





far from solution. The difficulties of acquiring land and financing for this costly project appeared overwhelming. Meanwhile, fuel tankers continued to make their noisy take-offs over Honolulu. The airport hoped there would be a technical development that would eliminate the need for this flight path.

### Highlights

**July 1, 1962** The Hawaii Visitors Information Program was established to welcome passengers at Honolulu International Airport and Honolulu Harbor, to encourage travel to the Neighbor Islands, and to provide information and other help to airport and harbor visitors. As of June 30, 1963, the staff of the HVIP consisted of 33 full-time and nine part-time employees.

**July 10, 1962** The widening of Taxiway X and restoration of P Road with a crossing over a new drainage ditch was completed at a cost of \$113,463.82.

**July 22, 1962** The *Empress of Lima*, a four-engine Britannia jet turboprop, crashed at 11:19 p.m. and burned while making an approach to Runway 8 on the Hickam Field portion of the airport. Twenty-seven persons were killed and 13 survived. It was the worst civil air carrier accident in the Islands' history. The Air Force Fire Department acted promptly to minimize loss of life. Personnel of the Airport, Navy and City and County assisted in fighting the fire, maintaining order, and providing ambulances and other services. The crash dramatically showed the need for continued cooperation between the Air Force and the airport. Several meetings were held after the crash and a number of suggestions developed for further improvement of the pattern for teamwork.

**August 20, 1962** Construction of the U.S. Department of State office building was completed.

**August 31, 1962** Construction of a wood and concrete building for 15 lei sellers was completed at a cost of \$129,274.

**September 1, 1962** The enlargement of a reinforced hollow tile building housing equipment for enplaning and deplaning passengers was completed at a cost of \$47,869.

**September 24, 1962** Construction of a interisland joint maintenance hangar building with 41,000 square feet for aircraft,



excluding shop space, concrete walls, hollow tile partitions and a metal roof was completed at a cost of \$1,229,223.

**October 8, 1962** Construction of a concrete elevated walkway on the field side of the terminal and construction of nine rooms underneath the walkway for final ticketing and agricultural inspection was completed at a cost of \$773,029.

**October 15, 1962** Installation of amplifiers, wiring and loudspeakers for the overseas paging system was completed at a cost of \$62,200.

**November 13, 1962** Construction of the Ramp Control Tower and Aloha Airlines Lounges was completed. Cost of this project and the Department of State building was \$117,410.

**December 7, 1962** Construction of a rigid-frame steel building, 70 by 160 feet, with freezer and chill rooms, each 35 by 20 feet, was completed as a Hawaiian Airlines Cargo Building. Cost: \$119,494.

**1962** Prior to 1962 the major source of operating revenue for the Airport Special Fund was the Aviation Fuel Tax. Although landing fees were collected, the amounts were very small ranging from a high of \$2 for aircraft weighing more than 27,000 pounds down to a minimum of \$0.25 for aircraft under 5,000 pounds.

**January 22, 1963** Construction of nine pools (three with fountains and three with waterfalls), construction of a children's playground, and landscaping of the overseas terminal area was completed at a cost of \$633,808.54.

**April 3, 1963** A Joint Use Agreement between Hickam AFB and Honolulu International Airport, was signed by Brig. Gen. John A. Rouse, Commander, PACAFBASECOM; and Dr. Fujio Matsuda, Director of Transportation for the State of Hawaii. It specified that for the purpose of overall aerial and ground operation, Hickam AFB and HNL comprised a single airport complex.

**April 30, 1963** Construction of two general aviation light plane hangars, each 120 by 144 feet, was completed at a cost of \$354,413.

**May 9, 1963** Construction of a high-speed taxiway and a concrete apron on the Ewa side of the terminal, drainage provisions and taxi way lighting was completed at a cost of \$3,279,746.28.

**FY 1963** Construction began on Roadway U, starting from Roadway E and extending makai for 300 feet to serve the overseas aircraft maintenance area and other new facilities; construction of Roadway S from the sewer pump station vicinity to the new Murrayair service area; and construction of Taxiways K, L and Z. The contract amount was \$783,251.

## 1963-1964

The continuing increase in air carrier activity at Honolulu International Airport created a greater need for a general aviation airfield in the central or southern part of Oahu, where most of the State's population lived. Private and light plane flying would be separated from the military and commercial air carriers. So far, the State has not been able to find a suitable site for a general aviation airfield and to finance its acquisition. Because of its rather remote location on northern Oahu, Dillingham Field was not considered a satisfactory answer to the needs of Oahu's small plane operators.

A cable barrier-type arresting gear designed to save fighter planes with landing or takeoff problems was installed at the end of Runway 8. The system operates on the same principle as that used aboard aircraft carriers where a hook descending from the tail of the plane holds onto one of the cables stretched across the tail of the runway and prevents the plane from overrunning the end of the landing strip.

The problem of providing a seaward jet runway at Honolulu International was on-going and the difficulties of acquiring land and financing were still the major hurdles holding up the solution of this costly project. In the meantime, heavily laden fuel tankers continued to take off over Honolulu.

Complaints raised by concessionaires upon the opening of the new terminal, were resolved, and sales and profit margins were good.

## Highlights

**July 8, 1963** President John F. Kennedy landed at HNL while visiting Hawaii.

**1963** A master lease was signed with the major airlines present in Hawaii. This document guided landing fees, leasing



Opposite top: The new Honolulu International Airport was dedicated on August 22, 1962.

Opposite bottom: Views of the new airport.

Above: The public gathered to watch the untying of the maile lei for the new airport.

Top: Hawaiian Airlines flies past Koko Head crater.

Bottom: Passengers wait to board a HAL flight.



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fees and support charges for more than 30 years. Leases were granted to: Aloha Airlines, British Overseas Airways Corp., Canadian Pacific Air Lines, Hawaiian Airlines, Japan Air Lines, Northwest Airlines, Pan American World Airways, Philippine Air Lines, Qantas Empire Airways and United Air Lines. The term of the Airport-Airline lease was for 20 years with two five-year options to extend the lease. The purpose of the lease negotiations was the concept of airport financing by landing fees to replace the aviation fuel tax. The landing fee was called Airport Use Charge. The fees were to be renegotiated every five years. The plan provided that interisland airlines would pay a reduced airport use charge which is nine percent of the Airport Use Charge collected from overseas carriers. Fuel taxes paid by the carrier were credited against the airport use charge.

**FY 64** There were 296,198 aircraft operations at HNL, including 87,834 air carriers, 63,667 general aviation and 144,697 military.

**September 24, 1963** Construction of Road U in the satellite storage area, extension of Road S in the fixed-base operator area, extension of Taxiway E, and construction of Taxiways Z and E was completed at a cost of \$782,230.46.

**December 28, 1963** Pan American inaugurated jet service to Tahiti through Honolulu.

**December 31, 1963** The FAA rated Honolulu's airport the 10th busiest in the nation in calendar year 1963.

**April 1, 1964** Aloha Airlines inaugurated Hawaii's first interisland scheduled night flight by offering evening service to Kauai at a reduced fare. The flights proved so popular that both Aloha and Hawaii began regular night service from Honolulu to Kauai, Maui and the Big Island.

**April 15, 1964** Strengthening of Runway 4R-22L and Taxiways C and E, and widening of Taxiway Y was completed at a cost of \$543,267.11.

**June 30, 1964** Night flights were inaugurated by Hawaiian Airlines.

**1964** Both Runways 4L and 4R at HNL were resurfaced and a barrier arresting system was installed at the departure end of Runway 8 to provide a capability to save a fighter aircraft with takeoff or landing problems.

## 1964-1965

A demolition contract was awarded on June 17, 1965, for the removal of a familiar landmark at Honolulu International. Originally built by the U.S. Navy in World War II, the old terminal building had withstood alterations, jet blast and insect infestation. By the end of September 1965, only a few buildings housing freight and maintenance facilities remained in the old terminal area.

The number of air passengers moving through Honolulu International totaled nearly 3 million. Of this total, 1,768,339 were overseas passengers passing through John Rodgers Terminal, an increase of 16.7 percent over fiscal year 1964. Interisland passengers exceeded the one million mark for the first time, 1,151,739, an increase of 13.4 percent over the previous year.

## Highlights

**July 12, 1964** Entertainer Arthur Godfrey arrived at Hono-

lulu International amid an enthusiastic lei greeting from more than 200 people. He was taken to an area across from the Lei Stands where a roadway was dedicated in his honor. Known as Arthur Godfrey Circle, the roadway dedication was the first of many activities signaling the start of a Salute to Arthur Godfrey Week. The ukulele-playing entertainer had been one of Hawaii's most ardent supporters for more than 20 years. He was also a certified commercial pilot and ambassador of Eastern Airlines. The roadway was removed when the access ramps from the airport to the H-1 Freeway were built.

**July 14, 1964** The resurfacing of portions of Runway 8-26 and 4L-22R and Taxiways B, D and G was completed at a cost of \$263,979.

**December 29, 1964** A contract was awarded for construction of additional roads and utilities at a cost of \$114,866.95.

**December 29, 1964** A contract was awarded for clearing and grubbing overseas maintenance area, relocation of hangars and construction of a concession building and Visitor Information booths, at a cost of \$66,999.

**March 4, 1965** Air conditioning of the fourth floor of the Administration Building was completed at a cost of \$7,370.

**June 22, 1965** A contract was awarded for painting of the Interisland Terminal Buildings, air conditioning the central tower and PAM hangars at a cost of \$47,459.

## 1965-66

The need to prepare Honolulu International for the imminent arrival of the new "stretch out", "Jumbo" and supersonic jets was a matter of deep concern. Although legal difficulties were tying up funds required for master planning, staff was actively gathering information and exploring possible solutions to expected problems.

As the fiscal year ended, it appeared that the State was reaching an agreement with the airlines responsible for the fund freeze. Prospects were good that the airport would soon be able to finance full-scale planning for the anticipated increases in passenger and cargo traffic.

