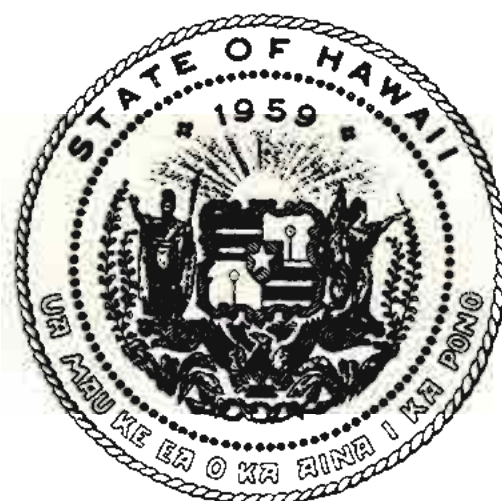


DEPARTMENT OF TRANSPORTATION

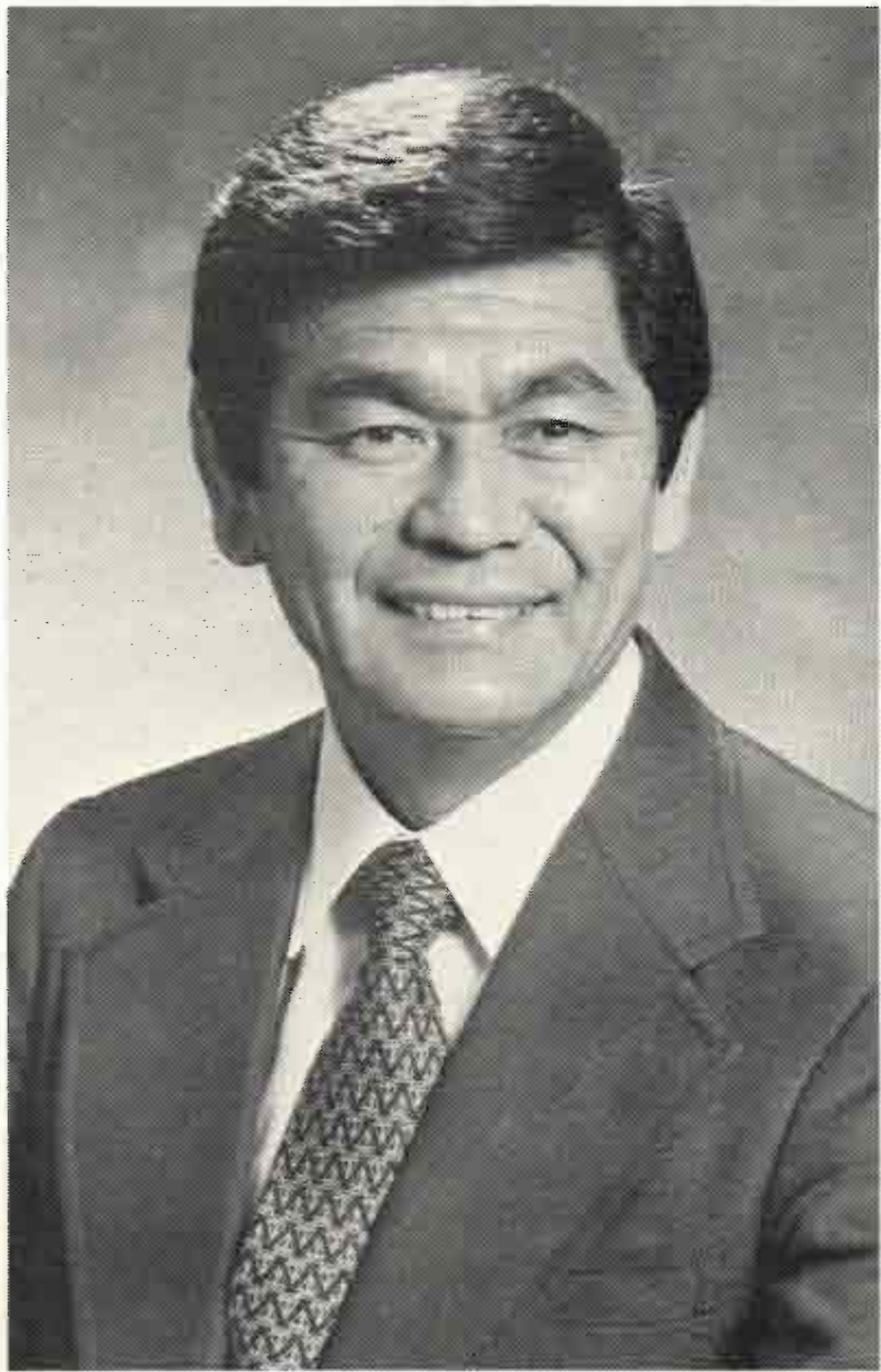
STATE OF HAWAII



REPORT

TO THE GOVERNOR
Fiscal Year 1980

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 Punchbowl Street
Honolulu, Hawaii 96813



**THE HONORABLE GEORGE R. ARIYOSHI
GOVERNOR
STATE OF HAWAII**



**DR. RYOKICHI HIGASHIONNA
STATE OF HAWAII
DIRECTOR
DEPARTMENT OF TRANSPORTATION**

GEORGE R. ARIYOSHI
GOVERNOR



RYOKICHI HIGASHIONNA, Ph.D.
DIRECTOR

DEPUTY DIRECTORS
JACK K. SUWA
JAMES R. CARRAS
JAMES B. McCORMICK
JONATHAN K. SHIMADA, Ph.D.

STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
869 PUNCHBOWL STREET
HONOLULU, HAWAII 96813

IN REPLY REFER TO:

February 12, 1981

The Honorable George R. Ariyoshi
Governor of Hawaii
State Capitol
Honolulu, Hawaii 96813

Dear Governor Ariyoshi:

With the intent to impart the conscientious efforts and achievements of the Department of Transportation to the people of the State of Hawaii, I am honored to submit this Annual Report for the fiscal year 1980.

