

HAWAII AERONAUTICS COMMISSION
 Regular Monthly Meeting
 Friday, August 31, 1956

The regular monthly meeting of the Hawaii Aeronautics Commission was called to order by Dr. Francis K. Sylva, Chairman, on Friday, August 31, 1956, at 1:35 p.m., in the Board Room of the Commission, Overseas Terminal Building, Honolulu International Airport.

A quorum of the Commission was in attendance. (See Record of Attendance.)

GENERAL

MINUTES OF JULY 28, 1956, MEETING: The minutes of the Commission meeting held on July 28, 1956, were approved as circulated.

1957-1959 BIENNIAL BUDGET: It was moved by Mr. Furtado, seconded by Mr. Honda, and unanimously

VOTED: to approve the 1957-1959 Biennial Budget.

PRIVATE FLYING: Mr. E. A. Eckert, President of the Aircraft Owners and Pilots Association of Hawaii, stated that all of the points which the association desires to present to the Commission are included in its petition to the Governor dated June 26, 1956. (A copy of the petition is attached and made a part of these minutes.)

Mr. Eckert pointed out that the Territory, through the Board of Harbor Commissioners, sees fit to foster or actually subsidize the provision and maintenance of facilities for pleasure boats and that he failed to see the difference between private planes and pleasure boats. He went on to say that it is true that the private plane owners have been provided hangars and that they are very appreciative of the hangars but that they lose all appreciation when they are told from time to time that they are going to be kicked off the field.

The Chairman advised Mr. Eckert that no one has actually raised any objection to their flying at Honolulu Airport but that he understood that, due to the jet aircrafts, Civil Aeronautics Administration may insist that they operate from another airfield.

Mr. Edwards pointed out that Mr. Eckert himself had indicated that they may find it desirable to leave Honolulu Airport for parts more distant from commercial traffic. Mr. Edwards expressed that it does seem desirable, from the standpoint of aviation generally, to keep the two types of operations (commercial and private) separated and suggested the use of Kipapa Airfield, which enjoys the advantage of being removed from any housing project at the present time.

Mr. Eckert stated that they have tried to locate a new area but that they have had no results and that, if HAC were following a mandate of law to foster, aid, and assist, there would be a natural line of duty for the Director to have an engineer looking for things like this. He stated that Kipapa is quite a ways out and inconveniently situated.

Mr. Whittinghill stated that, from a flying school operator's standpoint, he felt that Kipapa is unsafe but for private aviation it would probably be all right.

Mr. Whittinghill complained that, at the last meeting with the Director, he inquired about moving a large quonset hut so that he could operate from it and was told that it will be looked into immediately; three days later, when he called on Mr. Martin for a reply, he was told by Mr. Martin that he had not been informed about it and, therefore, could not help him.

Mr. Whittinghill further stated that he had been offered the use of the hangar only on a temporary basis and that he could not possibly run an approved school on that basis.

Mr. Roy Vitousek, attorney for Mr. Whittinghill, advised that, in order for a CAA-approved flying school to operate, it has to have a hangar. He stated that the notice of eviction was only received on Monday and that he called Mr. Lee about the letter on Tuesday and was told that it was impossible to move the desired quonset hut for the necessary hangar facilities. He thought that the alternative would be to delay the time of eviction to get the problem solved.

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The Chairman stated that he did not think that there has ever been any intention to kick them off the airport; the whole idea resulted from the fact that the Director considered the plight of the taxi operator required to operate into Kalaupapa to be of higher priority and attempted to relocate them. The Chairman then asked for the Director's report on the subject.

The Director made the following statement:

"Mr. Whittinghill has indeed been faced with many problems in his effort to remain in the flying school business. He has been expecting eviction from his leased premises at Kailua for several years and is now on a day-to-day status. We attempted once to establish him at Bellows Field, but he hesitated to move unless forced to vacate Kailua. He had some limited facilities in Navy Hangar 206 but had to vacate when the Navy took custody from HAC. He tried at various times to negotiate space in the former Hawaiian School of Aeronautics facility and in Hangar 8, but in these cases he offered only token rental, substantially less than established rates, and proposed only a part time service. The most recent action was to rent Small-Plane Hangar No. A-1 at Honolulu. This was done in February 1956 on the basis that he would operate a branch of his flying school from the Honolulu location. By more recent action of the Commission, it has become necessary to relocate Transocean and Andrew Flying Service from their present space at Hangar 7. We can accommodate Transocean in Warehouse Building No. T-56-5 but the only suitable area found for Andrew Flying Service was Hangar A-1, occupied by Mr. Whittinghill. There has been hardly any activity at the location, and we have found no evidence of flying school services being offered to the public; it appears to be only a plane storage operation. Incidentally, Mr. Whittinghill has enjoyed a 50-percent rate on the basis of a CAA-Approved School. Since there was no evidence of active use of Hangar A-1 by Mr. Whittinghill, the staff felt that the requirement of Andrew had priority for the space. The situation was discussed verbally with Mr. Whittinghill and the last information from him (telephone call to Mr. Martin) was an indication of his interest in renting Building No. T-5-4, expected to be vacated shortly by Cockett Airlines. He was advised that we would be ready to discuss this further. Nothing further was heard on the subject until receipt of a letter (August 28, 1956) from attorneys representing Mr. Whittinghill in which they requested reconsideration of our action to withdraw Hangar A-1.