A \$715,000 Air Force contract provided for the rehabilitation of 5,000-feet of Runway 8-26, including 2,000 feet on the Hickam portion and 3,000 feet on the Honolulu side of the Hickam/Honolulu Airport complex. The project was completed on September 30, 1965.

The airport again proved its ability to handle dignitary arrivals with grace and ease. Some of the prominent persons to arrive by air in Honolulu were President Lyndon B. Johnson, Vice President Hubert Humphrey, Chief of State Nguyen Van Thieu of Viet Nam, Prime Minister Nguyen Cao Ky of Viet Nam and the Queen Mother Elizabeth of England.

Members of the Chinese community donated a statue of Dr. Sun Yet Sen to the airport. Erection of this memorial to the founder of the Republic of China, who lived for many years in Hawaii, gave the airport's Chinese Garden a new focal point of interest.

Dedication ceremonies were held on June 9, 1966 to officially open the new Crash Fire Station.

### Highlights

**September 15, 1965** Demolition of the Old Terminal Building was completed at a cost of \$13,700.

**October 6, 1965** A project to paint the Interisland Terminal Buildings, air condition buildings and PAM Hangars was completed at a cost of \$47,675.

**October 8, 1965** Construction of additional roads and utilities, clearing and grubbing the overseas maintenance area, relocating hangars, and construction of VIP booth was completed at a cost of \$67,502.87.

**November 19, 1965** Construction of chain-link and redwood fences along Lagoon Drive and Aolele Street was completed at a cost of \$25,519.81.

**December 2, 1965** Resurfacing of Taxiways C and F was completed at a cost of \$24,414.50.

**December 20, 1965** Reconstruction of taxiways and shoulders, and alterations to roads and utilities in the overseas terminal area was completed at a cost of \$94,996.43.

## Arthur Godfrey

On July 12, 1964 the roadway in front of the Lei Stands was dedicated to legendary entertainer Arthur Godfrey. The ukulele-strumming Godfrey had been visiting the islands and promoting them on his nationally-televised radio and television shows for more than 20 years. He was a life-time aviation buff and held a commercial airline pilot certificate. He was a pilot/ambassador for Eastern Airlines and even took pilot certification lessons from Hawaiian Airlines.





Top: 1966 Gemini Astronauts.  
Above: Sun Yet Sen statue is located in the Chinese Garden.

**December 31, 1965** Honolulu International was the 16th busiest airport in the nation based on a 1965 total of 288,288 aircraft operations.

**February 5, 1966** President Lyndon B. Johnson arrived at HNL with his cabinet and advisors for a summit meeting with Vietnamese officials and key military leaders.

**February 26, 1966** In accordance with revised Rules and Regulations dated January 25, 1966, ground transportation operators providing service from public airports were notified by letter that they must obtain permits and pay certain fees for this privilege.

**June 3, 1966** Construction of a four-stall fire and rescue equipment building was completed at a cost of \$220,442.

**June 9, 1966** The new Crash Fire Building was dedicated.

## 1966-67

Full-scale planning to prepare Honolulu International Airport for new and larger jet planes got off the ground in November 1966, with the appointment of Leigh Fisher Associates of San Francisco, highly reputed and experienced airport planners to develop the plan.

A law suit which had been tying up funds meant to finance the new master plan study was dropped by the airlines in July 1966 so that the airport was able to complete negotiations for the engagement of the consultant without further delay.

Airport planning received further impetus in January 1967 when Governor John A. Burns opened a precedent setting conference which brought together representatives of the principal agencies and elements directly involved in the operations and projected expansion of Honolulu International Airport.

The conference developed much information of value to the consultants, and was a prelude to the establishment of a 19-person Honolulu International Airport Task Force which offered continuing assistance to the airport in the perfection of the master plan.

The DC-8-61 (stretch out) was placed in service in February 1967. Pan American World Airways planned to place the 400 passenger Boeing 747 in service by 1970. Supersonic transports were expected to be flying into Hawaii by 1976.

To meet these milestones was the immediate planning objective at Honolulu.

A strike against United and Northwest Airlines, which started on July 8, 1966, froze operations for 43 days. Pan American moved many of the stranded passengers and set up special facilities and procedures for handling them. While the strike was in progress, many agencies and individuals worked together to ease the long wait of standbys (many of them returning vacationers) who were seeking places on PAA planes.

The Red Cross furnished cots and blankets, and as many as 200 persons were sleeping in John Rodgers Terminal at one time. Interstate Hosts, the airport's restaurant concessionaire, furnished free coffee and cookies, and Libby, McNeill and Libby, which normally supplied free juice for dispensation by Visitors Information Program hostesses, provided greatly increased quantities during the emergency.

A musician's union (Local 677, A.F. of M.) and a military band contributed entertainment. The Visitors Information Program was the liaison agency for many acts of private generosity and hospitality extended to the stranded visitors, and ably demonstrated its value during the emergency.

President Johnson was again welcomed at the airport. Other dignitaries greeted at the airport during the year included the Vice-President of the Republic of China, Yen-Chia Kan; Crown Prince Akihito of Japan; the King and Queen of Thailand; Vice-President Lopez of the Philippines; the Duke and Duchess of Kent; and Vice President Polar of Peru.

The search for a new general aviation airfield continued. The post of General Aviation Officer was filled for the first time in May, 1966, and the appointee spent most of his time investigating 18 or 20 site possibilities. A site at Mililani emerged as the most desirable location studied in Central Oahu for the development of a new airport, and the Airports Division was hopeful of securing part of Bellows Field on Windward Oahu for general aviation use.

## Japanese, Chinese and Hawaiian Cultural Gardens

Three cultural gardens were designed by Richard C. Tongg, FASLA, in 1962 when Honolulu International Airport was built on this site. The Gardens are surrounded by the Main Terminal Lobby and the Y Concourse of the airport.

The Cultural Gardens display the influence of the Hawaiian, Chinese and Japanese heritage upon island living in the State of Hawaii.

Pathways, bridges and stepping stones connect the three gardens. Waterways flow among these garden ponds and lakes to symbolize the intermingling of the cultures in Hawaii. Sculptures from various artists may also be found in the Gardens.

### Hawaiian Garden

In the Hawaiian Gardens there are quiet lagoons filled with koi fish, gurgling springs and waterfalls cascading down lava rock walls. In a tropical setting, banana, coconut, hala (pandanus) and kukui (candlenut) trees shade ti plants, exotic ferns, such as the lawai and monstera, and eye catching flowers, white ginger, red torch ginger and bird of paradise.

At night, luau torches illuminate the garden where glass ball floats hang from the huge branches of the monkeypod trees. A plaque commemorating the 25<sup>th</sup> anniversary of John Rodgers Terminal on October 15, 1987, and a beautiful kukui nut tree planted for the occasion may be found here.



### Chinese Garden

The Chinese Garden has a bright red resting pavilion with a curved roof of yellow glazed tile crafted by Hong Kong masons and artists and assembled in Honolulu.

A statue of Dr. Sun Yat Sen, founder of the Republic of China, was donated by the Chinese community to the garden. There is an arched bridge symbolic of the hope of spanning the seas to achieve world peace.

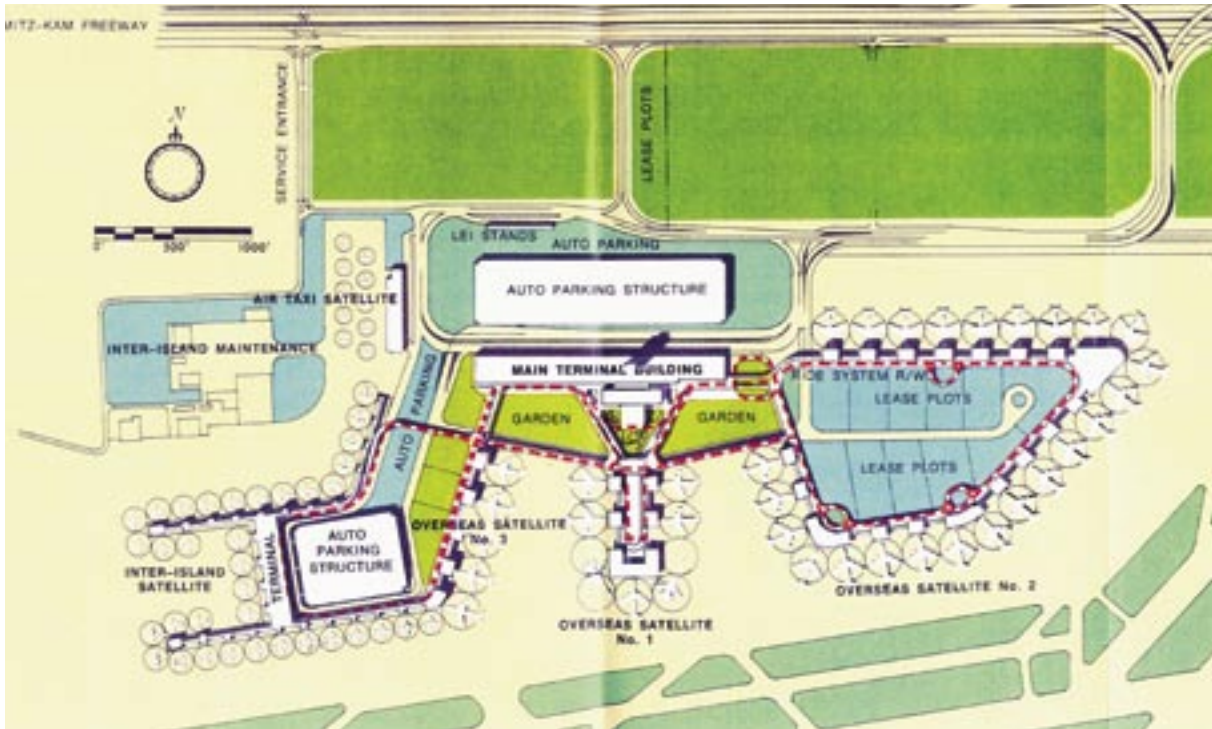
Goldfish splash about in the man-made lakes amidst lotus and lily pads. Pine and bamboo trees along with other native Chinese flowering trees are strategically placed among craggy rock formations.