The collective input from the Divisions of Airports, Harbors and Highways has provided a balanced and reliable network of transportation systems throughout the State. In retrospect, the indepth studies of concepts and designs have kept pace with the economic growth of the State. During this third decade of Statehood, implementation of several major projects will provide the far reaching avenues of transportation system advancement you have outlined for Hawaii.

Continuing interaction with Federal, State and County agencies along with local business and community associations and their representatives have brought about a responsible, meaningful and professional working relationship. The Department of Transportation strives to continue to meet the needs of the people of Hawaii.

Very truly yours,

Ryokichi Higashionna
Director of Transportation

INTRODUCTION



Seated left to right: Dr. Jonathan Shimada, Deputy Director for Airports; Mr. James B. McCormick, Deputy Director for Harbors; Dr. Ryokichi Higashionna, Director; Mr. James Carras, Deputy Director for Highways and Mr. Jack Suwa, First Deputy Director, Staff.

The state Department of Transportation has been charged with the responsibility to provide the necessary facilities for air, land, and sea transport on six of the major islands that comprise the State of Hawaii: Oahu, Kauai, Molokai, Lanai, Maui, and Hawaii.

The entire land area of these six major islands totals approximately 4,000,000 acres, much of it mountainous, with the logistical problems of building and maintaining airports, harbors and highways made truly unique due to the separation of the entire state by water.

Hawaii, totally dependent on air and sea for its economy of both tourism and transportation of goods, continues to grow rapidly. Resident population, approximately 900,000 currently, is expected to reach 1,225,900 in the year 2000. As growth increases, so must the Department of Transportation's network of highways, airports and harbors facilities to accommodate Hawaii's own populace as well as increased numbers of visitors.

More than 14,000,000 visitors and residents traveled by air between the Neighbor Islands in 1979. Hawaii's roads, the only means of land transportation, carry not only residents, but the estimated daily average of 96,500 visitors as well. Hawaii's ports are busily engaged in loading and unloading 98% of the goods transported into and out of the islands in this vast Pacific Basin that could conceivably make the Port of Honolulu the economic springboard to this side of the world.

For the most efficient coordination of transportation facilities, the divisions of Airports, Harbors, and Highways are all three under one department headed by a director appointed by the Governor. The deputy directors oversee the operations of divisions and the departmental staff offices.

ADVISORY COMMISSION

The State Constitution provides for a Commission on Transportation to serve in an advisory capacity to the Director of Transportation. The members are appointed by the Governor for staggered terms of four years each.

Mark K. Tanaka, *Chairman*
6th Senatorial district
Term Expires 12/31/82

Mrs. Dorothy Wells Lum
Vice Chairman
Member-at-large
Term Expires 12/31/81

John E. Smith
1st Senatorial District
Term Expires 12/31/81

George Kubota
2nd Senatorial District
Term Expires 12/31/80

William Kennison
3rd Senatorial District
Term Expires 12/31/83

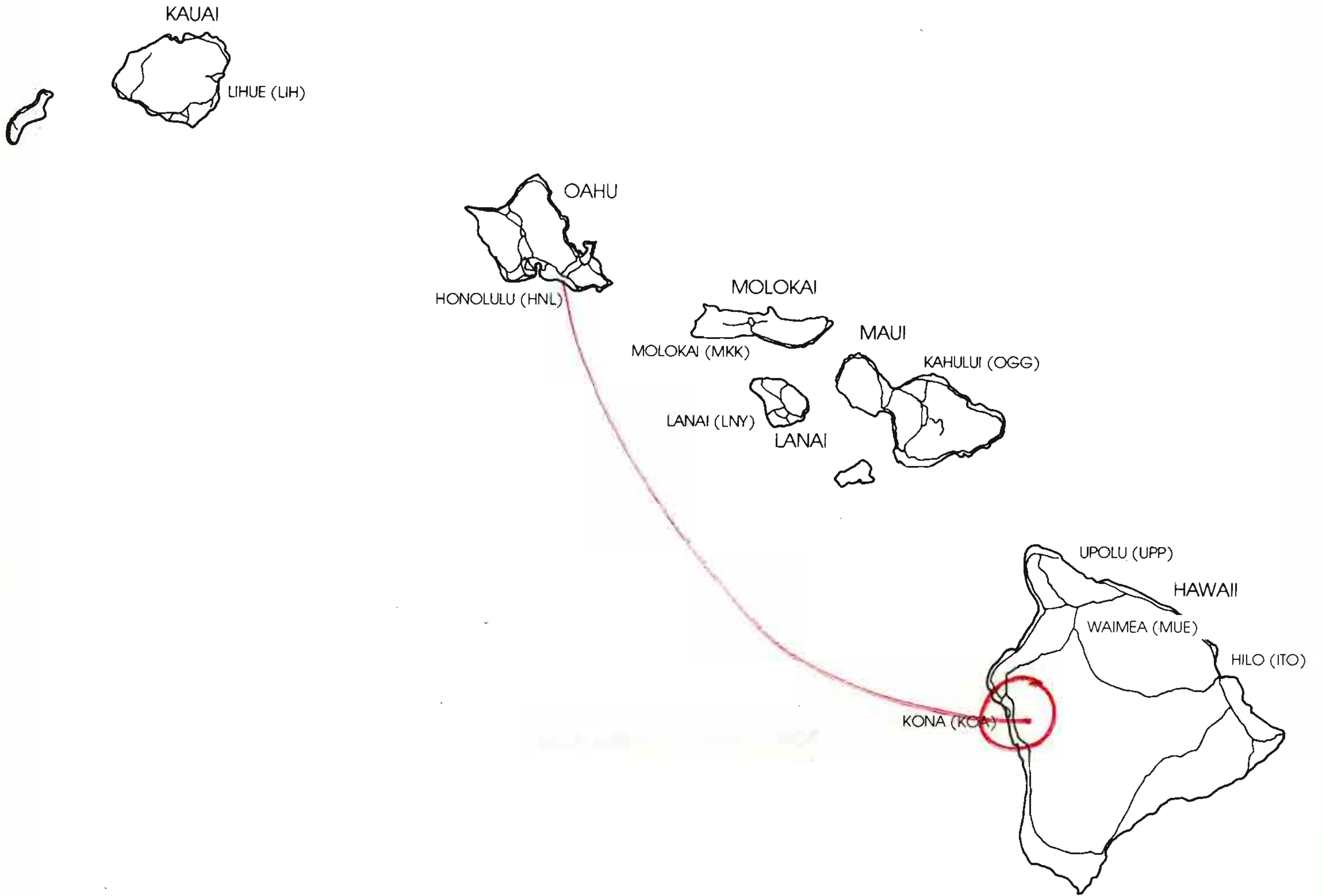
Keith I. Oda
4th Senatorial District
Term Expires 12/31/83