"We have not closed the door to alternate space for Mr. Whittinghill at Honolulu although facilities are extremely limited. Japan Air Lines is losing its maintenance space and has requested a location; Hawaiian Airmotive wants to expand; Andrew Flying Service must be relocated. In any case, space for a flying school at Honolulu would have to be treated as very temporary. We quote from a letter (December 15, 1955) by the Civil Aeronautics Administration Regional Administrator:

'From an Aviation Safety standpoint, we do not believe that Honolulu International Airport or any other major air terminal is a desirable location for a primary flying school facility.'

and

"We believe that there is a very real need for at least one CAA approved flying school on Oahu. We further believe that there are suitable airports other than Honolulu International Airport from which training can be conducted successfully, provided, the necessary services and facilities can be made available."

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The Director further stated that the Commission has expended \$332,345.91 "directly" toward private flying since July 1947 and that, in addition to that, free space rental was granted to activities allied to private flying (flying schools, Civil Air Patrol, etc.) valued at \$102,353.27; that, with other costs and grants, the total amount which HAC has contributed to activities related to private flying comes to \$434,699.18; and that revenues received directly from private flying activities during the same period amounted to \$32,371.12.

The Chairman then stated that, according to the report, the flying school is not going to be thrown off the airport but that a temporary space would be found for them. He further advised that five acres have been set aside in the master plan for CAP, technical school, and flying school.

The Chairman advised that this matter will be taken under consideration and that eventually everyone will be given some permanent area in which to establish himself.

Mr. Whittinghill was advised that the letter notifying him of eviction from Hangar A-1 is still in effect.

MATERNITY LEAVE POLICY: It was moved by Mr. Honda, seconded by Mr. Pietsch, and unanimously

VOTED: to adopt the policy governing the granting of maternity leaves as recommended and set forth in the Director's memorandum to the Commission dated August 24, 1956. (A copy of the memorandum is attached and made a part of these minutes.)

HONOLULU

BOARD OF HARBOR COMMISSIONERS - REQUEST FOR TRANSFER OF CERTAIN PARCEL OF LAND TO THEIR CONTROL: It was moved by Mr. Honda, seconded by Mr. Pietsch, and unanimously

VOTED: to approve the request of the Board of Harbor Commissioners (per their Letter No. HB 369 dated August 13, 1956) to transfer the control, by Executive Order and/or license, of a certain parcel of land at Kapalama covered by Executive Order No. 1016.

TERMINAL PLANNING AND COORDINATING COMMITTEE REPORTS: It was moved by Mr. Pietsch, seconded by Mr. Kobayashi, and unanimously

VOTED: to approve the TPCC reports of the meetings held on August 6, 10, and 21, 1956, and the recommendations contained therein. (Recommendations of the TPCC as contained in the reports, are attached hereto and made a part hereof.)

COMMISSIONER OF PUBLIC LANDS - REQUEST FOR TRANSFER OF CERTAIN PARCEL OF LAND TO THEIR CONTROL: It was moved by Mr. Honda, seconded by Mr. Kobayashi, and unanimously

VOTED: to approve the request of the Commissioner of Public Lands dated July 20, 1956, File No. 12.1729, that HAC make available to them a certain area in the vicinity of Keehi Lagoon.

HAWAII HOUSING AUTHORITY - REPORT ON THE AIRPORT HOUSING PROJECT: With reference to the airport housing project, Mr. Wirtz commented that he thought Hawaii Housing Authority had done a fine piece of work and that he understands that Mr. Brenham had likewise contributed to this success. He then made a motion, which was seconded by Mr. Furtado, and it was unanimously

VOTED: that the Commission accept the HHA's report with a deep sense of appreciation.