### Japanese Garden

Serenity is found in the Japanese Garden. Across a zigzag bridge (which keeps away evil) is a wood shingle-roofed shelter with stone benches. Colorful carp fish create patterns in the ponds surrounded by sculptured pine and weeping willow trees. Stone lanterns softly illuminate the setting at dark.

A commemorative pagoda on an elevated plateau at one end was donated by Hawaii's Japanese community on the Centennial Anniversary of the first Japanese immigrants to Hawaii.





## Highlights

**December 31, 1966** There were a total of 287,199 aircraft operations at HNL in 1966, making it the 20th busiest airport in the nation as determined by the FAA.

**January 16, 1967** A contract for relocation of hangars and airfield improvements was awarded at a cost of \$118,267.

**June 9, 1967** A contract for the extension of the Interisland Ramp was awarded at a cost of \$57,512.

**June 15, 1967** Runway 8-26, the main runway of the Honolulu International Airport-Hickam AFB complex, was partially closed for repairs for 25 days. The closure permitted the Air Force to complete major reconstruction work on its portion of the runway. This included placing a 75-foot wide concrete keel down the center of the runway extending 1,800 feet east from the previously constructed concrete pad.

## 1967-1968

The airline industry announced the "common fare" package that allowed unlimited stop-overs on each of the four major islands at a fare of \$5 for each, except for one free stop-over at the turn-around point of the journey. The

plan saved visitors up to \$48.90 over the old fare structure and stimulated air travel to all of the islands.

Intensified planning continued for the expansion program which would equip Honolulu International to handle the new generation jumbo jets. The increase in both passenger and freight traffic was expected from the new types of planes and from certification by the Civil Aeronautics Board of new trans-Pacific routes.

The Honolulu International Airport Task Force completed its first full year of conferences and studies. On June 20, 1968, the Director of Transportation submitted the recommendation of this citizens' advisory committee to the Governor. A summary of the technical considerations entering into the recommendations was being prepared by Leigh Fisher Associates, which acted as staff to the task force.

The plan to build the Boeing 747 terminal building with second-level loading for five gate positions at the end of the Y concourse was reconsidered on practical grounds.

With the first jumbo jets expected by December 1969, the Task Force decided that the original plan should be altered to minimize serious dislocation of passenger movement, aircraft fueling and servicing, and to reduce costs. The total cost of all HNL developments over the next dozen years was expected to reach \$100 million.

About \$37 million worth of preparation was necessary to provide for the scheduled inaugural arrival of the first Boeing 747 in December 1969, and for the increased traffic expected by June 1970.

Phase I improvements would increase the airport's capacity from about four million to eight million enplaning and deplaning passengers annually.

The Ralph M. Parsons Company of Los Angeles was engaged to design and manage the construction of the airport expansion program. It was the first time in the history of the State that a single firm had been engaged to coordinate all of these phases of a massive public works program.

Implementation of the expansion plan was underway. New holding rooms were opened for use, baggage claim areas



were expanded and modern equipment installed, the Governor's Lounge was relocated and improved, the post office relocated and the employees' cafeteria was expanded and modernized.

A consultant was retained for the establishment of a Central Oahu Airport for General Aviation. Cadastral and topographic surveys were completed and engineering plans and specifications were completed. Federal aid in the amount of \$384,905 was provided for the project.

The airport also enlisted the aid of the U.S. Comptroller General and the U.S. General Accounting Office in its efforts to obtain a portion of Bellows Field for general aviation use. Negotiations progressed slowly with the FAA and the U.S. Department of Defense. It was hoped that the Secretary of Defense would render a favorable decision on the request in 1969.

Some of the pressure on Honolulu was relieved when Hilo's General Lyman Field achieved jet capacity early in 1965, when its runway was lengthened to 9,800 feet. On October 1, 1967, Pan American World Airways and United Air Lines pioneered direct scheduled flights between the Mainland U.S. and Hilo.

Among the airport's distinguished arrivals were President Lyndon B. Johnson, Vice President Hubert Humphrey, the Queen Mother of Thailand, President Park of Korea, Madame Chiang Kai-Shek, the first ladies of the Philippines and Brazil, the Crown Princes of Laos, Japan, Nepal and Tonga, and the Prime Ministers of Thailand, Singapore, Japan, Tonga, Western Samoa, Australia, New South Wales and the Cook Islands.

## Highlights

**June 1967** During the first two weeks of June, Honolulu International welcomed its largest single group of visitors—14,000 participants arriving for the American Bar Association's annual convention.

**October 9, 1967** The Interisland ramp extension was completed at a cost of \$57,512.

**November 15, 1967** The roof of the new terminal building was resealed and repaired at a cost of \$23,218.

**December 1967** The first Aero-Space Museum exhibit, an F-861 Sabrejet was installed in the garden area of HNL near the U.S. Customs Building.

**December 13, 1967** A project to relocate Hangars 4 and 6 and make other improvements, additional taxiways and paving was completed at a cost of \$127,278.11.

**February 20, 1968** A contract was awarded for the furnishing of the Governor's VIP Lounge at a cost of \$15,365.52.

**February 21, 1968** A contract was awarded to strengthen Runway 8-26 at a cost of \$990,499.

**April 1968** The Governor's Lounge was inaugurated as the center of official hospitality at the airport.

**FY 1967-68** Work was underway for the expansion of the employees' cafeteria, relocation of the post office, and construction of a new Governor's VIP Lounge at a cost of \$90,037.12.

**FY 1967-68** Work was underway for new Taxiway D lights, the transfer of electric power to the new terminal, and replacement of cables for \$241,938.17.

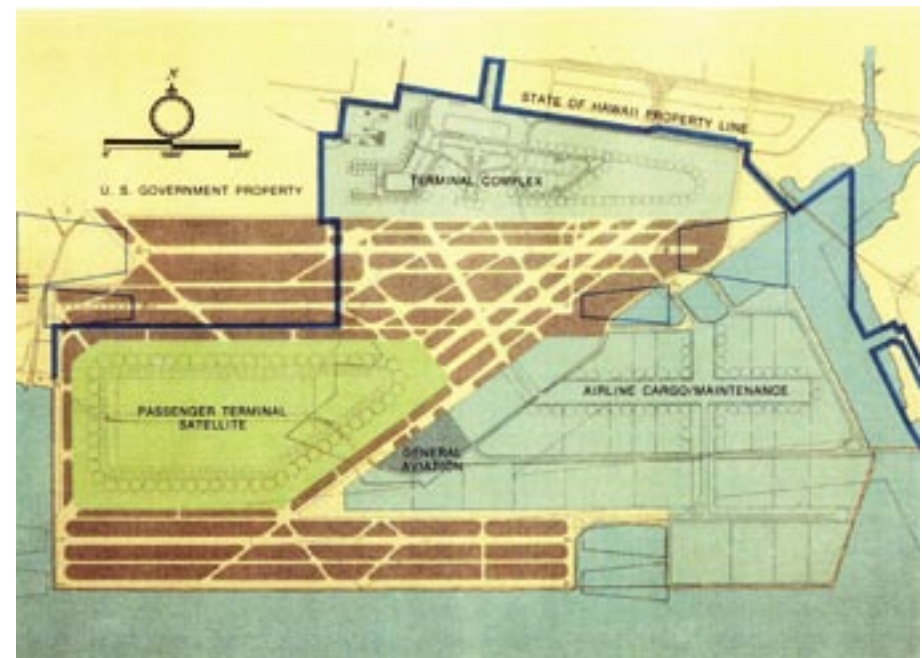
**FY 1967-68** An additional Visitor Information Booth was installed in the Domestic Arrivals area. Two more booths were planned in the Interisland terminals.

**FY 1967-68** Visitor information hostesses speaking foreign languages were assigned to the airport. Their linguistic versatility was of assistance to the federal border services as well as to the foreign passengers.

**FY 1967-68** The General Aviation Officer organized a three-day flight instructor clinic conducted by instructors from the FAA Aeronautical Center in Oklahoma. The clinic was attended by 65 local flight instructors. The purpose was to upgrade the quality and

Opposite top and below: Several master plan options being considered in the mid-1960s for HNL.

Opposite bottom: Murrayair Hangar on South Ramp, c1964.



## *Airport Fountain*

A large lava rock fountain was constructed at the main entrance to the airport in 1964. Its location near the Lei Stands had more than a few children dipping their toes into the water while their parents selected lei. Colored lights showcased the fountain at night. The fountain was removed in the 1970s to make room for the construction of the ramps connecting the airport to the H-1 Freeway.



standardization of flight instruction in Hawaii.

**FY 1967-68** Work was underway to build holding room 7, expand the baggage claim and install carousels, a pedestrian overpass and escalators, at a cost of \$576,824.19.

**FY 1967-68** Work was underway for the Taxiway K extension and installation of illuminated taxiway signs at a cost of \$324,768.58.

**1968** The stretched DC-8-61 was put into service and Pan American World Airways announced plans to place the 400 passenger Boeing 747 into service by 1970.

**June 15, 1968** HNL received a five-story pagoda from the people of Hiroshima for display in the Japanese Garden in commemoration of Japanese immigration to Hawaii.

## 1968-1969

The expansion of Honolulu International Airport, subject of intensive planning since 1966, moved into the construction stage on March 7, 1969 when a groundbreaking ceremony was held for the new Diamond Head Gull Wing. The first gate position of the extension was expected to be ready to welcome Honolulu's first Boeing 747 on March 1, 1970.

