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STATE PARKS

STATE OF HAWAII
DEPARTMENT OF LAND AND NATURAL RESOURCES
POST OFFICE BOX 621
HONOLULU, HAWAII 96809

DEC 13 2005

December 8, 2005

Mr. Jack E. Whitten, Chief
Nuclear Materials Licensing Branch
US Nuclear Regulatory Commission, Region IV
611 Ryan Plaza Drive, Suite 400
Arlington, Texas 76011-4005

LOG NO: 2005.2653
DOC NO: 0512DB02
Culture History
Archaeology

Dear Mr. Whitten:

SUBJECT: **National Historic Preservation Act Section 106 Initiation–**
Pa'ina Hawaii, LLC
Industrial Pool-Type Irradiator to be Built at the Honolulu International Airport
Kona District, Moanalua Ahupua'a, Island of O'ahu, Hawai'i
TMK: (1) 1-1-076:009 & 010

We are in receipt of the aforementioned project submittal for assessment and initial review, which we received on October 17, 2005. We apologize for the late response. The project entails the construction of an industrial pool-type irradiator on leased lands held by the Honolulu International Airport authority.

Culture History
According to our records, there are no recognized lineal or cultural descendants to the *ahupua'a* of Moanalua, which encompasses this project area. We do, however, recommend that you consult with the Office of Hawaiian Affairs and the Association of Hawaiian Civic Clubs for additional input.

Archaeology
The Honolulu International Airport is located on the southern coast of O'ahu, on the coastal plain that separates Pearl Harbor and Ke'ehi Lagoon. Research indicates that the proposed project area is located on modern fill, brought into the area since the 1940s.

Starting in 1941, Ke'ehi Lagoon was dredged for a seaplane landing facility for both military and civilian use. By mid-1943, spoil from the seaplane channel dredging had been used to expand the runway system at John Rodgers Field (Kee 1951).

In the decades after World War II, John Rodgers Field (renamed Honolulu International Airport in 1947) saw ongoing improvements and expansion. In 1950, the first airport master plan was prepared (Kee 1951). By 1963, runway expansion to accommodate jet aircraft was required to meet the demands of the influx of incoming passengers to Hawai'i. Expansion construction was completed in 1977, with the addition of the reef runway.

Given the above information, we believe the proposed undertaking will have "no effect" on significant historic sites.

In the unlikely event that historic properties, including human remains, are encountered during routine construction activities, all work in the vicinity must stop immediately and the State Historic Preservation Division must be contacted at (808) 692-8015.

If significant historic sites are present which require mitigation, then detailed historic preservation mitigation plan(s) (e.g., preservation plan and/or archaeological data recovery plan) shall be submitted to the State Historic Preservation Division for review and approval. The Division must verify that the plan(s) will be successfully executed, prior to any land alteration in the vicinity of the historic sites.

We appreciate your cooperation. If you have any questions, please call our Culture History Branch Chief, Sunny Greer, or our Archaeology Branch Chief, David Lawrence Brown, at (808) 692-8015.

Sincerely,

Peter Young
State Historic Preservation Officer

DB:jen