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VACATIONS-HAWAII - REQUEST FOR GROUND TRANSPORTATION (PREPAID) LICENSE:

The Director advised that the policy of the Commission provides for one principal operator and three secondary operators; that the facilities at the airport preclude further increase; and, therefore, the staff recommends that the application be withheld. It was moved by Mr. Kobayashi and seconded by Mr. Honda to deny Vacations-Hawaii's request.

Upon Mr. Edwards' inquiry as to whether or not the Legal Counsel has had an opportunity to study this problem to determine the position of the Commission, the Director advised that there is a parallel case on Hawaii wherein a friendly suit will be filed in court as a test case.

Mr. Kobayashi then withdrew his motion with the consent of Mr. Honda, and it was moved by Mr. Pietsch, seconded by Mr. Furtado, and unanimously

VOTED: to defer action on this matter until a subsequent date.

OVERSEAS TERMINAL BUILDING - ADDITIONAL COVERED WAITING AREA ON FIELD SIDE:

The Director advised that the Terminal Planning and Coordinating Committee had requested that the staff look into the possibility of providing additional covered area on the field side of the Overseas Terminal Building between the blind vendor's stand and the planted area adjacent to the control tower. He stated that the preliminary cost estimate was approximately \$8,400 to cover this area (approximately 2,690 square feet) with Flexalum roofing material similar to that on the street side of the building.

It was moved by Mr. Kobayashi, seconded by Mr. Furtado, and unanimously

VOTED: to defer this project until the return of Mr. Wheeler.

COCKETT AIRLINES, LIMITED - DELINQUENT ACCOUNT: Cockett Airlines' delinquent account, along with a history of their delinquency, was presented to the Commission.

It was moved by Mr. Pietsch, seconded by Mr. Edwards, and unanimously

VOTED: that the Chairman appoint a committee with authority to act on this matter.

The Chairman appointed Mr. Honda and Mr. Kobayashi to serve on this committee and to work with the Director.

HONOLULU AIR COMPLEX JOINT REAL ESTATE TRANSFER COMMITTEE REPORT:

The Director advised that the report submitted by the Honolulu Air Complex Joint Real Estate Transfer Committee (a committee comprised of representatives from the Army, Air Force, Navy, CAA, and HAC) is a summary of the progress made to date by the committee regarding the determination of real estate actions required to carry out the "Agreement for Mutual Transfer of Real Estate" of 6 April 1956. He recommended that this matter be referred to the Terminal Planning & Coordinating Committee for expeditious review and action.

It was moved by Mr. Wirtz, seconded by Mr. Kobayashi, and unanimously

VOTED: to accept the Director's recommendation.

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AIRPORT TERMINAL COMPLEX - PRELIMINARY PLANS, MASTER PLAN, AND DAMON TRACT

AREA: Mr. Honda made a motion, which was seconded by Mr. Kobayashi, and it was unanimously

VOTED: to adopt the preliminary plans dated August 30, 1956, as submitted by the HAC planner, allowing for alterations and changes within the general plan and also minor changes in the plan itself if such changes result in savings in building costs and in a better functional structure.

The Chairman stated that the master plan for the airport terminal complex includes terminal facilities, related airline service and maintenance facilities, two fixed-base operators, CAP, technical school, flying school, and everything that has been brought into the picture up to this time and that there is still room for additional activities which have not been heard from as yet. He further stated that this will take up most of the Damon Tract area, except the area at the end of Runway 4-22, and also includes the area on the other side of the roadway into the airport on which a tank farm is to be built for supplying of fuel to the airport; that the entire plan is based upon actual requests received from the people who will use or will build upon the area; and that, generally, the requirements will take up practically all of the space.

The Director pointed out that approximately 180 acres are required for servicing facilities for the airlines and other aeronautical tenants, which figure does not include the 5 acres for the school.

Mr. Pietsch made a motion, which was seconded by Mr. Furtado, and it was unanimously

VOTED: to adopt the master plan dated August 30, 1956, and to notify the City Planning Commission of the foregoing action and to send them a copy of the master plan.

LOCKHEED AIR TERMINAL, INC. - LICENSE TO DO BUSINESS ON THE AIRPORT: It was moved by Mr. Honda, seconded by Mr. Kobayashi, and unanimously

VOTED: to approve the proposed agreement form for Lockheed Air Terminal, Inc., to engage in the transportation and dispensation of aircraft fuels, aircraft lubricating oils, and other aircraft petroleum products on the airport as submitted.