The groundbreaking ceremony for the Gull Wing symbolized the start of the first major permanent construction under a \$38 million program authorized by the State Legislature.

The 747 was capable of carrying from 397 to 490 passengers, as compared with the 251 carried by the DC-8-63 stretch-out, the largest plane then serving the islands, and about 155 carried by the 707, a standard trans-Pacific jet.

Pan American World Airways was planning to place its first Boeing 747 in Atlantic service in January 1970, and to initiate 747 service in the Pacific shortly thereafter.

The Diamond Head ticket lobby was extended during 1969 to provide temporary facilities for airlines expected to inaugurate service into Honolulu as a result of the new Pacific air route awards.

Braniff International, Continental and Western Airlines were prepared to inaugurate Hawaii operations on July 1, 1969, but the Civil Aeronautics Board announced on June 24, 1969, that their trans-Pacific route awards had been postponed. Other airlines affected by the CAB postponements in the trans-Pacific air route case were United and Northwest Airlines, which already operated to Hawaii from West Coast gateways and were ticketed for non-stop rights between Hawaii and major inland cities.

Northwest was planning to inaugurate California-Orient service August 1, 1969, under the only rights made firm in connection with the trans-Pacific case.

The most noticeable evidence of the expansion program at Honolulu International was the changes in parking. The vehicle parking spaces were relocated to clear the way for construction of a five-story parking structure designed to accommodate 2,000 cars. The building was scheduled to be completed in December 1969.

Below: Departure level of airport.





Above: Pagoda to commemorate Japanese immigration to Hawaii.  
Opposite: Aloha's Boeing 737 fleet was painted with a distinctive floral design.

Three additional employee parking lots were created during the year and another overflow lot was opened prior to the summer peak traffic period.

An Air Commuter Terminal was opened near the Domestic Arrivals Area, and construction began on a temporary Foreign Arrivals Terminal between the two. Permanent car rental offices were constructed in the Domestic Arrivals section.

Taxiway K underwent two modifications. In July 1968, the taxiway was extended southward to service both Runways 4L and 4R as a high-speed turnoff. In June 1969, Taxiway K was extended further toward the main terminal to provide access to the Air Commuter Terminal and to Overseas Gates 1 through 5, which were relocated and no longer accessible via Taxiway Y.

Finding a site for the long-sought Central Oahu general aviation airport was still unresolved. The State was unable to obtain rezoning approval from the City and County of Honolulu for a site at Mililani. Negotiations for the use of Bellows Field continued with the Department of Defense and the FAA.

Mindful of the human drama and excitement ever present in the daily operation of a major international airport, both Universal Films and the *Hawaii Five-O* television series used Honolulu as background for filming during the year.

### Highlights

**July 1968** United Air Lines inaugurated stretched DC-8 flights into Honolulu with a schedule of four flights a day. The number was expected to increase to 10.

**July 1968** President Lyndon B. Johnson and South Vietnam's President Thieu were both honored at the airport with greeting and departure ceremonies.

**July 17, 1968** The furnishing and delivery of furniture to the VIP Lounge was completed at a cost of \$12,950.22.

**July 21, 1968** Construction of Taxiway K and installation of Taxiway illumination signs was completed at a cost of \$307,769.

**July 26, 1968** Alterations to the Post Office, VIP Lounge and Employee's Cafeteria were completed at a cost of \$86,532.

**September 23, 1968** Construction on Taxiway D was completed at a cost of \$224,291.

**October 1968** Hawaii's first scheduled air taxi operations involving Short Take Off and Landing (STOL) aircraft were inaugurated by Air Hawaii, using DeHavilland Twin Otters. Initially an average of four flights originated daily from Honolulu for the Neighbor Islands. This service expanded during the year.

**November 23-24, 1968** The United States Air Force Thunderbirds aerobatic team operated from Honolulu International sharing their inflight aerobatics with thousands of Waikiki and Windward Oahu residents.

**December 31, 1968** The FAA rated HNL the 27th out of 318 FAA-operated airports in the national during 1968, with aircraft operations totaling 326,292.

**December 16, 1968** Dismantling and storing of Hangar Numbers 4 and 6 was completed at a cost of \$17,725.

**December 18, 1968** The Civil Aeronautics Board awarded Northwest, Pan American and United Airlines additional routes to Hawaii. New carriers American, Braniff, Continental, Trans-World and Western Airlines were also awarded routes to Hawaii.

**1968** The Air Force shut down their portion of Runway 8L at HNL to place a 75 foot wide concrete keel as major reconstruction. This took 25 days.

**January 29, 1969** A contract was awarded for construction of Taxiways G and L at a cost of \$1,991,283.

**January 29, 1969** A contract was awarded for the furnishing and delivery of seven baggage claim carousels at a cost of \$22,754.

**January 1969** A common fare package was conceived which would allow visits to four islands for \$5 for each intermediate leg and a free turn-around leg. This air travel stimulation package was well-intended by the airlines but did not last long.

**January-June 1969** Expansion of HNL continued with Lagoon Drive (airport perimeter road) moved to make room

for the extension of Runway 4R-22L, and construction of additional parking spaces, an air taxi wing, and interisland terminal. In addition, a hydraulic model of the proposed Reef Runway was built to investigate water pollution, tidal wave possibilities, and impact on Hickam Harbor.

**February 3, 1969** A contract was awarded to furnish and deliver pre-cast beams, columns and planks for the Diamond Head extension ticket lobby building, at a cost of \$40,641.

**February 3, 1969** A contract was awarded to furnish and deliver pre-stress concrete beams for the parking structure at a cost of \$412,286.

**February 17, 1969** Foundations for the Domestic Arrivals and Y Course improvements and alterations were completed at a cost of \$139,436.

**February 20, 1969** A contract was awarded for the furnishing, and delivery of pre-cast and/or pre-stress tees and joists for the Diamond Head structure, at a cost of \$94,100.

**February 20, 1969** Construction of Satellite Auto Parking Lots and expansion to the existing parking lots was completed at a cost of \$81,535.

**February 24, 1969** A contract was awarded for the furnishing and delivery of steel pipe for the Aircraft Fueling System at a cost of \$324,356.

**February 25, 1969** A contract was awarded for phase two of the construction of improvements and alterations to the Domestic Arrivals and Y Course buildings, at a cost of \$1,363,000. Completed July 15, 1969.

**February 25, 1969** A contract was awarded for the furnishing delivery and installation of six elevators in the parking structure, at a cost of \$184,855.

**March 5, 1969** A contract was awarded for construction of foundations for the parking structure at a cost of \$719,145.

**March 5, 1969** Construction of foundations for the Interisland Terminal was completed at a cost of \$24,925.

**March 11, 1969** Alterations to the ramp building and baggage claim area and installation of escalators for the ticket lobby were completed at a cost of \$551,248.

**March 14, 1969** Relocation of power and communication cables in the existing parking lot was completed at a cost of \$71,815.

**March 18, 1969** A contract was awarded for the furnishing, delivery and installation of 10 escalators in the Gull Wing structure, at a cost of \$377,499. Completed June 10, 1970.

**March 20, 1969** The resurfacing of Runway 4L-22R was completed at a cost of \$315,650.

**March 25, 1969** A contract was awarded for construction of improvements and alterations for the Interisland Terminal at a cost of \$1,761,684. Completed September 2, 1969.

**April 1, 1969** A contract was awarded for relocating the aircraft fuel hydrants at Gates 1 through 5 at a cost of \$372,933.

**April 7, 1969** Construction of foundations for the Diamond Head Gull Wing was completed at a cost of \$79,968.

**April 8, 1969** A contract was awarded for construction of pile caps, grade tie beams and first floor columns for the Diamond Head Gull Wing structure, at a cost of \$224,946.

**April 9, 1969** A contract was awarded for construction of office additions and alterations to the ticket lobby building at a cost of \$219,560. Completed July 16, 1969.



**April 15, 1969** A contract was awarded for the furnishing, delivery and installation of centrifugal water chilling units for the Gull Wing structures at a cost of \$65,780.

**April 15, 1969** A contract was awarded for the furnishing, delivery and installation of water cooling towers for the Gull Wing structure at a cost of \$25,292. Completed August 26, 1969.

**April 15, 1969** A contract was awarded for the construction of the Diamond Head extension to ticket lobby building at a cost of \$338,000.

**April 18, 1969** The realignment of Lagoon Drive was completed at a cost of \$170,941.

**April 21, 1969** A contract was awarded for furnishing, delivery and installation of a unit electrical substation in the Diamond Head Gull Wing building, at a cost of \$66,994.

**May 1969** The State issued \$40 million of Airport Revenue Bonds. Of this issue, \$8,445,000 were serial bonds with maturity dates of July 1, 1972-1979, and the remainder were term bonds due July 1, 1994 and bearing 5.9 percent interest.

The bonds were issued to pay the cost of improvements and additional facilities for Honolulu International and other state airports. They were payable solely from and secured solely by a first lien on the receipts of the aviation fuel tax and the revenues of the airports system.

**May 1, 1969** A contract was awarded for the construction of the Diamond Head Gull Wing Apron and Taxiways A and Z at a cost of \$3,446,063.

**May 7, 1969** A contract was awarded for construction of the parking structure at a cost of \$5,264,000.

**May 13, 1969** Strengthening of the Manuwai Canal Culvert was completed at a cost of \$116,400.

**May 20, 1969** Site preparation for the parking structure was completed at a cost of \$175,895.

**June 5, 1969** A contract was awarded for the construction of the Diamond Head Gull Wing structure at a cost of \$3,750,000. Completed February 20, 1970.

**June 6, 1969** A contract was awarded for furnishing and delivery of 15 loading bridges for five Gull Wing gate positions at a cost of \$1,241,650. The project was completed on January 11, 1971.

