of corporate jet aircraft fleet currently using Lāna'i Airport to operate non-stop flights between Lāna'i Airport and the U.S. West Coast during all-weather conditions and without significant weight restrictions. Section 1.4.1 of the Final EA states "Although the Proposed Action would not allow all of the existing aircraft fleet to operate under all-weather conditions with no payload restrictions, it would substantially improve their ability to operate under typical temperature and weather conditions experienced at Lāna'i Airport with fewer weight restrictions. The Proposed Action would also increase the available runway length for other aircraft." Lāna'i Airport is a commercial service airport that accommodates both air carrier aircraft as well as general aviation activity. The Proposed Action would also increase the available runway length for other aircraft, increasing their margin of safety during high temperature and/or wet pavement conditions.

Runway 3-21 has insufficient runway length to meet the landing and takeoff requirements of aircraft frequently using the Airport during all-weather conditions. Currently, 4 of the 16 corporate/business aircraft that frequently utilize LNY cannot takeoff from the Airport with sufficient fuel to reach the U.S. West Coast under dry conditions, 86°F, zero wind, and 4 passengers, which is half the passenger capacity of these jets. During wet conditions, approximately 40 percent of the corporate/business aircraft (6 of 16) cannot land at the Lāna'i Airport carrying only half the passenger capacity of these jets. The existing 5,000 foot long runway length, along with the airfield elevation of 1,308 feet above sea level, and typical weather conditions at the airport, commercial passenger operations are limited to interisland service. These aircraft cannot fly non-stop to the U.S. Mainland destinations. Thus passengers wishing to visit Lāna'i from the West Coast of the U.S. mainland must either fly to Daniel K. Inouye International Airport (HNL) at Honolulu on the Island of Oahu and transfer to an interisland flight or use smaller capacity corporate/business jet aircraft. The current

commercial service passenger aircraft being used at LNY is the ATR-72 with a maximum range of about 2000 miles with a maximum speed of 309 miles per hour. The distance between LNY and San Francisco or Los Angeles is about 2,360 to 2,500 miles, respectively. Thus, commercial aircraft such as the ATR-72 and the smaller ATR-42 are used for short interisland flights and are not available for flights between Hawaii and the U.S. Mainland.

The FAA's statutory mission is to ensure safe and efficient use of navigable airspace in the U.S. pursuant to 49 U.S.C. § 47101(a)(1). The FAA must ensure that implementation of the Proposed Action does not derogate the safety of aircraft and airport operations at Lānaʻi Airport. Further, pursuant to 49 U.S.C. § 47107(a)(16), the FAA must approve any revision or modification to the LNY ALP. By approving the ALP revision, the FAA ensures that the Proposed Action would not result in any obstructions to airspace or airport safety areas at Lānaʻi Airport.

This FONSI/ROD addresses HDOT-A's proposed Runway 3-21 Extension and Associated Improvements Project. The Proposed Action would increase the ability of jet aircraft fleet using Lānaʻi Airport to operate flights between Lānaʻi Airport and the U.S. West Coast during all-weather conditions and without significant weight restrictions.

- 3. Proposed Project and Federal Actions.** The Proposed Action includes construction of a 500-foot runway extension of Runway 3-21 to the northeast (Runway 21 end), associated airfield improvements including grading of the runway safety area (RSA), and relocation of FAA electronic and visual navigational aids and associated equipment shelters (See Figure 1-2 of the Final Environmental Assessment (EA)).

The Proposed Action evaluated in this FONSI/ROD includes the following components:

- Demolish/remove old concrete pavement (approximately 700 feet long by 75 feet wide) that exists where the 500-foot runway extension would be constructed
- Extend Runway 3-21 by 500 feet to the northeast (Runway 21 end)
- Install 200-foot blast pad on the extended Runway 21 end
- Install new runway lights and pavement markings
- Extend the existing RSA commensurate with the 500-foot runway extension
 - Relocate localizer antenna and localizer/Distance Measuring Equipment (DME) building and associated facilities outside of the RSA
 - Relocate and install perimeter fencing and 12-foot wide perimeter Airport service road around the RSA
 - Grade and fill, as needed, to meet FAA RSA standards
- Relocate the existing Runway 21 Visual Approach Slope Indicator (VASI) and associated facilities to the extended end of Runway 21
- Install 10-foot wide vegetated swale along runway extension and graded RSA

The federal actions include:

- Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed Runway Safety Area Improvement Project pursuant to 49 USC §§ 40103(b) and 47107(a)(16).