MODEL OF AIRPORT COMPLEX: It was moved by Mr. Hodgson, seconded by Mr. Honda, and unanimously

VOTED: to authorize the Department of Public Works to proceed with the construction of a model of the airport complex and new terminal facilities.

QUARTERS FOR EMPLOYEES SUBJECT TO CALL ON A 24-HOUR BASIS: The Chairman posed a question as to whether or not some study should be given in the new planning to provide quarters for employees who have to be subject to call on a 24-hour basis.

Mr. Furtado made a motion, which was seconded by Mr. Kobayashi, and it was unanimously

VOTED: to have the staff study the entire matter and return with a report.

KAUAI

LIHUE AIRPORT - LANAI ENCLOSURE: In order to alleviate congestion in the main lobby of the Lihue Airport Terminal, Mr. Edwards made a motion, which was seconded by Mr. Kobayashi, and it was unanimously

VOTED: to appropriate a sum not to exceed \$1,500 to provide a glass enclosure for the northeast lanai of the Lihue Airport Terminal.

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HAWAII

UPOLU AIRPORT - PUBLIC HEARING RE CONTINUED OPERATION: The Chairman reported that the principal reason for wanting to close Upolu Airport is that about \$300,000 would be required to take care of the damage done to the taxiway and apron and to rehabilitate the runway. He also reported that, because of decreasing traffic, the airlines have not indicated too great enthusiasm to keep Upolu Airport open.

Inasmuch as the Commission had promised that, before any action is taken to close Upolu Airport, a public hearing will be held in the Kohala District to give those concerned an opportunity to express their views, it was moved by Mr. Furtado, seconded by Mr. Kobayashi, and unanimously

VOTED: to hold a public hearing in the Kohala District, the time to be set by the Chairman.

KONA AIRPORT - RELOCATION OF BAGGAGE COUNTER: Mr. Furtado stated that, at the July meeting of the Commission, he was asked to obtain a cost estimate on the relocation and covering of the baggage counter at Kona Airport and that he had obtained an estimate of \$1,000 to accomplish the work. He, therefore, moved, and it was seconded by Mr. Kobayashi and unanimously

VOTED: to appropriate a sum of \$1,000 for this purpose.

MAUI

KALAUPAPA AIRPORT - SURVEY OF RUNWAY CONDITIONS: With reference to the request to have the Department of Public Works conduct a survey of the runway conditions at Kalaupapa Airport and to present an estimate of the cost to make the necessary repairs, Mr. Wirtz stated that he had been informed that funds have previously been appropriated for this purpose and that he would, therefore, like to withdraw the appeal.

LANAI AIRPORT - COMMERCIAL POWER REPORT: The matter of supplying Lanai Airport with commercial electric power was deferred until the next meeting and the staff was asked to check into the matter for clarification on the question as to whether or not the roadway leading to the airport is a public road.

JET NOISE STUDY: Inasmuch as the Chairman is planning on a trip to the Mainland, Mr. Honda suggested that, during the course of his trip, the Chairman study the matter of jet noise wherever feasible at his own expense. The Chairman stated that he will be glad to do so.

SPECIAL MEETING: It was agreed that a special meeting of the Commission will be held at 4:30 p.m., Thursday, September 13, 1956.

RESIGNATION OF ASSISTANT DIRECTOR OF AERONAUTICS: The Chairman stated that the Commission accepts with a great deal of regret Mr. John E. Batchelder's resignation as Assistant Director of Aeronautics effective September 30, 1956. He further stated that the Commission appreciates the very fine work Mr. Batchelder has done and regrets very keenly seeing him leave and wished him all the luck in his new venture.

SEPTEMBER H.A.C. MEETING: The Chairman advised that the September HAC meeting will be held on the regular meeting date.

ADJOURNMENT: The meeting was adjourned at 3:05 p.m.