**June 9, 1969** Construction of the extension of Taxiway K was completed at a cost of \$217,405.

**1969** The Honolulu Fuels Subcommittee formed the Honolulu Fueling Facilities Corporation with financial commitments from 12 air carriers and from Lockheed Air Terminal, Inc. The corporation arranged for lease of the hydrant fueling system at HNL and hired LAT as the manager of the fuel storage and hydrant fuel system.

## 1969-1970

Honolulu International welcomed its first regularly scheduled jumbo jet flight on March 3, 1970, with a dedication

Below: Aerial view of HNL c1970.



program for the new Diamond Head Gull Wing Terminal, one of the world's first airport facilities specially designed to handle the Boeing 747.

There had been rapid growth of passenger traffic, especially overseas traffic, and strenuous efforts were made to prepare for the long-range implications of the settlement of the trans-Pacific route case and the advent of jumbo jet service in the Pacific.

On July 1, 1969, five airlines were awarded new routes to Hawaii, and Northwest Airlines, Pan American World Airways and United Airlines were awarded additional routes. The new carriers, as announced by the White House, were American Airlines, Braniff, Continental, Trans World Airlines and Western Airlines. With the exception of TWA, the new carriers were also awarded routes into Hilo.

Pan American initiated 747 service into Honolulu on March 3, 1970 with one daily 747 flight, and within a month expanded the schedule to two. In July, 1970, three additional airlines were expected to begin scheduled 747 service to Honolulu.

The 747, capable of carrying from 397 to 490 passengers, placed increased demands upon all phases of terminal facilities. The decisions of President Richard M. Nixon and the Civil Aeronautics Board meant the advent of new non-stop service from Honolulu to the Midwest and East Coast points, as well as to Anchorage, Alaska.

Interisland traffic received a great boost from the CAB requirement that each new carrier sign common fare agreements with Hawaiian and Aloha airlines. These agreements were under terms more favorable to the local carriers than the agreements with Northwest, Pan American and United.

The 747 facilities, which were rushed to completion in preparation for the Pan Am inaugural flight, included two gates with two holding rooms, loading bridges and fueling facilities in the new Diamond Head Gull Wing extension of John Rodgers Terminal.

The Ewa Gull Wing extension had two gates and holding rooms completed by the end of the fiscal year, and a third was completed in July 1970.

In addition, five more hardstands were being constructed for parking and loading of aircraft by conventional boarding stairs. Each of the five new holding rooms had two floors (a main floor and a mezzanine) and was being served by bus trains at the main, or second, level. After future construction is completed, departing passengers will travel by bus on one level and arriving passengers on the other.

Ground level sections of both the Diamond Head and Ewa Wings will be devoted to airline operational equipment needs and office spaces. Airlines will begin construction on these leased spaces early in 1971.

The Interisland Terminal was modified, enlarged and partially air-conditioned in November 1969. Expansion of the Domestic Arrivals was completed in December 1969, as well as additional area allocated for the interim International Arrivals Terminal. More than 60,000 square feet of new office space was added to terminal facilities in August 1969.

A 2,000-car, five-story parking structure was completed in February 1970.

The inauguration of the use of bus trains was another move to cope with transportation within the airport itself. Each of these three-unit vehicles carried more than 120 persons.

To improve air traffic flow and lessen aircraft noise, Runway 4R-22L was rebuilt and lengthened to 9,000 feet. This runway's normal tradewind approach is completely over water and equipped with a Visual Approach Slope Indication (VASI) to assist in the safe landing of aircraft. It is anticipated that the FAA will install an electronic instrument landing system when funds are available.

Realignment of Taxiways A and Z, fronting the terminal areas, was completed in April 1970 as part of the airfield modifications required to make way for new construction. New taxiways G and L to the Interisland Terminal went into service in September 1969.

In the midst of the busy construction program, Honolulu International continued to play host to royalty and to provide a backdrop to world history. On the day that the first Pan Am 747 nosed into the newly completed gate at the Diamond Head Gull Wing, a plane carrying Her Britannic Majesty, Queen Elizabeth, Prince Phillip and Princess Anne,



Pan Am's Boeing 747 was the first jumbo jet to use the new Diamond Head Terminal.



made a 45-minute refueling stop in Honolulu en route to New Zealand.

Charles Lindberg, who made the first solo flight across the Atlantic, was among the dignitaries who greeted the inaugural 747, just minutes after the Queen's royal VC-10 jetliner took off for Fiji.

On April 18, 1970, the joint arrival of President Richard M. Nixon and Astronauts Lovell, Swigert and Haise was celebrated with ceremonies on the ramp area adjacent to Lagoon Drive.

Other dignitaries who arrived at Honolulu International included the Prime Minister of Peru, the Vice Premier of the Republic of China, the Canadian Prime Minister, the Governor General of Malta and the Australian Ambassador to the United States.

The increasing commercial traffic at Honolulu intensified the need for the establishment of a state general aviation airport on Oahu.

The state concluded negotiations with the U.S. Air Force to lease a portion of Bellows Field for general aviation activities in the Waimanalo area. At the end of the fiscal year, the lease was being reviewed in Washington, D.C. by the Department of Defense.

The 4,500-foot runway at Ford Island was opened to civilian pilots on February 2, 1970 and quickly proved its value in reducing the number of flight training operations at Honolulu International. Through June 30, there were 41,872 takeoffs and landings at Ford Island. Honolulu recorded 1,200 takeoffs and landings by students in June. Prior to the opening of the Ford Island runway, the total had been approximately 5,000 a month.

### Highlights

**July 9, 1969** Taxiways G and L and the addition to the Interisland Apron were completed at a cost of \$1,991,283.

**July 15, 1969** Renovations and additions to the Domestic Arrivals and elevated concourse were completed at a cost of \$1,363,000. Completed July 15, 1969.

**July 16, 1969** Office additions and alterations to the Ticket Lobby Building were completed at a cost of \$219,560.

Completed at a cost of \$219,560.

**July 19, 1969** Installation of equipment for 17 complete baggage claim system units was completed at a cost of \$222,754.48.

**August 20, 1969** Site work for the Domestic Arrival Parking Lot Modification was completed at a cost of \$129,403.

**August 25, 1969** A contract was awarded for the construction of the Gull Wing Gate Positions, 25, 26 and 27, Phase 3, in the Ewa Concourse for \$7,408,368. Completed July 10, 1970.

**August 26, 1969** Water cooling tower was furnished and delivered at a cost of \$25,292.

**August 28, 1969** A contract was awarded for Passenger Tractor/Train Unit Buses for Intra-Terminal Transport, at a cost of \$1,038,104.30.

**September 23, 1969** Construction of an addition to the Fire and Rescue Building, Station No. 4, was completed at a cost of \$13,450.

**October 10, 1969** The 48D Volt Unit Sub-Station for the Gull Wing Gate Positions was furnished at a cost of \$66,994.20.

**October 23, 1969** Construction of the electrical and communication duct system (Diamond Head) Phases 1 and 2 were completed at a cost of \$310,000.

**October 26, 1969** The temporary Foreign Arrivals and Domestic Arrivals roof additions and passenger walkway were completed at a cost of \$1,107,000.



**October 28, 1969** Construction was completed on the Gull Wing Gate Positions 25, 26 and 27 Phase II, in the Ewa Concourse at a cost of \$493,314.

**September 2, 1969** Renovations and Additions to the Interisland Terminal, Phase II, were completed at a cost of \$1,761,684.

**September 12, 1969** Steel pipe for the Fuel System was delivered at a cost of \$324,355.90.

**December 1, 1969** A contract was awarded for the Ewa Extension Domestic Arrivals Foundation and Basement at a cost of \$2,425,450.80. Completed August 13, 1970.

**December 5, 1969** Prestressed concrete joists for the parking structure were completed at a cost of \$412,285.88.

**December 12, 1969** Construction of the Auto Parking Exit Plaza was completed at a cost of \$136,785.

**December 18, 1969** Construction of the Diamond Head (East) Concourse Taxiways A and Z and Miscellaneous Paving was completed at a cost of \$3,446,063.

**December 23, 1969** A centrifugal water chilling package for the Diamond Head Gull Wing was furnished and delivered at a cost of \$68,411.20.

**December 26, 1969** Signs for the Interim Foreign Arrivals Building were installed at a cost of \$6,448.

**December 30, 1969** A contract was awarded for furnishing, delivering, installing and maintaining elevators and escalators for the Domestic Arrivals Terminal Ewa Extension at a cost for \$638,660. Completed May 9, 1972.

**January 7, 1970** Modifications to the Interisland Parking Lot were completed at a cost of \$63,600.

**January 26, 1970** Construction was completed on the Diamond Head Connecting Link Down Ramp and Ride System Turnaround at a cost of \$413,643.

**January 26, 1970** A contract was awarded for the Extension and Reconstruction of Runway 4R-22L at a cost of \$5,340,352. Completed July 14, 1970.

**February 1970** Bus trains, each carrying 120 people, moved people from one point to another within HNL.

Opposite top: Three gates in the Ewa Gull Wing went into operation in 1969.

Opposite bottom: Ahuna Point, October 1970.

Below: The Ewa Gull Wing is complete, as work continues on the International Arrivals Building in foreground.





This page and opposite: Aerial views of HNL in October, 1970.

**February 2, 1970** The 4,500 foot airfield at Ford Island in Pearl Harbor was leased by the State from the Navy to allow general aviation training.

**February 5, 1970** Construction of the electrical and communication duct system (Diamond Head) Phases, 3, 4, 5 and 6 was completed at a cost of \$679,400.

**February 9, 1970** Construction of the superstructure for the 2,000 car parking structure was completed at a cost of \$5,264,000.

**February 19, 1970** Installation of furniture for Holding Room and Public Areas, Gull Wing Gate Positions 10 and 11 was completed at a cost of \$109,881.50.