William Y. Nakamatsu
5th Senatorial District
Term Expires 12/31/83

Richard Arakaki
Member-at-large
Term Expires 12/31/81

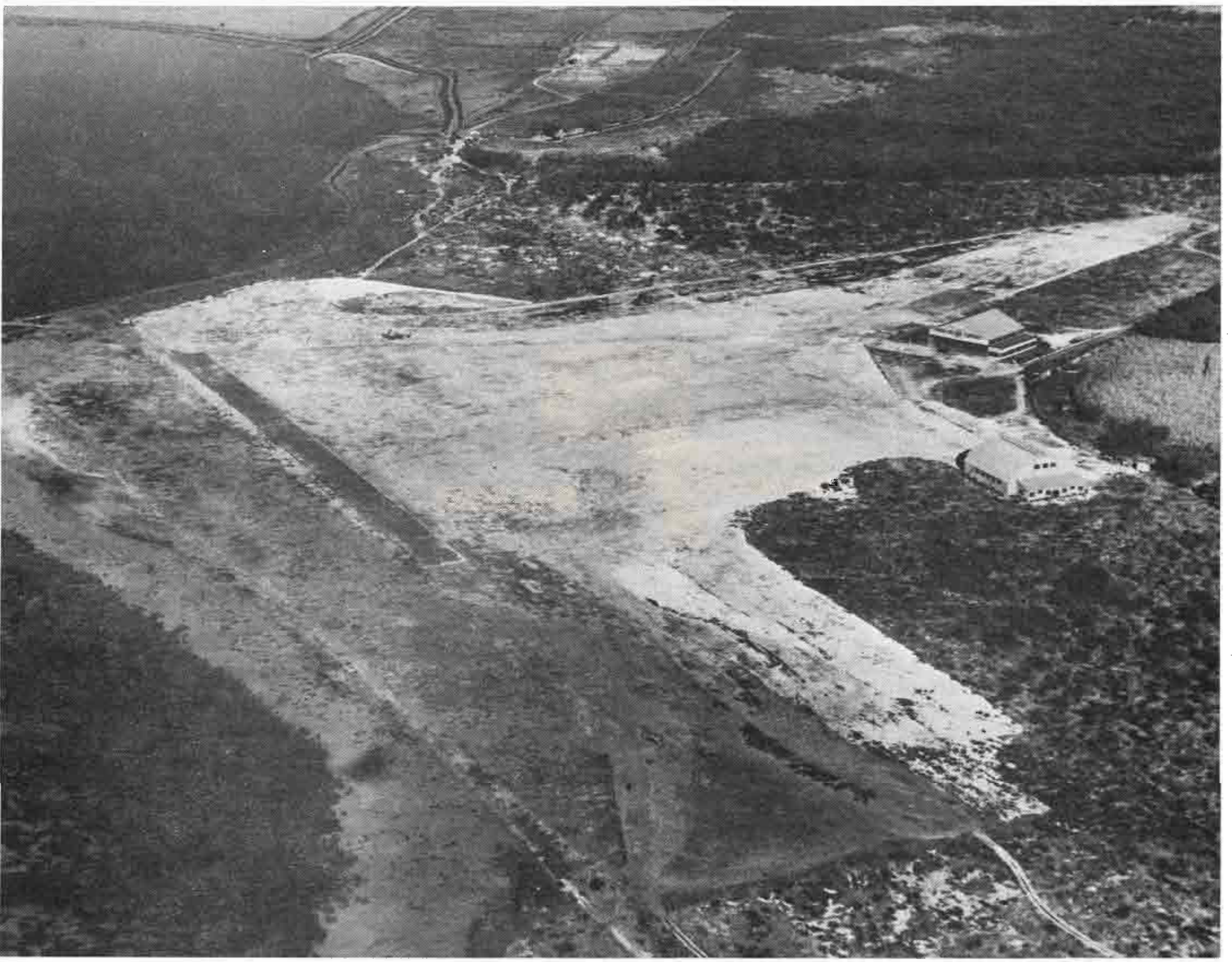
Kenneth I. Crow
Member-at-large
Term Expires 12/31/82

AIRPORTS LOCATION MAP



**STATE OF HAWAII
DEPARTMENT OF TRANSPORTATION
COMMERCIAL AIRPORTS**

JOHN ROGER'S AIRPORT 1928



During 1979, 9.6 million overseas passengers were greeted by the Aloha Spirit of Hawaii through her beautiful gateway of Airports. Award winning design and continued improvements coupled with the unique friendliness of personnel welcomes each visitor. Military, Air Carriers, General Aviation and Air Taxi Service are involved in the wide scope of Hawaii's Airports.

AIRPORTS DIVISION

The Airports Division is concerned with the planning and design as well as the construction, maintenance and operation of all airports. Honolulu International Airport, Oahu, and General Lyman Field, Hilo, are the two overseas airports serving Hawaii. Six inter-island airports are operated on the neighbor islands at Keahole, Waimea-Kohala, Kahului, Molokai, Lanai and Lihue. Serving the general aviation and reliever needs for Hawaii are the facilities at Ford Island, Dillingham Field, Upolu, Hana, Kalaupapa and Port Allen. One heliport at Ala Wai services many varied needs.