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ATTENDANCE:

Hawaii Aeronautics Commission

Present: Dr. Francis K. Sylva, Chairman
 Mr. Dorsey W. Edwards, Vice Chairman (Kauai)
 Mr. Ralph C. Honda, Secretary
 Mr. David Furtado, Vice Secretary (Hawaii)
 Mr. George Kobayashi, Member
 Mr. Joseph V. Hodgson, Member
 Mr. Charles J. Pietsch, Jr., Member
 Mr. Cable Wirtz, Member (Maui)

Absent: Mr. Richard Wheeler, Member

In Attendance : Mr. Randolph M. Lee, Director, HAC
 Mr. John E. Batchelder, Assistant Director, HAC
 Mr. Theodore A. Vierra, Architect
 Mr. Robert S. Whittinghill, Kailua Sky Ranch
 Mr. G. A. Roth, Murrayair, Ltd.
 Mr. A. E. Romaine, CAA
 Mr. William T. Klopp, AOPAH
 Mr. W. T. Waterhouse, Murrayair, Ltd.
 Mr. Herbert Ing, Andrew Flying Service
 Mr. John B. Traynor, 491st Flying Club
 Mr. Richard G. Allen, 491st Flying Club
 Mr. M. J. Glueck, Hawaiian Cold Storage Co.
 Mr. O. McCraw, Aloha Airlines
 Mr. H. Bauske, Radio Shop
 Mr. E. A. Eckert, AOPAH
 Mr. Ron Burla, Burla & Associates
 Mr. Frank Huff, Standard Oil Co. of California
 Mr. E. B. Davis, Standard Oil Co. of California
 Mr. Harold K. Graham, Shell Oil Company
 Mr. Joy G. Williams, Shell Oil Company
 Mr. H. Ivan Rainwater, Plant Quarantine, U.S. Dept. of
 Agriculture
 Mr. K. L. Maehler, Plant Quarantine, U.S. Dept. of Agri-
 culture
 Mr. H. A. Messersmith, Plant Quarantine, U.S. Dept of
 Agriculture
 Mr. John V. Dolan, CAA
 Mr. Tim Ho, Department of Public Works
 Mr. W. G. Carson, United Air Lines
 Mr. Syd Love, Star-Bulletin
 Mr. Ed Greany, Star-Bulletin
 Mrs. Lois Stewart, Advertiser
 Mr. Olen V. Andrew, Aloha Airlines
 Mr. R. M. Conley, Pan American World Airways
 Mr. Roy A. Vitousek, Jr., Attorney
 Mr. Walter McGuire, United Air Lines
 Mr. Geert S. Frank, Andrew Flying Service

Respectfully submitted,

Ralph C. Honda
 Ralph C. Honda, Secretary

Addendum to Minutes of H.A.C. Meeting of August 31, 1956COPYAIRCRAFT OWNERS AND PILOTS ASSOCIATION OF HAWAII
HONOLULU INTERNATIONAL AIRPORT

June 26, 1956

Honorable Samuel Wilder King
Governor, Territory of Hawaii
Iolani Palace, Territory of Hawaii

Dear Governor King:

The Aircraft Owners and Pilots Association of Hawaii is concerned and disturbed about the low status of private and business flying in the Territory of Hawaii. We are appealing to you to investigate aviation conditions in the territory because unless something is done immediately, some phases of island aviation will be permanently impaired. As you know, aviation in the territory is everyone's business. The population of no other community in the United States is as dependent upon air travel and air transportation as are the people in Hawaii. It is therefore our feeling that the problems confronting aviation today are items of concern for all of our citizens.

The problem of aviation education is paramount in the thinking of our group. You have undoubtedly seen and heard stated in newspapers and other news media of recent date that the United States is falling behind the Soviet Union in technical developments, the training of pilots and the training of other technical personnel. It has been further stated that the effectiveness of the Strategic Air Command is being lowered due to the inability of the Air Force to recruit and hold trained personnel.

We strongly believe that our American Way of Life is dependent upon the aviation potential of this nation and that if our people, as a whole, are not air-minded, this way-of-life as we know it today may be substantially changed within the next few years.

Admittedly, this is getting far-afield from many of our local problems in private aviation, but we also feel that private aviation is the keystone upon which is built a broad public understanding of, and interest in, aviation as a whole.

You may recall that shortly after World War II there were several flying schools and almost 500 light airplanes in the Territory of Hawaii. The forecast at that time was that by 1960 there would be over 600 light aircraft operating here. Time, however, has proven this forecast false. Some two and one-half years ago there were approximately 190 certificated and non-certificated airplanes in the territory. This figure included commercial airliners, industrial crop-dusters, school operated aircraft, privately owned aircraft, and a number of planes which were not airworthy and used only for ground training purposes.

Today the picture is worse. Tabulated below is a comparison by type of other-than-air-carrier aircraft registered within the Territory of Hawaii and San Diego County, California, an area of about the same population as our islands. These figures are approximations obtained from the Civil Aeronautics Administration at Honolulu and San Diego.