**February 20, 1970** Construction of Gull Wing Gate Positions 10 and 11 was completed at a cost of \$3,750,000.

**March 13, 1970** Installation of a 4-inch water line in the vicinity of the parking structure was completed at a cost of \$7,800.

**March 16, 1970** Materials, equipment and labor for concrete surface treatment in the parking structure were completed at a cost of \$6,660.

**April 2, 1970** Six elevators for the parking structure were delivered and installed at a cost of \$184,855.

**April 13, 1970** A contract was awarded for construction of the Hawaiian Air Tour Service Maintenance Hangar at a cost of \$292,583. Completed September 13, 1970.

**April 17, 1970** A contract was awarded for the installation of nine loading bridge units for the Gull Wing Gate Positions (Ewa Concourse) at a cost of \$74,777. The project was completed on September 25, 1970.

**April 18, 1970** President Richard M. Nixon arrived at HNL and presented the nation's highest civilian decoration to returning Apollo 13 astronauts James A. Lovell, Fred Haise Jr. and John H. Swigert. The ceremony was held on the ramp area near Lagoon Drive.

**April 19, 1970** Construction of a traffic signal and miscellaneous related walkway work was completed at a cost of \$4,060.

**April 20, 1970** Construction of the Ewa Concourse Grading and Paving project was completed at a cost of \$3,411,000.

**April 28, 1970** Irrigation mains and laterals were reactivated at a cost of \$3,898.

**May 6, 1970** Construction was completed on the Ewa Connecting Link Down Ramp and Ride System Turnaround at a cost of \$413,643.

**May 22, 1970** The Ewa Gull Wing utilities construction was completed at a cost of \$529,378.

**May 22, 1970** A contract was awarded for the construction of the Central Fire Alarm System at a cost of \$45,145.60. Completed June 11, 1971.

**May 28, 1970** A contract was awarded for construction of the Service Court Area including the Third Level Roadway at a cost of \$3,311,105.50. Completed June 1, 1972.

**June 10, 1970** Installation and maintenance of escalators and equipment for the Diamond Head and Ewa Buildings Gull Wing Gate Positions was completed at a cost of \$377,499.

**June 17, 1970** A contract was awarded for the construction of the Ground Floor Tenant Ewa Gull Wing Building Gate Positions 25 and 26 from Column 1 through 20, at a cost of \$343,900. Completed November 2, 1970.

**June 17, 1970** A contract was awarded for Interisland Terminal improvements at a cost of \$197,289. The project was completed on September 23, 1970.

**June 22, 1970** Installation of furniture for Holding Room and Public Areas, Gull Wing Gate Positions 25, 26 and 27 was completed at a cost of \$179,269.

**1970** Long-term leases were granted to Braniff International, Continental Airlines, Western Airlines, Trans World Airlines, American Airlines, Air New Zealand, and Union de Transports Aeriens. They were similar to the leases granted in 1968 to other carriers. Air Siam and Korean Airlines were later granted leases.



## 1970-1971

The Honolulu International Airport construction program proceeded on schedule toward fulfillment of the Master Plan, which included a 12,000-foot Reef Runway, a new International Arrivals Terminal, relocation of the Interisland Terminal and additional Boeing 747 gates.

The most massive single project on the program was the Reef Runway, estimated to cost about \$35 million, half of which came from the Federal Government under the 1970 Airport and Airway Development Act. The Navy was expected to transfer additional land to the State for the runway, which was set for 1974 completion. Model studies indicated that the runway would improve the circulation of Keehi Lagoon waters, as well as reduce the noise of flights over Honolulu and improve operational efficiency at the airport.

A third Boeing 747 gate and holding room were completed for the Ewa Gull Wing Extension on July 7, 1970, bringing to a total of five the number of 747 gates in service at the Ewa and Diamond Head Gull Wings. Master planners foresaw as many as thirteen 747 gates in operation by 1985.

The initial installation of a precedent-setting Flight Information Display System became operational in May 1971. Although many airports had arrival and departure display systems, they were controlled by the various airlines, and a passenger information management system through a centralized facility has never before been tried in a major airport. The first elements, including information displays for Aloha and Hawaiian airlines, were functioning satisfactorily and the rest of the system was expected to be in use by September 1971.

On June 28, 1971, a restricted traffic schedule for Runway 8-26, the main runway at Honolulu International, went into effect to permit work on a stabilization project under a \$654,753 maintenance contract. The schedule of closures from 7 a.m. to 12:30 p.m. and 1:15 to 4 p.m., Monday through Friday, was expected to be in effect until July 27, 1971. During these times, the runway was closed to all but certain vital military flights. Airlines rescheduled many flights, or used Runway 4R on a reduced-load basis.

An increase in concession fees resulted from concessionaires offering higher bids to obtain concessions, from an increased number of concessions, from enlarged and improved facilities and from increased passenger traffic.

The FAA began to implement the Airport and Airways Development Act of 1970 under a plan entitled The Airport Certification Program. Under this program, every air-

port serving air carriers certified by the CAB was required to maintain certificates from the FAA to remain in operation. The program imposed a new system of inspections, record-keeping and reporting on airports and required additional funds and personnel to meet its stringent requirements.

The FAA also published a Note of Proposed Rule Making on Aviation Security and began to implement an airport security system. This new program meant new obligations for the airport and required future equipment expenditures and personnel increases.

An Airport Procedures Manual was drafted as required by the FAA.



Above: A Japan Air Lines plane loads up at the Ewa Gull Wing.

Revised Administrative Rules for public airports, ground transportation and greeting services for hire were prepared for public hearings.

In collaboration with insurance representatives, a loss-control program was instituted. As part of the general tighter security program, identification badges were required in all airport restricted areas.

The FAA revived a system of inspections under its Compliance Program and inspected all airports within the State. All of Hawaii's airports passed inspection in every important respect, and corrective measures were initiated to correct some minor instances of non-compliance.

Still unresolved was the long-standing problem of providing a State general aviation airport on Oahu to remove flight training operations from Honolulu International, where the mix of student and commercial operations was highly undesirable.

The U.S. Department of Defense was still reviewing a proposal by the State to lease a portion of Bellows Field for general aviation. DOD was awaiting submittal of an environmental impact study by the Air Force.

The use of Ford Island by civilian pilots brought about a major reduction in student training operations at Honolulu International. More student pilots were using Ford Island than Honolulu International for take off and landing practice.

Four airlines were providing Boeing 747 service into Honolulu International Airport. Pan American World Airways, which inaugurated 747 flights into Honolulu on March 3, 1970, was followed by Northwest Airlines on July 4, 1970, and by United Airlines on July 23, 1970.

On August 1, 1970, American Airlines started its scheduled service through Hawaii to the South Pacific, New Zealand and Australia with a flight carrying company executives and government officials representing the destination countries.

Honolulu continued to pay host to royalty and to other distinguished guests from all parts of the world. Airport arrivals included the Queen of Tonga, Crown Prince of Thailand, Prince and Princess Hitachi of Japan, the Prime Ministers of New Zealand, Malaysia, Cambodia, and Barbados, and the Vice President of the Philippines.

One of the most unusual ceremonies held at the airport during the year was the November 12, 1970 dedication of the animal shelter completed as part of ground floor tenant improvements at Gates 25 and 26 on the mauka end of the Ewa Gull Wing.

The Animalport was a joint effort of the Hawaiian Humane Society, the State of Hawaii and the trans-Pacific airlines. It was one of five such shelters in the world which provided care of animals and birds while in air transit. However, it was the only one not operating on a private fee-for-service basis to the animal owner. At Honolulu, each airline paid a fee to the Animalport for each bird or animal given temporary shelter and care.

Below: Passengers go through security at HNL.



## Highlights

**July 10, 1970** Installation of furniture for Holding Rooms and Public Areas, Gull Wing Gate Positions 25, 26 and 27 was completed at a cost of \$50,178.41.

**July 10, 1970** Ten triple unit buses were delivered at a cost of \$1,038,104.30.

**August 5, 1970** A contract was awarded for a Flight Information Display System, at a cost of \$1.26 million. Completed August 30, 1973.

**August 24, 1970** A water line for the wash area Diamond Head Ramp equipment parking lot was completed at a cost of \$2,185.

**August 24, 1970** Toilet room additions at the Operations Control Cab were completed at a cost of \$6,876.

**September 15, 1970** Improvements to the Ticket Lobby and Domestic Arrival Area were completed at a cost of \$47,328.

**September 17, 1970** A contract was awarded for construction of the Overseas Departures Domestic Arrivals Ewa Extension at a cost of \$6,763,000. Completed May 15, 1972.

**September 30, 1970** Check-In Counters in the Ewa Gull Wing were completed at a cost of \$2,245.

**October 2, 1970** A contract was awarded for the demolition of John Rodgers Veteran Housing at a cost of \$29,225. Completed June 5, 1972.

**October 10, 1970** Covered Chain Ropes and Posts were delivered at a cost of \$6,675.30.

**November 2, 1970** Modifications to the Interim International Arrivals building were completed at a cost of \$45,998.

**November 16, 1970** Construction of a new Office Building at the Exit Plaza to the Parking Structure was completed at a cost of \$20,680.

**November 24, 1970** Ground Floor Tenant Improvements at Gate 11, Columns 1-9 were completed at a cost of \$197,070.

**December 4, 1970** Ground Floor Tenant Improvements at Gates 26 and 27 were completed at a cost of \$309,970.

**December 21, 1970** Landscaping, irrigation and planting at the Main Parking Facility was completed at a cost of \$39,928.60

**December 22, 1970** Ground Floor Tenant Improvements at Gales 10 and 11 were completed at a cost of \$135,614.

**January 14, 1971** Electrical Service and vehicle flood lighting and communications lines were installed at five airport positions at a cost of \$24,257.

**February 3, 1971** Construction of a Vehicle Service Area and relocation of an Office Building was completed at a cost of \$14,600.

**February 17, 1971** A contract was awarded for supplying, installing and testing five complete baggage claim system units at a cost of \$281,670. Completed October 5, 1971.