A statewide system, the Airports Division is self-sustaining within the state Department of Transportation. The operating costs are financed through revenues generated from concessionaires, aeronautical revenues from the lease of buildings and space to private carriers, aviation fuel tax, landing fees and airport use fees. The sound management of this vital transportation system can be appreciated in any government or private sector of business. Air facilities acquire building funds from federal grants, cash and revenue bonds.

Hawaii's air terminals are designed functionally to take advantage of trade winds. Improvements and modernization of Hawaii's airports will retain the tropical structural designs and pleasing island decor designed to reduce energy cost.

Deregulation of air transportation provides a potential for new routing and additional carrier service to Hawaii. The Civil Aeronautic Board approved the request of fifteen airlines to service the mainland-island route. On July 4, 1979, American, Braniff, Continental, Delta, Eastern, Hawaiian, National, Ozark, PSA, Trans Carib Air, Trans Int'l, Western and World received clearance, with World Air making an early move, into the Hawaiian air market.

The Federal Aviation Administration is under contract to relocate their Honolulu Control Tower at a cost of 5.5 million dollars. Positioned between the Reef Runway and the central terminal building the new tower will assist the visual and instrument control of all types of air craft. The tower will follow into use after the improved Diamond Head radar tracking system EARTS (Enroute Automatic Radar Tracking System), has initiated its new service. This will provide improved operations and added safety measures for each airport.

Inter-island carriers have participated in the economic growth of Hawaii. Fifty years of service was celebrated by Hawaiian Airlines on November 11, 1979. Aloha Airlines and Hawaiian Airlines serve domestic and connecting overseas passengers. Air Hawaiian and Royal Hawaiian Air Service provides commuter service throughout the state.

Dr. Jonathan Shimada was appointed to the

position of Deputy Director for Airports on March 17, 1980. A civil engineering graduate of the University of Hawaii, Dr. Shimada completed his graduate work at Pennsylvania State University. Dr. Shimada will work closely with the four Airports District Offices serving Hawaii's continuing growth of air travel.

Mid December saw the beginning of the Federal Aviation Administration's new plan to separate jet and light aircraft planes in the air and on the field. Following up on several requests from both private and state sectors as well as the International Federation of Air Line Pilots Associations, the FAA reported a decline in monthly incidents at Honolulu International Airport. The Professional Air Traffic Controllers Organization counted 25 incidents in October 1979 and only 9 incidents in January of 1980.

A "red star" rating from the designated Air Line Pilots Association indicated that group's feeling that there is a threat of an air disaster due to the continued mixing of jets to prop driven planes at HIA. Threatening to issue a "black star" rating, the Pilots Association is pushing for tighter control of light aircraft over Honolulu.

The FAA's plan of controlled traffic flow segregates incompatible air craft. As a result the inter-island carriers are having longer taxing periods at a cost of time and fuel. Air traffic noise was noted to be heavier in the Ewa area due to the FAA's most recent runway segregation.

Adjusting to the needs of the commercial and recreational air travelers in Hawaii is a constant concern to the Airports Division. With the increased air traffic at Honolulu International Airport and the reported mix of jet aircraft and light prop planes several studies during the past decade have prompted the proposal of a reliever airport. Considered in the 10th Legislature Session was the state administration's selection for early construction of a reliever field in the Poamoho area near Wahiawa.

The United Public Workers began a state-wide strike on October 22, 1979. With public health and safety in consideration, all airports were kept open throughout the strike.

Bills introduced by the Department of Transportation to the 1980 Legislature and passed were:

Act 155 House Bill 2195 (SB2221) Relating to Aeronautics

Provides more specific guidelines for rulemaking to cure the possible constitutional deficiencies in existing aeronautics statues delegating rule making powers.

Act 49 Senate Bill 2232 (HB2222) Relating to Airport Parking Control.

To permit the Director of Transportation

to expediently and expeditiously remove abandoned, unclaimed or improperly stored vehicles at airports.

Act 81 Senate Bill 2002 (HB1998) Lost and Found Money or Property at Airports.

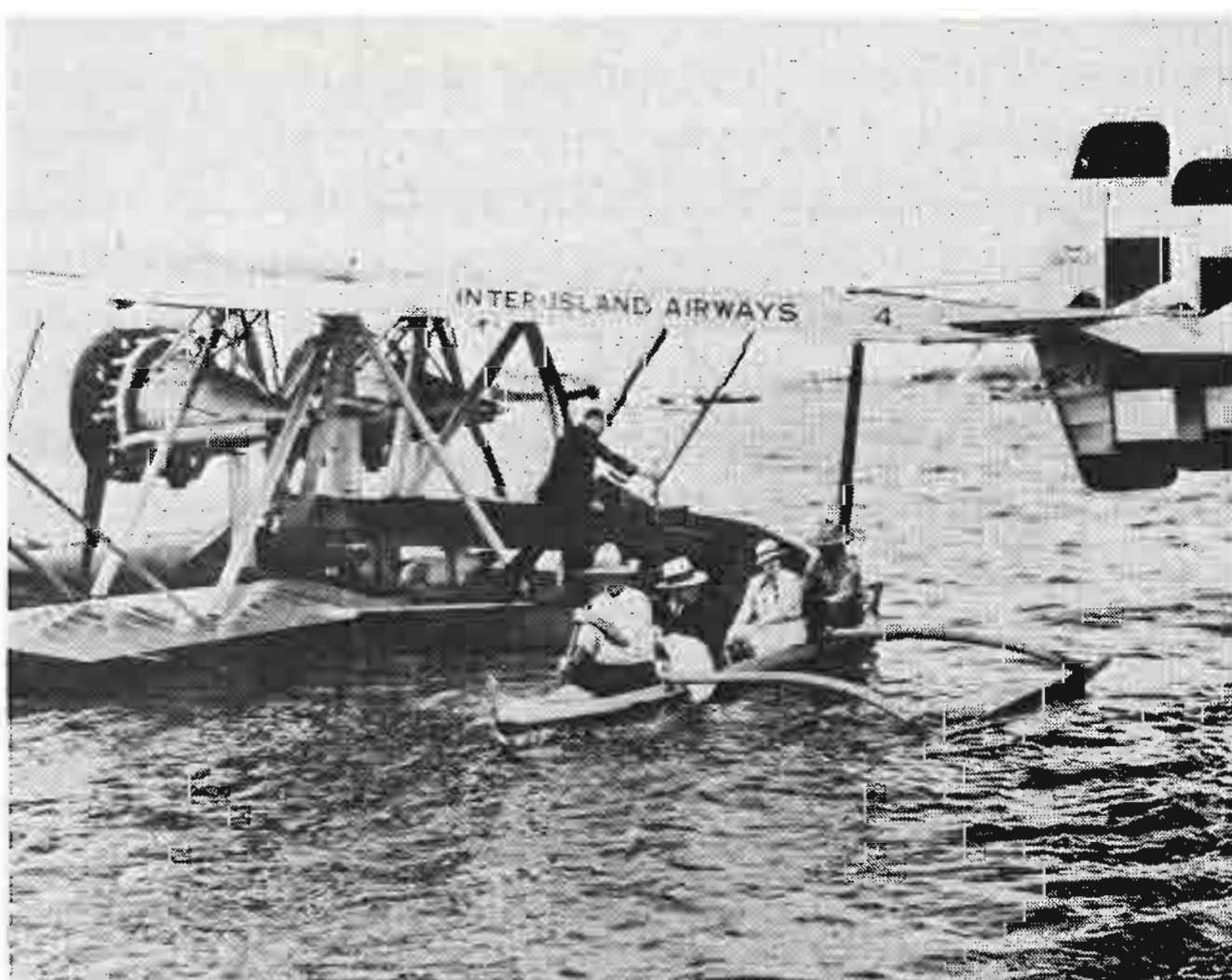
To permit the Director of Transportation to effectively operate a lost and found program for articles found on the premises of airports operated by the Department.