<u>Type of Aircraft</u>	<u>Territory of Hawaii</u>	<u>San Diego County</u>
Agricultural	11	10
Business	3	40
Private and Instructional	<u>117</u>	<u>625</u>
TOTAL NON-CARRIER	131	675

Many things have contributed to the decline of private aviation here in Hawaii and the majority of these factors were not under the control of any one group of persons, agency or department of the government. The cost of flying, like almost every other cost, has increased. The several flying schools are now reduced to one. Perhaps other interests have taken up the time of our young people. These things cause us to believe that the time is appropriate for a complete re-evaluation of the flying situation as it exists here today and as it may continue to develop in the future.

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Therefore the Aircraft Owners and Pilots Association of Hawaii submits the following list of provisions and believes it to be the minimum requirements necessary to:

1. Actually "encourage, foster and assist in the development of aeronautics" as it pertains to private and business flying in the Territory of Hawaii and
2. Encourage and develop these activities to the extent charged and intended by Act 32 of the 1947 Territorial Legislature, and the Federal Civil Aeronautics Act of 1938, as amended.

In taking this position, our Association is mindful of the necessity of providing an opportunity for our young people to locally sample or obtain aviation experiences and education. We feel that this is a right which must not be denied our youth.

We also urge and beseech you, as our governor, the legislature, the Hawaii Aeronautics Commission and the Civil Aeronautics Administration, each, to adopt these minimums as their own and to among them take such enabling action as lies within their powers to make these provisions a reality the next three years.

MINIMUM PROVISIONSThe Territorial Aeronautics Act

Recognizing that the expression "encourage, foster and assist in the development of aeronautics" can be subject to almost any interpretation, we believe that the extent of such encouragement, etc., should be fixed in more tangible terms. Specifically, we respectfully request:

1. That you give added weight to the following provision quoted from Act 32, Section 3, S.L.H. 1947: "Members of the Commission shall be selected with due regard to their business ability, civic interest, familiarity with aviation and interest in its future development."
2. That the Senate also give full weight to the same requirements in confirming appointees to the Hawaii Aeronautics Commission.
3. That the legislature make provisions enabling the H.A.C. to lease or sub-lease parcels of land on a 55-year basis to responsible individuals or corporations desiring to immediately construct hangars and related facilities.
4. That the legislature grant to the H.A.C. relief from that portion of Act 32, Section 6-C, S.L.H. 1947, which pertains to the engineering minima imposed upon it by the Department of Public Works. We feel that adherence to Department of Public Works specifications in the past has worked to the disadvantage of those parties concerned with the construction of light aircraft hangaring units in particular, and to the disadvantage of the taxpayers as a whole. Relief from this provision of the Territorial Law would allow the H.A.C. to directly award contracts for the erection of "package" type hangars which are in use throughout the Mainland.

Federal Civil Aeronautics Act of 1938, as amended

1. Civil Aeronautics Administration appoint a flying specialist for this region. This man's sole duties would be to promote all aspects of aviation including those outlined in this letter. From our information, this would be in keeping with what is being done by other CAA regions.

Honolulu International Airport

We believe that the Hawaii Aeronautics Commission should:

1. Insure the continued use of this facility by private and business aircraft by continuously providing hangaring facilities for thirty planes of various sizes and tie-down facilities for an additional twenty planes. Further,

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that additional funds should be reserved for the immediate erection of an additional 10-plane hangar should such a facility become necessary. Each hangar should have internal and security lighting, external power connections, air and water available in the immediate area.

2. Make available to private enterprise adequate shop facilities for one aircraft radio maintenance shop and one aircraft and engine maintenance shop contiguous to the above hangaring facilities.
3. Provide as per the enclosed drawing, an Aviation Center, to be operated jointly by the Department of Public Instruction and the Civil Air Patrol, which will provide facilities for the Honolulu Technical School, Civil Air Patrol Headquarters, AOPAH Headquarters, flight briefing, weather information, permanent aeronautical displays, etc. The Association strongly endorses the proposal of the Civil Air Patrol as the facility appears to provide all of the things necessary for an aviation center of the first caliber including the facilities for the technical training of our young men and women.