- Determination of the effects of the proposed runway extension project upon the safe and efficient use of navigable airspace pursuant to 14 CFR Part 77, *Objects Affecting Navigable Airspace*. The FAA must determine if the proposed improvements, as proposed by the State of Hawaii, Department of Transportation – Airports Division are consistent with the existing airspace utilization and procedures.
- Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
- Approval of the construction of the blast pad and Runway Safety Area. These features are necessary to ensure the safety of aircraft operations at the airport
- Construction, installation, relocation and/or upgrade of various navigational and visual aids including Localizer Antenna and associated equipment shelters and associated utility lines for the nav aids. This equipment is necessary to ensure the safety of air navigation for aircraft operations at the airport.
- Implementation of revised and temporary air traffic control procedures below 3,000 feet above ground level; including temporary approach procedures to be used during construction.
- Establishment of new Standard Instrument Departure (SID) and Standard Terminal Arrival Route (STAR) procedures.
- Approval of changes to the airport certification manual pursuant to 14 CFR Part 139, (49 USC § 44706).
- Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
- Appropriate amendments to air carrier operations specifications pursuant to 49 USC § 44705.

4. Reasonable Alternatives Considered. The alternatives development process and alternatives considered were identified and evaluated in Chapter 2 of the Final EA. A two-step screening process, as shown in Section 2.2 of the Final EA was used for evaluation of alternatives.

1. *Meet the Purpose and Need* – does the Proposed Action increase the ability of corporate jet aircraft currently utilizing LNY to operate between LNY and the U.S. West Coast during all weather conditions without significant weight restrictions?
2. *Feasibility* - If the alternative met the Purpose and Need criteria in step 1, would it meet Operational and Financial Considerations? Under this step, the alternatives that passed step one would be evaluated to see if they would meet FAA design standards, impact off-airport property or facilities or necessitate extended daytime closure of the runway during construction. The alternatives were also evaluated under financial considerations specified in a Memorandum of Agreement (MOA) between the primary landowner of the Island of Lanai and HDOT. The MOA states Pulama Lānaʻi would provide \$5 million in funding for implementation of the preferred alternative.

The Final EA evaluated three alternatives:

Alternative 1 – No Action Alternative (required by 40 CFR § 1502.14(d).

Alternative 2 - a 500-foot runway extension to the Northeast; and

Alternative 3 - a 2,000 foot runway extension shown on the Airport Layout Plan for LNY;

Section 2.2.1 of the Final EA states a 2,000 foot runway extension shown on the conditionally approved Airport Layout Plan would meet Step 1 of the alternatives screening. However, this alternative does not pass Step 2 for operational and financial considerations. A preliminary cost estimate for this alternative indicates the cost of this alternative to be about \$25 Million, which is \$20 Million beyond the funding identified in the MOA between HDOT and Pulama Lāna'i. Thus this alternative was eliminated from further consideration. Section 2.2.2 of the Final EA states that Alternative 1 (No Action) and Alternative 2 (500 foot Runway Extension to the northeast) were carried forward for detailed analysis.

5. **Assessment.** The potential environmental impacts and possible adverse effects were identified and evaluated in a Final EA prepared in February 2019. The FAA reviewed the Final EA and found it to be adequate for the purpose of the proposed Federal action. The FAA determined that the Final EA adequately describes the potential impacts of the Proposed Action.