**February 25, 1971** A contract was awarded for four soluble fertilizer proportioning systems at a cost of \$37,492. Completed August 31, 1971.

**March 4, 1971** A contract for a Standby Generator Emergency Power System was awarded at a cost of \$64,711. Completed February 17, 1972.

**March 11, 1971** Phase II of the Ewa electrical and communication duct system was completed at a cost of \$177,005.40.

**March 12, 1971** A contract was awarded to Hawaiian Scenic Tours Ltd. for the operation, maintenance and management of an intra-airport passenger transportation system, at a cost of \$1,523,856.

**March 17, 1971** A contract for Phase II of a new Public Address System was awarded at a cost of \$137,644.60.

**March 18, 1971** Phase I of a new Public Address System was completed at a cost of \$40,194.

**March 23, 1971** Construction of Carousel and Conveyor Enclosures at Domestic Arrivals was completed at a cost of \$21,644.

**April 8, 1971** A contract was awarded for additions and renovations to the Interim International Arrivals and Domestic arrivals Baggage Claim Area at a cost of \$196,460. Completed July 31, 1971.

## *Aloha Offered to Four-Footed Travelers*

Not just people travel through Honolulu International Airport. These animals were passengers of Pan American World Airways and stopped for R&R in Honolulu. On November 12, 1970 an Animalport shelter was dedicated at Gates 25 and 26 on the mauka end of the Ewa Gull Wing. The Animalport was a joint effort of the Hawaiian Humane Society, the State of Hawaii and the airlines. It is one of five such shelters in the world which provide care of animals and birds while in air transit. An Animal Quarantine Station was placed in operation at Honolulu International on June 1, 1974. The facilities were provided at no cost to the State Department of Agriculture, which provides the necessary personnel for staffing 24 hours per day. The services facilitate the quarantine processing of animals and birds imported into Hawaii.



**April 12, 1971** A contract was awarded for construction of the first increment of the Ewa Service Court Roadway at a cost of \$55,815.10. Completed August 23, 1971.

**April 12, 1971** A contract was awarded for a Closed Circuit Television System in the Interim International Arrivals Building at a cost of \$2,032.20.

**April 16, 1971** Landscaping of the Domestic Arrivals Entrance Gate was completed at a cost of \$5,171.50.

**May 4, 1971** Parking structure modifications for car rentals were completed at a cost of \$3,658.

**May 7, 1971** A contract was awarded for the Ewa Concourse and Basement International Arrivals Ewa Extension at a cost of \$2,312,402. Completed May 8, 1972.

**May 12, 1971** Directional and location signs were installed at a cost of \$504,787.

**May 20, 1971** A contract was awarded for the Ewa Connecting Link between the Main Terminal and Gull Wing, at a cost of \$1,342,000. Completed October 6, 1972.

**May 28, 1971** Construction on the Ewa Portion Enplaning/Deplaning Roadway was completed at a cost of \$2,107,000.

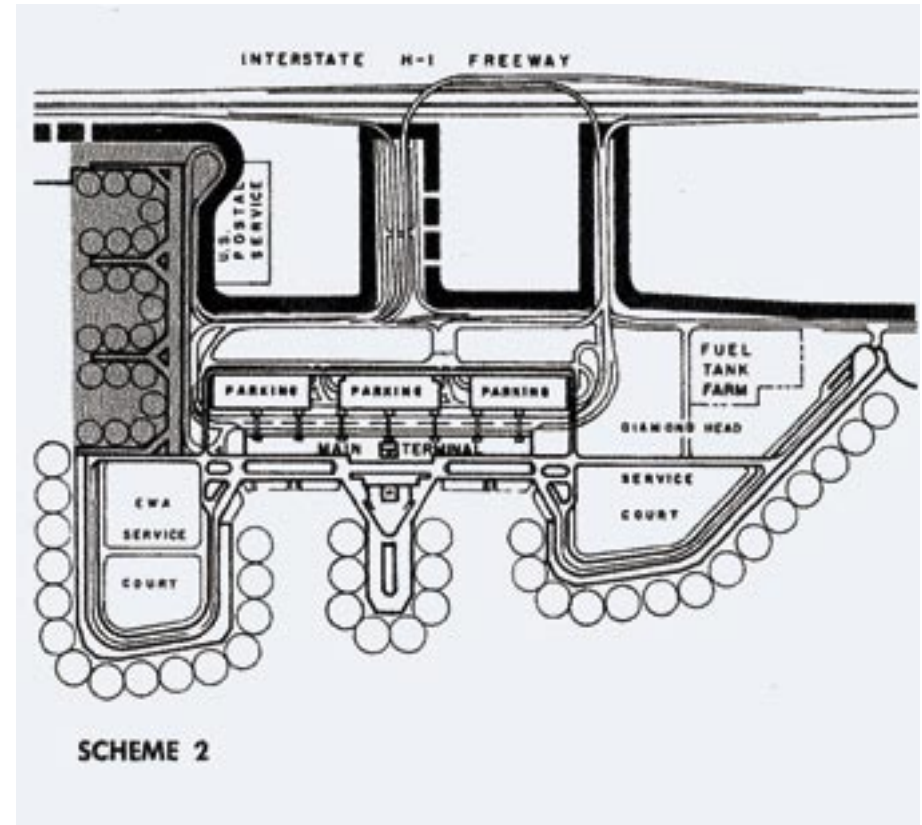
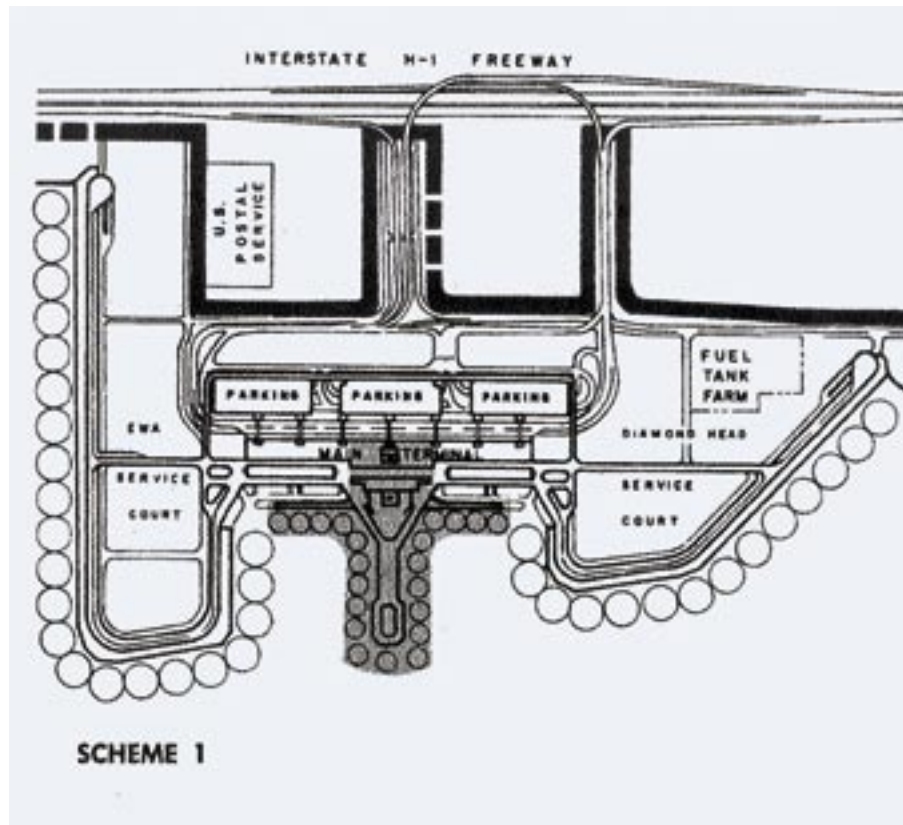
**June 3, 1971** A contract was awarded for the installation of a Power Transformer for Military Tactical Air Navigation System (TACAN) at a cost of \$3,995.

**June 7, 1971** A contract was awarded for installation of runway end identification lights on Runway 4R at a cost of \$3,973.

**June 8, 1971** A contract was awarded to relocate one loading bridge from Gate 27C to Gate 28C at a cost of \$22,222. Completed August 12, 1971.

Below: two options were being studied on how to proceed with gate development at HNL.

Opposite: The Ewa, Central and Diamond Head Concourses were functional in the early 1970s as work continued to connect the concourses.









Above: Passengers were bused from the ticket lobbies to the gull wings c1971.

## 1971-1972

With the untying of a maile lei, the \$12.5 million Ewa Extension of the John Rodgers Terminal at Honolulu International Airport officially began its life of service to overseas travelers on May 16, 1972.

Among those attending the dedication was the family of Byron J. Connell, who piloted the first plane crossing from the North American continent to Hawaii with Navy Commander John Rodgers in the PN-9. Although the plane ran out of fuel and finished the crossing under sail, the 1925 exploit so stirred Hawaii's public that contributions came pouring in to a fund to establish Hawaii's first commercial airport. John Rodgers Airport was dedicated in 1927. Connell, a Windward Oahu resident, died January 10, 1972.

The expansion of John Rodgers Terminal provided another 360,000 square feet of area to serve passengers arriving from, or departing for, other American cities or leaving for foreign destinations.

On the ground level were five 30-foot carousels for domestic baggage and inter-line and ground transportation services. On the second level, eight overseas scheduled carriers had service counters for enplaning passengers. Facilities include nine baggage conveyor belts for passenger check-ins and ticket counters with back-up offices for the airlines.

New waiting rooms and concession areas were also on the second level which connects directly with the original waiting lobby in the John Rodgers Terminal via a spacious walkway overlooking the airfield.

On the third level were the mini-bus turn-around and transfer stations. Enplaning passengers board the mini-bus at the transfer station over the terminal, ramp down to the second level and disembark opposite the Gull Wing Terminal holding rooms to board their aircraft.