AIR TRAFFIC STATISTICS PASSENGERS 1979 - 1980

AIRPORT	OVERSEAS	INTER-ISLAND	TOTAL
Honolulu International	9,431,476	6,178,761	15,610,237
General Lyman	228,176	1,094,999	1,323,175
Keahole		1,223,189	1,223,189
Waimea		22,171	22,171
Upolu		1,996	1,996
Kahului		3,236,533	3,236,533
Molokai		228,870	228,870
Lanai		48,296	48,296
Hana		25,462	25,462
Kalaupapa		5,274	5,274
Lihue		2,415,129	2,415,129
Others		88,242	88,242
STATE WIDE TOTAL	9,659,652	14,568,922	24,141,562

Honolulu International Airport:

Aircraft Operations By Type		CARGO	MAIL
Air Carrier	127,926	Overseas	110,684
Air Taxi	81,542		18,159
General Aviation	158,149	Inter-Island	57,666
Military 32, 477			6,901
TOTAL	400,094	TOTAL	168,350



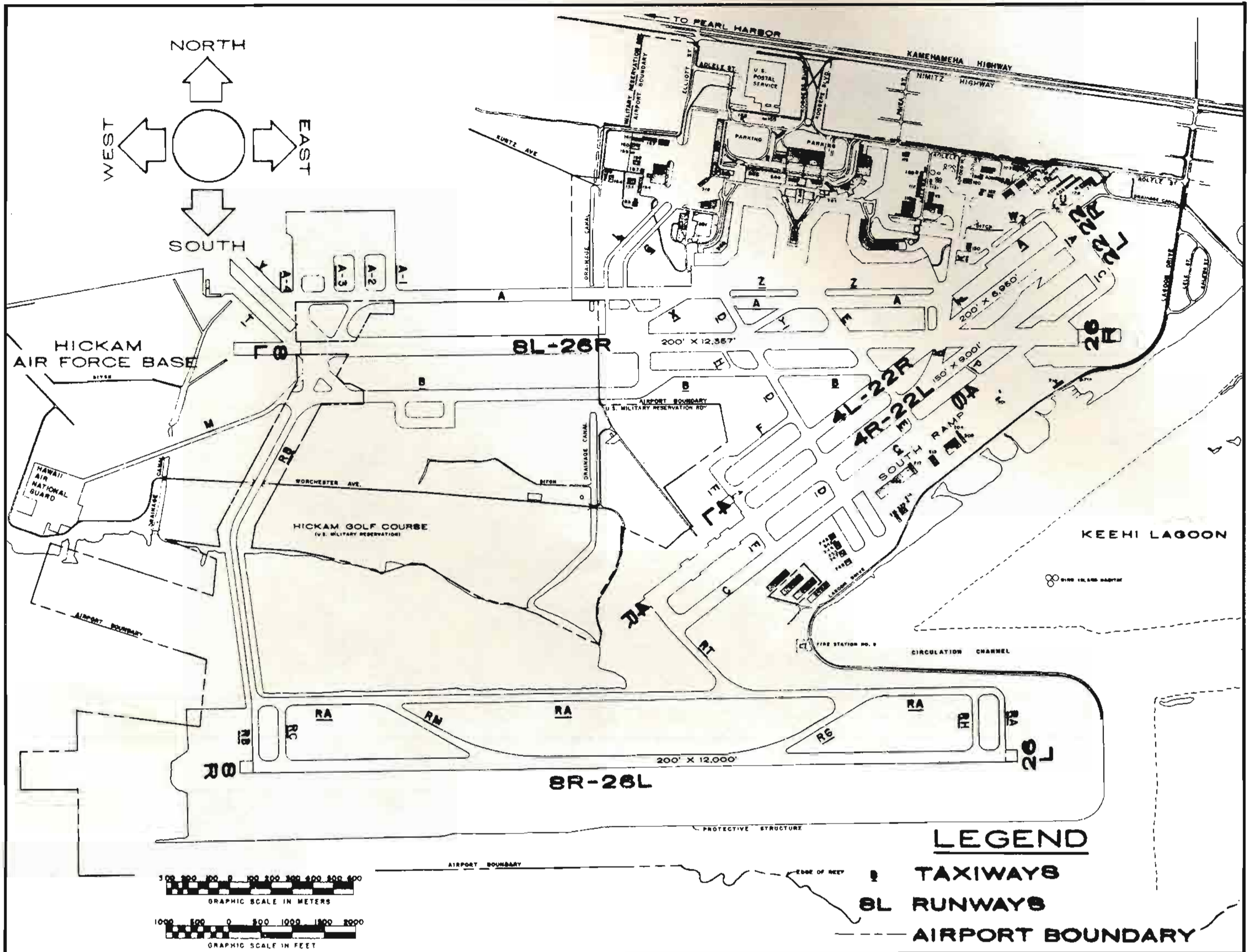
Honolulu International Airport's unique runway layout was designed to take advantage of both land and sea surroundings. The beautiful coral reef runway is the world's first major runway built entirely offshore. This 89-million-dollar project was completed in October of 1977.