Table 3-1 of the Final EA describes the environmental impact categories that were not evaluated in detail because these resources do not occur in the Study Area (Figure 3-1), would not be affected by the Proposed Action:

- Coastal Resources
- Department of Transportation Act, Section 4(f)
- Farmlands
- Land Use
- Socioeconomics,
- Environmental Justice,
- Children's Health and Safety Risks
- Light Emissions
- Visual Resources/Visual Character)
- Water Resources (Wetlands, Surface Waters, Floodplains, Groundwater, and Wild and Scenic Rivers)

The following environmental impact categories were evaluated in detail in the EA to determine the nature and severity of impacts:

A. Air Quality. Section 4.2 of the Final EA, states the Proposed Action will not change the number of aircraft operations or the aircraft fleet mix at Lāna'i Airport. The air quality analysis for short term emissions associated with the construction of the Proposed Action is included in Section 4.2.2 and Appendix C of the Final EA. Table 4-1 shows that criteria pollutant emissions during construction would not exceed federal *de minimis* thresholds. Thus a General Conformity Determination is not needed. Construction of the Proposed Action would

not exceed any of the federal or State of Hawaii significance thresholds. An aircraft operational emissions inventory is not required under NEPA and was not prepared for this EA because the Proposed Action would not affect the number and type of aircraft operations at the Airport.

B. Biological Resources. Section 4.3 of the Final EA describes the potential impacts to biological resources. The U.S. Fish and Wildlife Service (USFWS) identified four federally-listed endangered species with the potential to occur within the project Study Area and that are of concern: the Hawaiian hoary bat (*Lasiurus cinereus semotus*), Hawaiian petrel (*Pterodroma sandwichensis*), Blackburn's sphinx moth (*Manduca blackburni*), and Hawaiian stilt (*Himantopus mexicanus knudseni*). There is no federally-designated critical habitat located within the Study Area.

The FAA conducted an informal Section 7 consultation with the USFWS and determined that the Proposed Action **may affect, but is not likely to adversely affect** the Hawaiian hoary bat, Hawaiian petrel, Blackburn's sphinx moth, and Hawaiian stilt. The USFWS concurred with FAA's determination on April 25, 2018 (see Appendix A of the Final EA). Additionally, the FAA determined that the Proposed Action will not involve any "intentional take" of migratory birds, their eggs, or nests.

The following measure will be implemented to avoid and minimize potential impacts to the Hawaiian petrel:

- No nighttime construction would occur during the fledging season (i.e., September 15 to December 15).

The following measure will be implemented to avoid and minimize potential impacts to the Blackburn's sphinx moth:

- All fill would be inspected to ensure it is free of tree tobacco or other noxious weed species.

C. Climate. Section 4.4 of the Final EA identifies the greenhouse gas emissions that will be generated during the approximate 12-month construction period of the Proposed Action. The temporary increase in greenhouse gas emissions during construction will not result in a significant regional increase in greenhouse gas emissions. Operation of the Proposed Action will result in similar greenhouse gas emissions to the No Action alternative once implemented, as the Proposed Action will not increase the number or change the type of aircraft operating at Lāna'i Airport.

D. Hazardous Materials, Solid Waste, and Pollution Prevention. Section 4.5.2 of the Final EA states under the No Action Alternative, no construction activities would occur. Airport operations, including aircraft and ground vehicle use of the airfield would continue in its existing conditions. Section 4.5 of the Final EA notes no contamination or regulatory violations are listed in association with the Proposed Action Area. The use of hazardous substances, such as fuels, lubricants and greases for construction equipment would be in accordance with applicable federal, state, and local regulations. Solid waste generated during construction of the Proposed Action would be recycled and unpaved areas would be backfilled with excavated soil to the extent practical. Airfield pavement would be tested and reused to the extent practical in accordance with FAA pavement standards outlined in FAA Advisory Circular 150/5320-6F, *Airport Pavement Design and Evaluation*. Construction debris that

cannot be recycled or reused would be disposed of in accordance with all applicable federal, state, and local laws and regulations at a licensed disposal facility.

A National Pollution Discharge Elimination System (NPDES) Construction General Permit that regulates stormwater discharges associated with construction activities that disturb more than 1-acre of land would be required. Stormwater would be managed in accordance with the provisions and requirements of the Hawaii Department of Health Construction General Permit for LNY, which requires a project-specific Stormwater Pollution Prevention Plan (SWPPP) for stormwater discharges associated with construction activities. Best Management Practices identified in the project-specific SWPPP would ensure that construction of the Proposed Action would not affect stormwater.

