



U.S. Department
of Transportation
**Federal Aviation
Administration**

Western-Pacific Region
Airports Division
Honolulu Airports District Office

300 Ala Moana Blvd.
Room 7-128
Honolulu, HI 96850-7128

January 23, 2026

Curt T. Otaguro
Deputy Director of Transportation for Airports
State of Hawaii
400 Rodgers Boulevard, Suite 700
Honolulu, HI 96819

Dear Deputy Director Otaguro,

Federal Aviation Administration (FAA)
Forecast Approval
Kalaeloa Airport (JRF)

The Federal Aviation Administration (FAA) approves the aviation activity forecast for Kalaeloa Airport (JRF) submitted on September 24, 2025, to be used for the Master Plan and 14 CFR Part 150 Noise Exposure Map update for JRF.

Kalaeloa Airport serves as a general aviation (GA) reliever airport for the Daniel K. Inouye International Airport (HNL) and also serves the military and the United States Coast Guard aviation operations. The FAA recognizes the airport sponsor has an agreement with the military to maintain airfield conditions to support military use. FAA has requested data to distinguish civilian and military airfield use at JRF.

The JRF forecast uses federal fiscal year 2024 as the base year. The FAA found the forecast to be generally consistent within the FAA TAF tolerance. The airport forecast for the 5-year planning horizon is within 10 percent of the FAA TAF. The FAA approves the 5-year forecast for JRF.

The 10-year planning horizon forecast exceeds the 15 percent tolerance of the TAF for enplanements, operations and commercial operations. The JRF 10-year forecast is projected at 19.8 percent. The FAA HNL ADO approves the 10-year forecast based on the calculations of General Aviation growth at JRF as supported by the airports submitted data, forecast methodologies for calculations and conversations of future use with airport users. The FAA also acknowledges that the TAF for JRF is based on a historically flat projection.

FAA approves the Forecast for use in NEM based on the adequacy of the technical data and find the assumptions about future aircraft operations, including fleet mix, and meets criteria outlined in 14 CFR Part 150.21(a)(1) are realistic. The NEM base year is projected to be CY2026.

Current data and representative fleet mix projections were used to identify the existing and future critical aircraft by runway. The future critical aircraft is identified based on it being highly likely or expected to regularly use the airport.

The FAA accepts the determination of the Critical Aircraft for JRF per the forecast report as follows: BII for Civilian use and C-IV for Military use. The Military primarily utilizes runway 4R.

The approval of the forecast does not automatically constitute a commitment on the part of the United States to participate in any development recommended in the Kalaeloa Airport Master Plan. FAA approval of the baseline scenario in this forecast does not constitute justification for future projects. Justification for future projects will be made based on activity levels at the time the project is requested for development in accordance with criteria in FAA Orders 5090.5 and 5100.38. Documentation of actual activity levels meeting planning activity levels will be necessary to justify AIP funding for eligible projects. Further, the approved forecast may be subject to additional analyses if the fundamental rationale of the forecast or the critical aircraft changes materially.

Sincerely,

**CARLOS H.
SALAS**

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Carlos H. Salas
Acting Manager, Honolulu Airports District Office