Hawaii's largest airport is a joint use air facility

with Hickam Air Force Base. Since a portion of the airfield is on the Air Force Base, a line of communication and working relationship is accorded the federal and state operations. The major portion of the airfield, including all air carrier and general aviation terminals and facilities, are owned and operated by the State of Hawaii.



Overseas passengers totaled over 9.4 million with a total of over 400,000 aircraft operations in 1980. Hawaii commands the Pacific Air Flow and provides needed services for many foreign lines.



Modification of the central baggage claim area was completed and faster, efficient service has been provided in that area.



The beautiful Hawaiian lei stands received the finishing touches of landscaping in January. The new location allows for drive up parking in full view of many floral displays. The open air structures created for the artisan in preparing flower leis is one of the most frequented areas.

Of major importance to Hawaii's airports are the safety conditions and training of specialized personnel to handle any real or potential danger. The Ramp Control section carries out the duties of

monitoring eight control systems on a twenty four hour basis. Determining emergency actions necessary to keep the airports open is the essence of this section's functions. With necessary ground movement within the runway and apron areas for maintenance and regular checking of all conditions, the controlling of such movements with aircraft maneuvering is essential. Security of all restricted areas and communication with airlines and their carriers provides the needed continuity within the airport system.

The awareness of safety as a preventative measure was reconfirmed on April 6, with the holding of a



mock airplane crash for a disaster drill. The drill tested the control and disaster response capabilities of the airport. Demonstration of Honolulu International Airport's strength and weaknesses in the face of a small scale disaster received follow up studies in all areas.

General Lyman Airfield on Hawaii opened its new 105 foot high Traffic Control Tower on November 2, 1979. Housing of the Federal Aviation Association Communication Systems within the tower provides safety related services for the airport.

Due to economic concern by Continental Airlines, service was ceased between the mainland and Hilo, ending ten years of association in January. Along with regular passenger service Continental carried one million pounds of cargo

each month. In May of 1979, a similar cutback was announced by United Airlines out of San Francisco.

Keahole Airport observed groundbreaking ceremonies for a new crash fire building on March 17, 1980. This building provides facilities for first-class emergency handling at the airport. In all districts emergency training programs are reviewed and expanded as needed.

Parking congestion and revenue funding took on a new perspective when paid parking went into effect in March at Keahole Airport. Better and more efficient service is expected with the change in parking policy.

Mr. Jon Sakamoto accepted the position of Airport Manager for Keahole upon the retirement of Mr. Phil Sykes. Mr. Sykes leaves the airport operations after eight years of service.

AIR TRAFFIC STATISTICS FY 1979-80

Keahole Airport		Upolu Airport:	
Passengers	1,223,189	Passengers	1,996
Cargo (tons)	7,118	Cargo	-0-
Mail (tons)	1,099	Mail	-0-
Waimea-Kohala Airport:		Aircraft Operations By Type:	
Passengers	22,171	Air Carrier	14,909
Cargo (lbs)	1,075,811	Air Taxi	16,640
Mail (lbs)	18	General Aviation	39,633
		Military	10,948
		TOTAL	82,130
General Lyman Field:			
Aircraft Operations By Type		CARGO	MAIL
Air Carrier	16,604	Overseas	12,899
Air Taxi	7,218		184
General Aviation	18,543	Inter-Island	23,295
Military	8,125		2,133
TOTAL	50,490	TOTAL	36,194
Kahului Airport:		Aircraft Operations By Type:	
Passengers	3,236,533	Air Carrier	41,244
Cargo (tons)	22,957	Air Taxi	32,272
Mail (tons)	2,432	General Aviation	38,166
Molokai Airport:		Military	6,060
Passengers	228,870	TOTAL	117,742
Cargo (tons)	947	Aircraft Operations By Type:	
Mail (tons)	238	Air Carrier	4,659
Lanai Airport:		Air Taxi	47,908
Passengers	48,296	General Aviation	14,467
Cargo (tons)	408	Military	3,721
Mail (tons)	31	TOTAL	70,755



MAUI DISTRICT AIRPORTS MAINTENANCE BUILDING AND BASEYARD

Completion of the new maintenance building and baseyard for the Maui District Airports Division was celebrated at dedication ceremonies on Friday, December 14, 1979.

Located adjacent to the Highways Division District Office at Kahului Airport, the new maintenance facility replaces a building converted from a warehouse after World War II.

In addition to providing the airport maintenance staff with safe, efficient quarters, the relocation makes room for doubling automobile parking at the passenger terminal building. Plans for the expansion of the terminal will be started as soon as project management and design contracts are negotiated with consultants.

Shop space for automobile, carpentry, electrical, building maintenance, groundskeeping and utility work are provided in an 8,000-square foot building. Covered space for vehicle storage is in an adjacent 2,880-square foot shed. Paved yard area is within a fenced lot of approximately one and a half acres. Fuel storage and dispensing facilities and vehicle stands are conveniently located within the complex.