Construction of the first phase of the long-awaited Reef Runway was scheduled to begin in September 1972. The first increment, scheduled for completion in mid-1974, was expected to resolve most of the air traffic noise and safety problems of present airport traffic by shifting all overseas commercial and military jet take-off operations more than a mile to seaward. The runway will also increase the airport's capacity from 70 to 110 operations per hour.

The Reef Runway is the nation's first major new runway to receive funding approval from the FAA's 1970 Airport Development Aid Program and qualified for the biggest single ADAP allocation so far approved--\$14 million, or roughly half of the expected cost.

In July 1971, the first increment of the Flight Information Display System board units was installed in some of the older ticket lobbies, holding rooms and baggage claim areas of the John Rodgers Terminal. The system started operation in September 1971 and was extended to the new Ewa addition as the structure neared completion. Additional installations will extend the information system to the new International Arrivals Terminal and to some other areas not yet served. The additional work will bring the total cost of the system to more than \$1.26 million.

The first increment of the Ewa Gull Wing Service Road was available for use August 23, 1971 at a cost of \$55,815.

February 17, 1972 saw the completion of an additional standby generator for the emergency electrical power system.

In March 1972, the initial portion of the new second level roadway fronting the Main Terminal was opened to traffic. The second and third level roadways connecting the Main Terminal and the Ewa Gull Wing were also completed.

The new International Arrivals Terminal, just west of the new Ewa extension and also costing about \$12 million, was scheduled for completion early in 1973.

Additional Boeing 747 gates, a combination of air-sea-land interisland terminal fronting Keehi Lagoon, and separate

air cargo facilities were among the major items yet to be constructed.

By June 30, 1972, parking at the airport had been increased by 3,900 stalls, and an additional 2,000 or so are to be added by 1977.

A boom in air cargo was experienced as a result of the West Coast dock strikes of July 1 to October 9, 1971 and from January 17 to February 19, 1972. Incoming overseas air cargo totaled 54 million pounds for the quarter July 1 to September 30, 1971, an increase of 262.7 percent from the same quarter in 1970. The succeeding three quarters had gains of 129.9 percent, 121.8 per cent and 38.6 percent, respectively.

Honolulu International was the 28th busiest airport in the U.S. during 1971, according to the FAA.

The State did not make any progress in providing a general aviation airport on Oahu to remove flight training operations from Honolulu International. However the airport was able to make new and more liberal arrangements for the use of Ford Island, a Navy auxiliary landing field, which would make this field even more effective in reducing the undesirable mix of light private plans and larger commercial aircraft at HNL.

In December 1971, the Navy extended its permit to the State for the use of the air strip for civilian flight operations through calendar year 1972, and acceded to the request that students be allowed to make their first solo flights from the field. Operations were no longer restricted to touch-and-go landings and taxi-back practice.

To meet new FAA security requirements, Honolulu needed as much as 10 miles of 6.5 or 7-foot-high fencing along runways and between terminal facilities and access roads. Where aircraft park overnight, the entire area will require pervasive lighting.

Following negotiations with the City and County of Honolulu District Court System, Honolulu International received approval to institute a citation system for traffic violations in its operational and restricted areas. Violators were assessed fines with provisions for bail forfeiture.

Korean Airlines initiated thrice-weekly operations from Honolulu on April 19, 1972. The airport is now served by 17 scheduled carriers, including eight American and nine foreign airlines.

Unprecedented numbers of Japanese visitors arrived in December 1971 and April 1972. Nearly 23,000 arrived in December to begin holiday tours. A new traffic system was initiated to facilitate their movement through the International Arrivals Building to their waiting buses. During Golden Week in April, 8,000 Japanese visitors arrived.

Airport arrivals included President Richard M. Nixon, and VIPs from about two dozen foreign countries, and even from outer space—the Apollo 16 astronauts.

## Highlights

**August 31, 1971** A contract was awarded for construction of the Waiting Lobby and Concession Area in the existing Terminal Building, \$1,503,209. Completed August 25, 1972.

**September 14, 1971** A contract was awarded for construction of the Enplaning-Deplaning Roadway, Diamond Head Portion and North Mall, \$3,248,921. Completed January 27, 1973.

**September 20, 1971** A contract was awarded for construction of the Diamond Head Extension, Main Terminal, \$2,871,000. Completed January 13, 1973.

**September 23, 1971** A contract was awarded for transfer switch gear, Ewa Extension, International Arrivals, \$92,368.

**October 22, 1971** A contract was awarded for construction of an Emergency Power Generating System, Building Construction, \$120,434. Completed August 15, 1972.

**November 19, 1971** A contract was awarded for construction of Pedestrian Overpasses connecting the parking structure to the Main Terminal, \$345,997. Completed May 8, 1973.

**November 19, 1971** A contract was awarded for construction of the Diamond Head Connecting Link Ramp, \$1,309,050. Completed November 21, 1972.

**December 5, 1971** The Temporary Roadway for Host and International Arrival Terminal Facilities was completed, \$55,836.

## Wiki Wiki Buses

Travelers at Honolulu International Airport utilize Wiki Wiki buses to travel between Gates and Terminals. The first buses were put in service in 1971. Although the buses have changed from gas to electric to diesel, and have come in all sizes and shapes, they have been a welcome relief for travelers for more than 30 years.





Above: Continental calls at HNL.

Opposite: A Japan Air Lines plane is serviced.

**January 11, 1972** A contract was awarded for construction of the International Arrivals Super-Structure, \$6,670,000. Completed May 14, 1973.

**January 11, 1972** A contract was awarded for furniture and display fixtures for the Ewa Extension, \$167,872. Completed November 15, 1972.

**January 24, 1972** A contract was awarded for direction and location signs, Phases II and III for the Terminal Building, \$666,000. Completed September 19, 1973.

**April 5, 1972** A contract was awarded for Procurement and installation of Elevators at the North Mall Main Terminal, \$147,512. Completed February 15, 1973.

**April 10, 1972** A contract was awarded for construction of Air Conditioning for the Ewa Extension (International Arrivals), \$424,750. Completed April 24, 1973.

**April 19, 1972** A contract was awarded for construction of the Ewa Gull Wing Gate Positions 28, 29 and Turnaround, \$2,810,000. Completed July 6, 1973.

**April 26, 1972** A contract was awarded for AC Pavement Addition and Drainage Improvements in the Aloha Maintenance Area, \$16,100.

**May 4, 1972** Construction of Airlines Offices in the Domestic Arrivals, Ewa Extension, was completed, \$238,704.

**May 15, 1972** A contract was awarded for the construction of the Diamond Head Gull Wing Interim Gates 7, 8, 9 and 10 and Turnaround, \$630,290. Completed June 6, 1973.

**May 19, 1972** Construction of the Intra-Airport Passenger Transportation System Facilities was completed, \$203,945.

**May 1972** In 1971-1972, the Federal Aviation Administration inaugurated its Certification Program. This was a program based on Federal law, requiring all airport operators to meet Federal Aviation Administration standards of operation in order to gain and retain operating certificates for their airports. The standards were published and enforced by inspections. Failure to qualify for or to retain an operating certificate meant that scheduled airlines could not use the offending airport.

Due to a rash of aircraft hijackings, the FAA also promulgated and enforced a security program. The security program required a search of all persons and their baggage before boarding scheduled air carriers. It required the HDOT Airports Division to construct fencing, lighting and "sterile" areas within its terminals and to provide armed deputized law enforcement officers to stand by while additional security personnel from the airline performed their searches of passengers and baggage.

The impact of these programs on the State was more far reaching than the necessity of establishing approved standards and to attain these standards by increased construction and operational costs. These programs transferred decision-making on safety and security measures from the State to the Federal Government. Failure to comply meant losing the services of scheduled airlines. The construction, operations and administrative costs of these programs was substantial, notwithstanding Federal aid, and these expenses were mandatory.

**June 8, 1972** The Public Address System in the Interisland Interface with the Overseas Terminal, Phase III, was completed at a cost of \$39,978.

**June 28, 1972** A contract was awarded for landscaping of the Interisland Terminal area, \$24,517.90. Completed September 21, 1972.

## 1972-1973

The new, three-level International Arrivals Terminal at Honolulu International Airport became operational on May 16, 1973—one year to the day that the first Ewa Extension of John Rodgers Terminal went into service.

The dedication ceremonies were held May 14, 1973, two days before it was opened to the public, and drew a distinguished attendance of public officials and airline executives.

The new structure provided, at no cost to the federal government, operational and office space for all U.S. border



agency personnel and provided quarters for processing the entries of all passengers arriving from foreign nations.

Other expansion or rehabilitation projects completed at Honolulu included pedestrian overpasses from the Terminal to the Parking Structure, installation of elevators, rehabilitation of older ticket lobbies, construction of the Diamond Head Roadway for enplaning and deplaning passengers, and the installation of new direction and location signs throughout the Terminal Complex.

One of the last steps needed to clear the way for the advertisement for bids on the Reef Runway was taken on September 11, 1972 when the Navy formally deeded over to the State 527 acres of land, of which 344 acres were required for the runway. The action brought to 758 the total area of lands, both fast and submerged, turned over to the State by the military for the 1985 master plan. Earlier, the Air Force had deeded to the State about 135 acres, and the Army, 95 acres.

The Navy portion consisted of one parcel of 173 acres on Keehi Lagoon at the southern edge of the airport; a 10-acre parcel at the Ewa end of the airport at the edge of Hickam AFB bordering Nimitz Highway, and 344 acres of submerged land in Keehi Lagoon that cuts across the Ewa end of the old seaplane runways. Only right-of-entry was obtained by the State on certain lands needed for the runway, and a formal deed was expected during FY 1974. These additional lands total 4,586 acres.

Below: Northwest Orient hooks up to a jetway at the Diamond Head Concourse.

