

STATISTICAL PLANNING DATA
AIR TRANSPORTATION IN HAWAII

— JANUARY 1950 —

PREPARED BY
AIRPORTS BRANCH

CIVIL AERONAUTICS ADMINISTRATION

NINTH REGION

HONOLULU, T. H.

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PREFACE

The purpose of this pamphlet is to consolidate under one cover considerable factual data, charts, graphs and tabulations which have recently been prepared and required as a result of a growing demand for additional air transportation facilities in Hawaii and the need of facts and figures to properly evaluate and plan the needed facilities on a sound and long range basis.

In addition to the general interest topics contained herein, these studies and comparisons serve most beneficially as the basic foundation upon which current and future plans may be laid for the development of aviation in Hawaii within the foreseeable future.

Such factors as population density, land use, and economic stability within the island group are mutually dependent upon two important considerations. These are abundance of potable water supply and transportation facilities.

The Territory of Hawaii is in a unique position with regard to its modes of transportation. The fact that Hawaii is a chain of islands makes impossible the flexible type of surface transportation available in mainland communities which can depend upon rail and highway transit of their residents and commodities.

For many years the only inter-island transportation service was the steamship; and thus, natural or easily modified all-weather seaports were the primary attribute to growing community centers. This has resulted in the present development of the Port of Honolulu, on the Island of Oahu, as the terminal point for transportation services between the Territory and the rest of the world. The City of Honolulu is the center of governmental administration, both territorial and federal. It is also the center of recreation and the clearing house for practically all of the island commerce. All other communities are basically agricultural trade centers, and are, under present conditions, entirely dependent upon adequate transportation service to and from Honolulu.

The many years of dependence upon water surface transportation has established the present pattern of island commerce, population distribution and general land use. The lack of efficient point-to-point transportation was the greatest limiting factor to island trade and development. Availability of air transportation in the islands has greatly alleviated this need, and today serves equally in importance with its surface predecessor.

The direct benefits resulting from available air commerce can best be shown by comparative graphs and tabulations on the following pages. These benefits can be summarized as follows:

- a. Increased and more efficient land use and resultant appreciation.
- b. Internal economic stability with less dependence upon mainland commodities.
- c. Reduced time lag involved in all inter-island and island-mainland business transactions.
- d. Reduced point-to-point transportation costs, and more efficient handling of import and export commodities.
- e. Tendency toward ultimate decentralization of congested trade and population centers which heretofore were the natural outgrowth of limited seaport facilities.

For all purposes of sound planning for the necessary development of air transportation facilities, which must in this instance augment surface water movements and completely fulfill the alternate requirements normally satisfied by rail and highway service, consideration should be given to the trends which have been developed in the following outline.

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PART ONE

AIR COMMERCE IN HAWAII

SECTION A. -- PASSENGER TRAFFIC AND RELATED STATISTICS.

1. According to the statistical data compiled from C.A.B. Form 41, Schedule B-5, for the Fiscal Year 1948, passenger travel in the Hawaiian Islands ranks with that of the following nine states:

<u>Location</u>	<u>No. of enplaned passengers</u> (Scheduled operations only)
New York	1,788,091
California	1,322,517
Illinois	1,038,683
Texas	951,167
Ohio	594,683
Florida	527,001
Missouri	445,067
Massachusetts	441,699
Michigan	435,213
TERRITORY OF HAWAII	415,179

2. Also noteworthy, is the fact that revenue passengers departing from Territorial airports were comparable in number during this period to the aggregate total passengers departing from all airports in the following states:

Maine	Arkansas
Rhode Island	Mississippi
New Hampshire	North Dakota
Vermont	South Dakota
Connecticut	Wyoming
New Jersey	Idaho
Delaware	Nevada
West Virginia	

NOTE: The aggregate of recorded passenger departures from all airports in these fifteen states was 437,752. For HAWAII the total was 445,605.

3. On the basis of revenue passengers carried by scheduled airlines only, Honolulu ranks with the top fifteen cities in the United States, including Washington, D. C. A transcript of C.A.B. statistics shown below lists each of these cities according to traffic volume of enplaned passengers.