Implementation of the Proposed Action would result in an increase in impervious surfaces on the airfield by 1.3 acres, which would result in an increase in stormwater runoff. Under the Proposed Action, the Lānaʻi Airport would continue to utilize the existing stormwater conveyance system and existing pollution control measures as well as the proposed vegetated swale, to prevent pollutants in stormwater discharge. Water quality impacts would be addressed through compliance with the construction activity requirements specified in the Stormwater Pollution Prevention Plan required by the DOH National Pollution Discharge Elimination System (NPDES) Construction General Permit.

E. Historic, Architectural, Archaeological and Cultural Resources. Section 4.6 of the Final EA notes that the FAA consulted with 29 Native Hawaiian Organizations (NHOs) regarding the proposed project. The Lānaʻi Cultural & Heritage Center responded with no objections, and the remaining 28 organizations did not respond (see Appendix A of the Final EA). The FAA delineated the APE to encompass a total of approximately 160-acre area within the Lānaʻi Airport; approximately 56 acres of this total is Direct APE where all actual construction activities will occur.

Section 4.6.2 of the Final EA states under the No Action Alternative, no construction activities would occur and current land uses would be maintained. No impacts to historic properties would occur under the No Action Alternative.

An Archaeological Assessment Survey (AAS) was completed in September 2016, an Intensive Level Architectural Survey was completed in January 2018, and a Reconnaissance Level Architectural Survey was completed in April 2018 (see Section 3.7.2 of the Final EA). As discussed in Section 3.7.2 of the Final EA, the 2016 AAS did not identify evidence of archeological artifacts, buried layers of cultural significance, human remains, or potential archaeological sites within the Direct APE. The April 2018 Reconnaissance Level Architectural Survey concluded that no structures in the APE were eligible for inclusion in the Hawaii State Register of Historic Places or the National Register of Historic Places (NRHP), as discussed in Section 3.7.2 of the Final EA. Based on the results of these surveys and no NRHP-eligible or listed properties located within the APE, the FAA determined there were no historic properties listed or eligible for listing on the National Register of Historic Places. Therefore, FAA made a finding of “*no historic properties affected*” for the Proposed Action. FAA consulted with the State of Hawaiʻi Historic Preservation Division (SHPD) per 36 C.F.R. § 800.4(d)(1). SHPD concurred with FAA’s finding on August 30, 2018 (see Appendix A for Section 106 correspondence).

F. Natural Resources and Energy Supply. Section 4.7 of the Final EA states the Proposed Action will not result in significant resources or energy consumption or result in demand exceeding available supplies of these resources. Construction of the Proposed Action will require use of commonly available consumable natural resources either available in the Lānaʻi City area or that could be shipped to the island. Construction activities would be carried out consistent with up-to-date industry standards and all applicable federal, state, and local regulations. Increased utility demands associated with construction of the Proposed Action are anticipated to be within the capacity of the respective utility systems. Therefore, the temporary increase in demand for consumable natural resources and energy from construction activities will not result in demand exceeding available supply.

G. Noise and Noise-Compatible Land Use. Section 4.8 of the Final EA describes noise impacts resulting from the Proposed Action and the No Action alternatives. The number of aircraft operations and the aircraft fleet mix serving Lānaʻi Airport would not change as a result of the Proposed Action, but operation of the Proposed Action would result in a 500-foot change in landing and departure points on the runway and taxi routes with the proposed runway extension. Figures 4-3 and 4-4 of the Final EA illustrate that the 2020 and 2025 Proposed Action would not result in a significant increase in noise exposure, as compared with the 2020 and 2025 No Action alternative, respectively. The changes in noise exposure in both 2020 and 2025 would be contained entirely on Lānaʻi Airport property. There are no noise sensitive land uses within the Proposed Action DNL 65 dB noise contours for Lānaʻi Airport. No residential areas or other sensitive land uses would experience an increase of DNL 1.5 dB within the DNL 65 dB noise contour, as compared with the No Action alternative. The Proposed Action would also not introduce new noise sensitive areas to DNL 65 dB noise levels due to a DNL 1.5 dB increase in aircraft noise. Therefore, the Proposed Action will not result in a significant noise impact.