The Island of Oahu

We further believe that the H.A.C. should insure that adequate auxiliary flight strips will continue to be available for student flight instruction and private flying. We can foresee the time when student training at Honolulu International Airport may become a safety hazard and must be located elsewhere. It is therefore incumbent upon the Commission to provide at least two permanent 2500 to 3000 foot grass (or other suitable surface) air strips; one located between Wahiawa and Aina Haina, and another in the Kailua area. The primary characteristic of these fields should be permanency, so that private enterprise might be encouraged to provide facilities for the actual training and fixed-based operations. It is also anticipated that as traffic conditions become more congested at Honolulu Airport, and as the balance of the population shifts slightly to the windward side of the island, there may be a gradual partial migration of light aircraft to such fields. As you may know, funds expended by the territory or the H.A.C. for the construction of facilities of this sort may be matched by equal funds given by the Federal Government to encourage airport construction.

Our Neighboring Islands

The Association feels that it is equally necessary that adequate hangaring facilities be provided on all of the neighboring islands. Because of their inability to obtain a satisfactory deed from the Federal Government, the H.A.C. has, in the past, been unable to provide these facilities on the Island of Maui. Now that a deed has been negotiated for Kahului Airport, we feel that T-hangars for from six to eight aircraft should be provided at Kahului in order to house those planes which are based there, and to provide room for an increase in the number of Maui-based aircraft.

We further feel that the continuous availability of aircraft fuel on the neighboring islands is of extreme importance. The safe operation of light aircraft within the territory is dependent upon the availability of 80/87 octane fuel at Lihue, Kahului, Hilo and Kona during daylight hours. At the present time fuel is available at each of these airports with the exception of Kona, either from commercial operators or directly from the H.A.C. It is also felt that emergency fuel should be made available at Lanai, Molokai and either Upolu Point, Kamuela or Hana.

This then, is the list of things which the Aircraft Owners and Pilots Association of Hawaii believes must be accomplished in order to "encourage, foster and assist in the development of aeronautics" within the Territory of Hawaii. In some cases they require a small degree of financial assistance by a governmental agency, but in many cases they merely require careful planning and determined implementation by those who have the power to make these provisions a reality.

We believe that many of the details in the implementation of these objectives, such as revised rental rates for neighboring islands and whether the H.A.C. should own its own airplane can and should be determined by the H.A.C. after

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a thorough study of the problems involved. These and other items warrant continuous study and review and also point up the need for members of the H.A.C. and staff being selected with due regard to their "familiarity with aviation and interest in its future development" (quoted from Act 32, S.L.H. 1947).

We do not feel that the Association is asking too much of any public official or body in the encouragement of aviation in Hawaii. We strongly urge that everyone take all possible steps recommended in order to assure the continued progress of aviation in the territory. Our Association pledges its whole-hearted cooperation and support with all concerned in the promotion and furthering of aviation in Hawaii.

Respectfully yours,

/Signed/ E. A. Eckert

E. A. ECKERT
President

Addendum to Minutes of H.A.C. Meeting of August 31, 1956COPY

Territory of Hawaii
 HAWAII AERONAUTICS COMMISSION
 Honolulu International Airport
 Honolulu 17, Hawaii

August 24, 1956

MEMORANDUM

To: Members, Hawaii Aeronautics Commission
 From: Randolph M. Lee, Director of Aeronautics
 Subject: Policy Governing the Granting of Maternity Leave

The problems inherent in the granting of maternity leave such as the maintenance of continuity of service and operations, securing a temporary replacement, safeguarding the employee's health and welfare and other similar problems cannot be expeditiously handled under the broad provisions of Paragraph (o), Sec. 78, Act 274, S.L. 1955, which specifies that any regular employee who has rendered more than a year of satisfactory service in the Civil Service immediately prior to her application is entitled to maternity leave without pay six months prior to her expected confinement date and six months after her confinement date or any fractions of the two six-month periods. The principal reason is that the statutory limits are too broad and do not readily lend themselves to advance planning. However, the above cited statute may be implemented with a departmental policy which meets the needs of this Department and within the framework of the statute.

My staff has analyzed the problems surrounding the granting of maternity leave and has found that nearly all of the problems may be handled expeditiously by advance planning. In order that the respective administrators in this Department may effectively plan their operations to meet the problems which will be created by an anticipated maternity leave, they must have a departmental policy which clearly defines the minimum periods of maternity leave and procedures promulgated on the departmental policy.

Therefore, it is recommended that the Commission adopt the following policy governing maternity leave as the policy of this Commission:

"Any regular employee of this Commission who is entitled to maternity leave under Paragraph (o), Sec. 78, Act 274, S.L. 1955, must apply for maternity leave without pay in writing to the Director of Aeronautics at least four months prior to her expected confinement date. Her application must be submitted together with her physician's certificate which gives her expected confinement date. Upon approval of the Director of Aeronautics, the employee must commence and remain on her maternity leave at least three months prior to her expected confinement date and three months after her confinement date.