The building is equipped with a large paint booth for spray painting of signs, furniture, and other equipment. A dump truck or fire truck can be driven into the booth for painting into the brightly-lighted and well-ventilated enclosure. The spray booth is available for use by all divisions of the Department and meets all safety requirements for spray painting.

Architectural design service was provided by Shoso Kagawa under the project management of Melvin Ikeda of the Airports Engineering Branch. Construction was completed by Service Contracting Co. of Kahului under a \$779,662

contract.

With a projected completion date in the year 1995, the state Department of Transportation was granted the State Land use Commissioners approval to complete plans for the airport expansion facilities for Lihue on Kauai. The plans call for involved safer inter-island transportation services. The new facilities will have instrument landing capabilities, an FAA requirement for jet airports. The State and Federal governments have a 25-75 cost sharing agreement.

Phase one of the three phase plan, calls for the construction of the new runway at a cost of about 10 million dollars. Phase two involves the new terminal site along with various general aviation aprons, helipad, hangers and support services. Phase three will be the actual construction of the terminal and the enlargement of the existing runway to allow for larger plans.

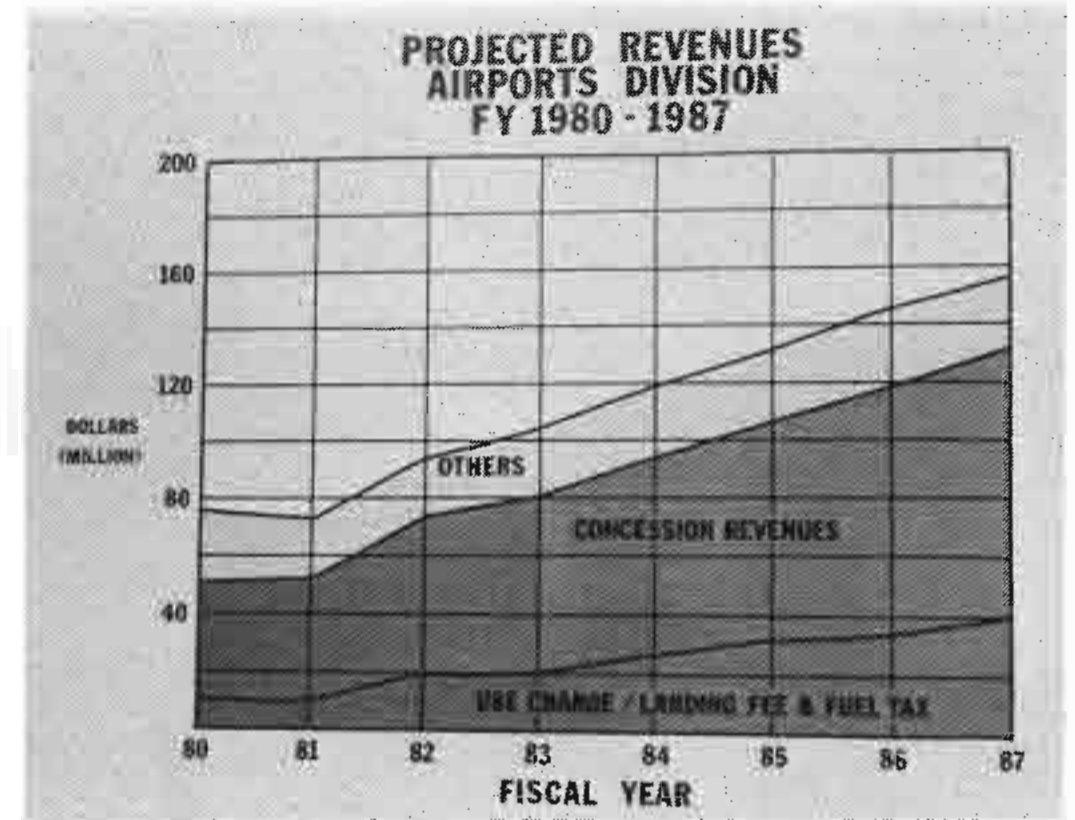
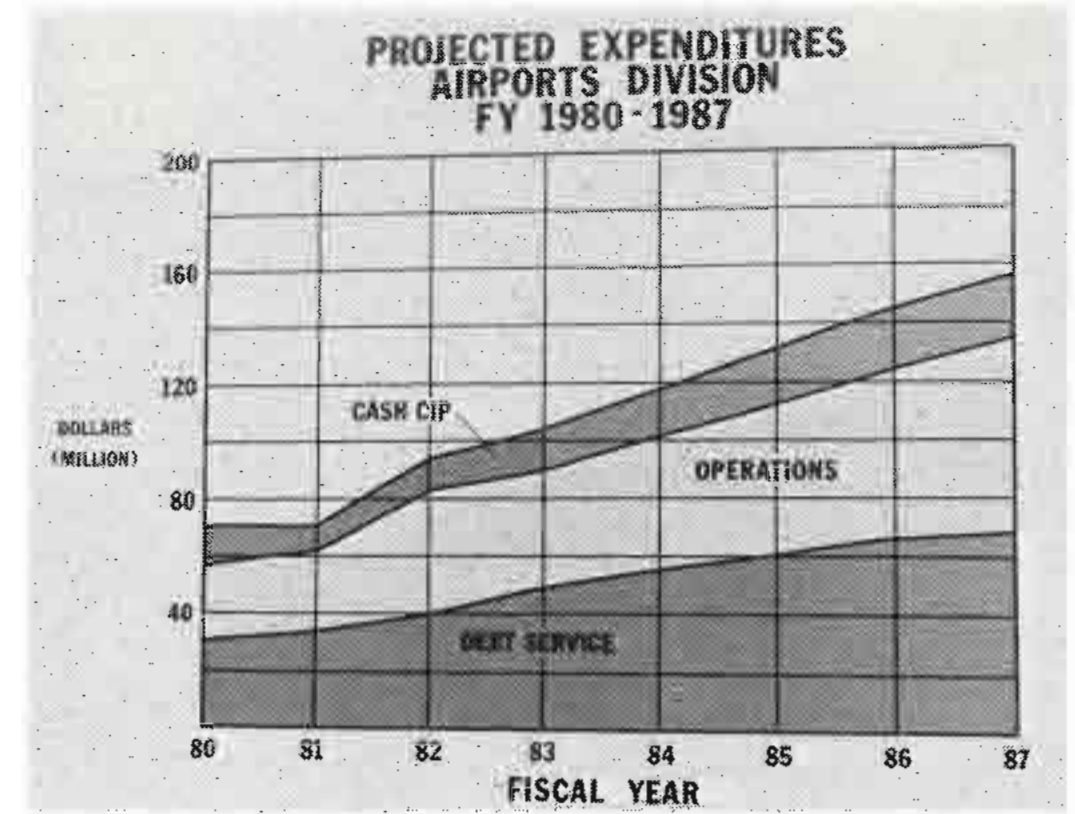
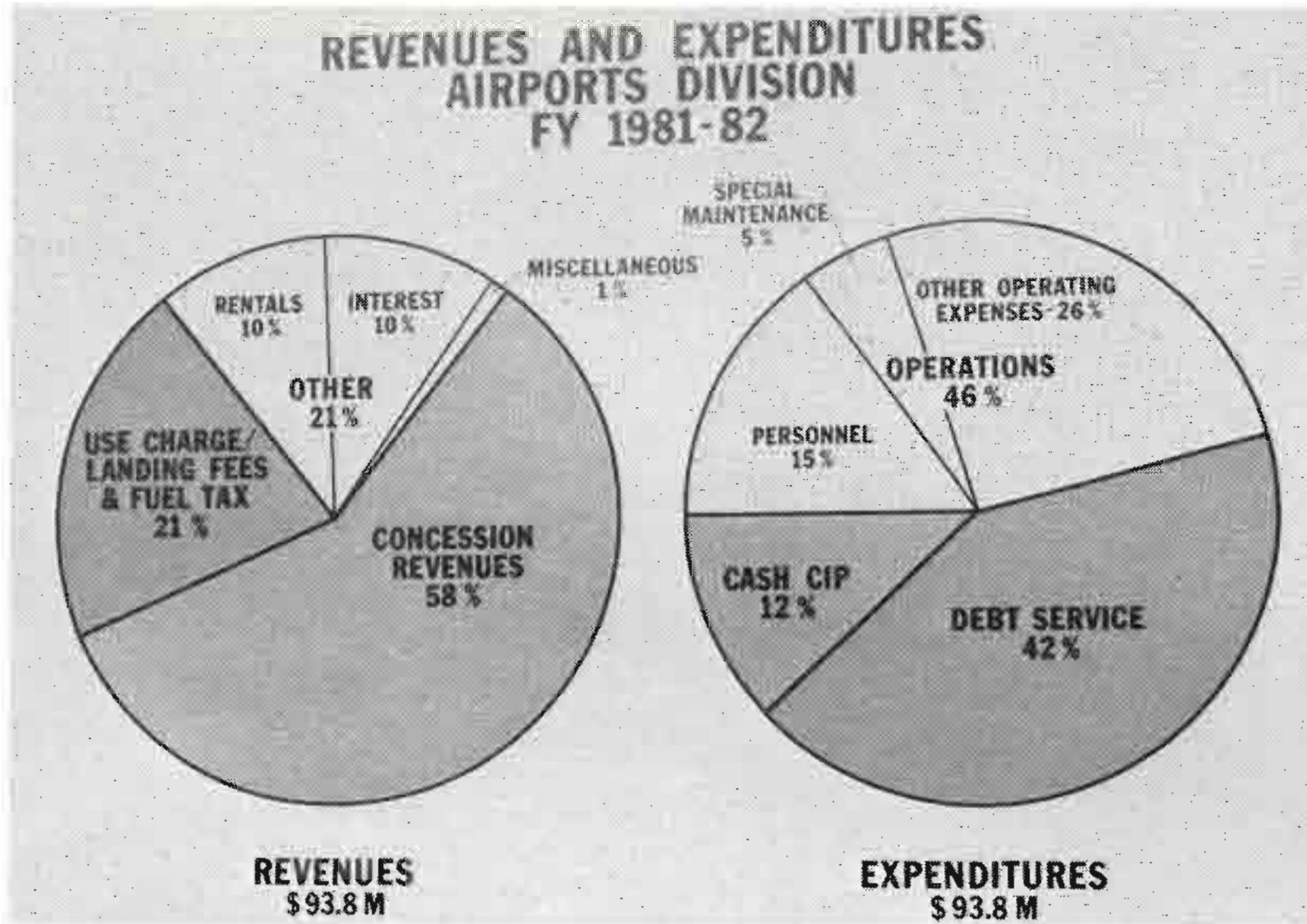
Notification of the go ahead for this needed safety as well as efficiency and convenience project comes at the end of the fiscal year. The entire plan calls for continuing additions and refinements to the airport through 1995.

Lihue Airport:

Passengers	2,415,129
Cargo (tons)	12,014
Mail (tons)	1,565

Aircraft Operations By Type:

Air Carrier	25,666
Air Taxi	25,271
General Aviation	15,367
Military	1,518
TOTAL	67,822



FINANCIAL SUMMARY AIRPORTS DIVISION

	1979-80 *Actual
Operating Expenditures: (Position Count)	746.00
Personal Services	10,210
Debt Service	30,887
Other Expenses	11,257
5% Special Fund Surcharge	2,280
Departmental Administration	881
Major Maintenance, Renewal and Replacement	1,420
Revenue Bond Debt Service Coverage for Cash CIP**	13,975
TOTAL EXPENDITURES	70,910
Current Revenues:	
Aviation Fuel Tax	5,223
Airport Use Charges/Landing Fees	4,983
Concession Fees	44,927
Rentals	8,357
Interest Earnings	10,915
Miscellaneous	1,488
TOTAL REVENUES	75,893
Airport Use Charge Rate (Dollar/Thousand Lbs.)	\$.79

*In Thousands of Dollars