H. Cumulative Impacts. An evaluation of cumulative impacts from cumulative actions is discussed in Section 4.9 of the Final EA. For the purposes of the cumulative impact analysis, other projects at Lānaʻi Airport or within the vicinity of Lānaʻi Airport that have been completed within the last 5 years or are currently ongoing were considered for the past and present projects. Reasonably foreseeable actions within the next 5 years were also considered. As a result of this evaluation (see Table 4-3 of the Final EA), no significant cumulative impacts were identified.

I. Environmentally Preferred Alternative and FAA Preferred Alternative. In connection with its decision to approve the proposed ALP revisions, the FAA considered the environmental impacts from the Proposed Action and the No Action alternatives. The FAA determined that all practicable means to avoid or minimize environmental harm from the Proposed Action have been adopted and there would be no significant environmental impacts from the proposed Runway 3-21 Extension and Associated Improvements Project and that the project would not jeopardize the safe and efficient operations at the Lānaʻi Airport. The No Action alternative has fewer environmental effects than the Proposed Action alternative and thus would be the environmentally preferred alternative. However, the No Action alternative does not meet the Purpose and Need for the proposed project. Thus, the FAA's preferred alternative is the Proposed Action (500-foot Runway Extension Alternative), because it meets the Purpose and Need of the proposed project with minimum adverse environmental effects but no significant environmental impacts. Further, it also meets FAA's statutory mission to ensure the safe and efficient use of navigable airspace and would not result in any obstructions to airspace or airport safety areas at Lānaʻi Airport.

6. Public Participation.

The Draft EA was made available for a 30-day public review period from December 24, 2018 through January 25, 2019. HDOT-A published a Notice of Availability (NOA) of the Draft EA in *Maui News*, the local newspaper on Lānaʻi (See Appendix D of the Final EA for Proof of Publication). HDOT-A made the Draft EA available at their Honolulu Administrative Office, in the Lānaʻi Library, the Kahului Library on Maui, the Lānaʻi Airport Administrative Office, and the FAA's Honolulu Airports District Office. Pulama Lānaʻi held a community meeting on the proposed project on the Island of Lānaʻi on January 7, 2019. Twenty-three members of the public attended the community meeting. Sixteen comments were received during the public comment period. Responses to comments received are provided in Appendix D of the Final EA.

7. Inter-Agency Coordination.

In accordance with 49 USC § 47101(h), the FAA has determined that no further coordination with the U.S. Department of the Interior or the U.S. Environmental Protection Agency is necessary because the Proposed Action does not involve construction of a new airport, new runway or major runway extension that has a significant impact on natural resources including fish and wildlife; natural, scenic, and recreational assets; water and air quality; or another factor affecting the environment.

8. Reasons for the Determination that the Proposed Action will have No Significant Impacts.

The attached Final EA examines each of the various environmental resources that were deemed present at the project location, or had the potential to be impacted by the Proposed Action. The proposed Runway 3-21 Extension and Associated Improvements Project at Lānaʻi Airport will not involve any environmental impacts, after mitigation that would exceed the threshold of significance as defined by FAA Orders 1050.1F and 5050.4B. Based on the information contained in the Final EA, the FAA has determined that the Proposed Action is the most feasible and prudent alternative. The FAA has decided to implement the Proposed Action as described in Section 3 of this FONSI/ROD.

9. Agency Findings.

The FAA makes the following determination for this project based on information and analysis set forth in the Final EA and other portions of the administrative record.

- a. The project is reasonably consistent with existing plans of public agencies for development of the area [49 U.S.C. § 47106(a)].** The proposed project is consistent with the plans, goals and policies for the area, including the County of Maui General Plan. The proposed project is also consistent with the applicable regulations and policies of federal, state and local agencies.
- b. Archaeological, Architectural, Cultural and Historic Resources.** The FAA provided the Hawaii SHPD with the Area of Potential Effect, determination of eligibility and findings of effect pursuant to 36 CFR Part 800. FAA determined the proposed undertaking would not affect any properties listed or eligible for listing on the National Register of Historic Places. FAA has made a finding of "*no historic properties affected*" for the proposed undertaking. The SHPD concurred with FAA's finding on August 30, 2018.