In case of hardship or under extenuating circumstances and with the approval of the Director of Aeronautics, the employee may commence her maternity leave two months prior to her expected confinement date. The employee must apply in writing outlining the circumstances to the Director of Aeronautics to secure his approval. Such a request must be submitted together with a certificate from her physician which attests to her physical fitness to perform her assigned duties.

The employee must notify the Director of Aeronautics in writing at least thirty (30) calendar days prior to the end of her maternity leave that she is physically fit and request re-employment to her former position. At the end of her maternity leave and at the time she is re-employed, the employee must submit her physician's certificate which releases her to return to work and which attests to her physical fitness to perform her assigned duties.

Addendum

Any variance from the above policy must be approved by the Director of Aeronautics. The employee must secure the approval of the Director of Aeronautics by outlining the circumstances in writing to the Director of Aeronautics. Any such request for variance must be submitted together with required documentary evidence to substantiate her request."

Respectfully submitted,

/s/ R. M. Lee

Randolph M. Lee
Director of Aeronautics

Addendum to Minutes of H.A.C. Meeting of August 31, 1956

(Recommendations of Terminal Planning & Coordinating Committee contained in the reports of meetings held on August 6, 10 and 21, 1956.)

PROPOSED OVERSEAS DOMESTIC ARRIVALS BUILDING

The Committee recommended approval of subject plan as submitted by the Airport Architect.

PROPOSED INTER-ISLAND TERMINAL BUILDING

The Committee recommended approval subject to minor modifications to the extreme Hickam end.

DOUGLAS COLE - TRANSOCEAN AIR LINES

SAM WILSON - " " "
 VICTOR PASTUSHIN - HAWAIIAN AIRMOTIVE, LTD.
 SAM WILBURN - " " "
 CHARLES N. McINTOSHI - " " "

OLEN V. ANDREW - ANDREW FLYING SERVICE

The above named tenants and their representatives were allowed to state their positions as to present and future space requirements. After considerable discussion concerning locations and extent of facilities required by each company, the Committee agreed to study the matter and make a recommendation to the Commission not later than the next regular meeting.

HANGAR NO. 7

The Committee recommended that Transocean Air Lines be moved to Building T-56, Andrew Flying Service be moved to the hangar now occupied by Robert Whittinghill, making the subject hangar available to Hawaiian Airmotive, Ltd. The cost of the respective moves to be charged to the Director's Contingent Fund. The cost and type of modifications to be made, to Building T-56 and to the Whittinghill hangar, would be at the discretion of the Director.

H.A.C. SPACE REQUIREMENTS

Defer for further study.

RESTAURANT SPACE REQUIREMENTS

The Committee recommended that the Architect be authorized to proceed with hiring of a restaurant specialist to design the food and beverage service space requirements immediately. It was further recommended that a cafeteria would be desirable in the overseas terminal if the design permits.

RAMP FUELING

The Committee recommended ramp fueling, water, power and communications be designed into the ramp of the proposed terminal complex and further that all petroleum companies be circulated advising them that this type of fueling is to be a part of the final design. If the fueling system is to be installed by a single concessionaire, they must agree to make the system available to other petroleum companies on a fee basis.

HIRING OF A SPECIAL ASSISTANT TO THE DIRECTOR

The Committee recommended approval of the Director's request subject to final approval by the Commission of the individual and his duties.

HAWAIIAN AIRLINES' REQUEST FOR ALTERATIONS

The Committee recommended approval of H.A.L. request to alter the old ticket office area in their present structure.

ADDITIONAL COVERED AREA - HONOLULU TERMINAL

The Committee requested the staff obtain cost estimates to provide an outdoor type covered lobby area between the present blind vendors stand and the base of the tower.

PAN AMERICAN'S REQUEST FOR RELOCATION OF FOREIGN ARRIVALS TERMINAL

In an effort to satisfy the P.A.A.'s request to locate the foreign arrivals terminal closer to the departure terminal, the Committee studied several alternate plans presented by the Architect. After discussing the advantages and disadvantages of the various plans submitted, the Committee unanimously reaffirmed its prior approval of the original terminal layout.

AddendumH.A.C. SPACE REQUIRMENTS IN THE PROPOSED NEW HONOLULU TERMINAL BUILDING

The Committee recommended using the organizational structure, submitted by the Director, as a guide to determine space requirements for the H.A.C. in the subject terminal.