- c. **Independent and Objective Evaluation.** As required by the Council on Environmental Quality (40 CFR § 1506.5) the FAA has independently and objectively evaluated this proposed project. As described in the Final EA, the Proposed Action and the No Action alternatives were studied extensively to determine the potential impacts and appropriate mitigation measures for those impacts. The FAA provided input, advice, and expertise throughout the analysis, along with administrative and legal review of the project.

10. Decision and Orders.

Based on the information in this FONSI/ROD and supported by detailed discussion in the Final EA, the FAA has selected the proposed Runway 3-21 Extension and Associated Improvements Project as the FAA's Preferred Alternative. The FAA must select one of the following choices:

- Approve agency actions necessary to implement the Proposed Action, or
- Disapprove agency actions to implement the Proposed Action.

Approval signifies that applicable federal requirements relating to the proposed airport development and planning have been met. Approval permits HDOT-A to proceed with implementation of the Proposed Action and associated mitigation measures. Disapproval would prevent HDOT-A from implementing the Proposed Action elements within Lāna'i Airport.

Under the authority delegated to me by the Administrator of the FAA, I find that the project is reasonably supported. I, therefore, direct that action be taken to carry out the agency actions discussed more fully in Section 3 of this FONSI/ROD, including:


1. Unconditional approval of the Airport Layout Plan (ALP) to depict the proposed Runway Safety Area Improvement Project pursuant to 49 USC §§ 40103(b) and 47107(a)(16).
2. Determination of the effects of the proposed runway extension project upon the safe and efficient use of navigable airspace pursuant to 14 CFR Part 77, *Objects Affecting Navigable Airspace*. The FAA must determine if the proposed improvements, as proposed by the State of Hawaii, Department of Transportation – Airports Division are consistent with the existing airspace utilization and procedures.
3. Determination under 49 USC § 44502(b) that the airport development is reasonably necessary for use in air commerce or in the interests of national defense.
4. Approval of the construction of the blast pad and Runway Safety Area. These features are necessary to ensure the safety of aircraft operations at the airport
5. Construction, installation, relocation and/or upgrade of various navigational and visual aids including Localizer Antenna and associated equipment shelters and associated utility lines for the nav aids. This equipment is necessary to ensure the safety of air navigation for aircraft operations at the airport.
6. Approval of changes to the airport certification manual pursuant to 14 CFR Part 139, (49 USC § 44706).

7. Approval of a Construction Safety and Phasing Plan to maintain aviation and airfield safety during construction pursuant to FAA Advisory Circular 150/5370-2F, *Operational Safety on Airports During Construction*, [14 CFR Part 139 (49 USC § 44706)].
8. Appropriate amendments to air carrier operations specifications pursuant to 49 USC § 44705.

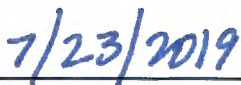
This order is issued under applicable statutory authorities, including 49 USC §§ 40101(d), 40103(b), 40113(a), 44701, 44706, 44718(b), and 47101, *et seq.*

I have carefully and thoroughly considered the facts contained in the attached Final EA. Based on that information, I find that the proposed Federal action is consistent with existing national environmental policies and objectives of Section 101(a) of the National Environmental Policy Act of 1969 (NEPA) and other applicable environmental requirements. I also find the proposed Federal action, with the required mitigation referenced above, will not significantly affect the quality of the human environment or otherwise include any condition requiring any consultation pursuant to Section 102(2)(C) of NEPA. As a result, FAA will not prepare an Environmental Impact Statement for this action.

APPROVED:



 Raquel Girvin
 Regional Administrator, AWP-1
 FAA Western-Pacific Region



 Date

DISAPPROVED:

 Raquel Girvin
 Regional Administrator, AWP-1
 FAA Western-Pacific Region

 Date

RIGHT OF APPEAL

This FONSI/ROD constitutes a final order of the FAA Administrator and is subject to exclusive judicial review under 49 USC § 46110 by the U.S. Circuit Court of Appeals for the District of Columbia or the U.S. Circuit Court of Appeals for the circuit in which the person contesting the decision resides or has its principal place of business. Any party having substantial interest in this order may apply for review of the decision by filing a petition for review in the appropriate U.S. Court of Appeals no later than 60 days after the order is issued in accordance with the provisions of 49 USC § 46110.