<u>City and State</u>	<u>No. of Enplaned Passengers</u> (For Fiscal Year 1948)
New York, N. Y.	1,495,664
Chicago, Illinois	1,010,910
Los Angeles, Calif.	607,139
Washington, D. C.	574,280
San Francisco, Calif.	509,401
Boston, Mass.	394,574
Dallas, Texas	361,030
Detroit, Mich.	349,416
Miami, Fla.	265,787
Atlanta, Ga.	250,527
Cleveland, Ohio	244,863
Seattle, Wash.	237,344
Pittsburgh, Penn.	233,513
Minneapolis, Minn.	230,934
Kansas City, Mo.	220,636
HONOLULU, T. H.	211,043

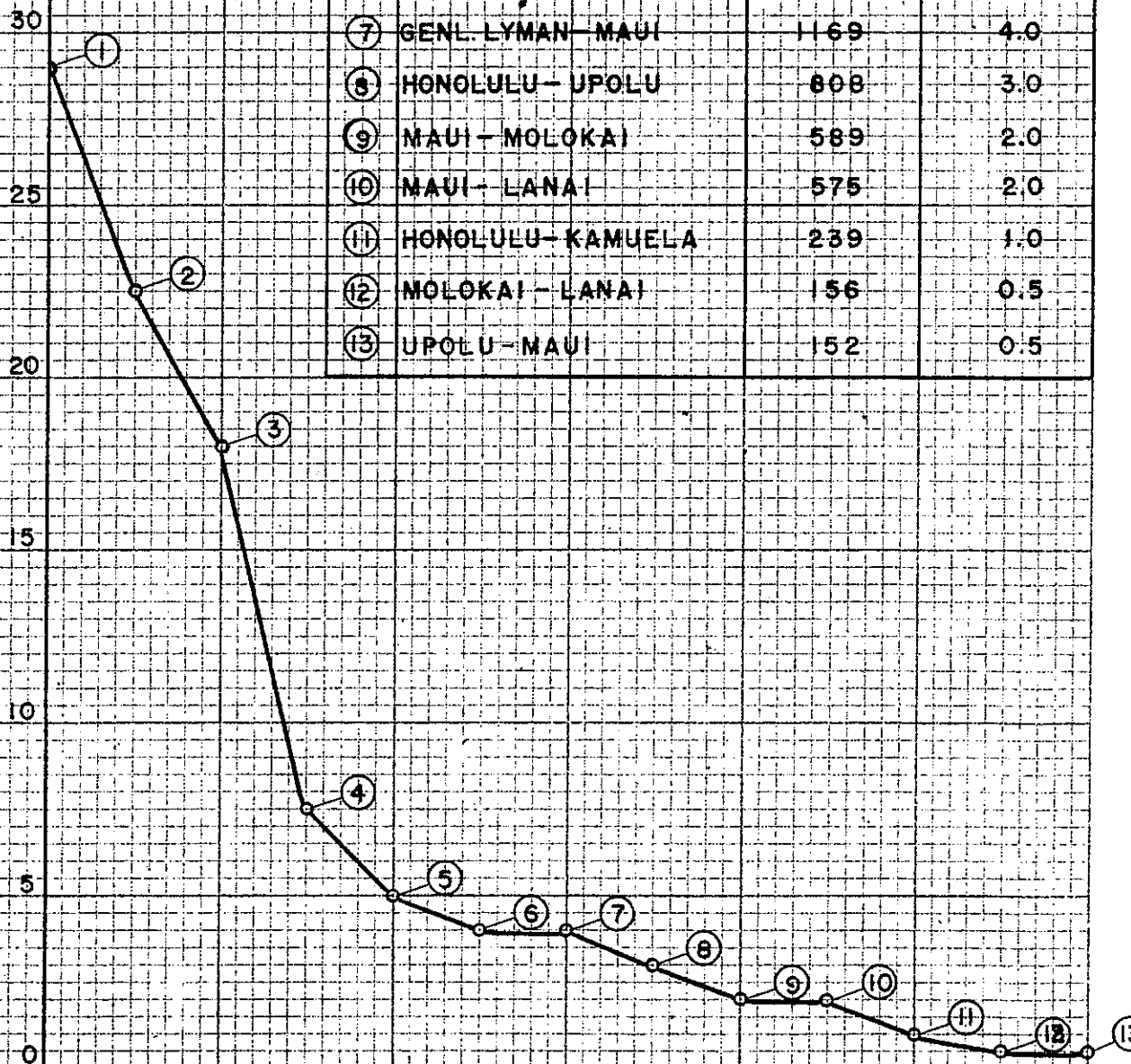
TABLE OF ENPLANED PASSENGERS
(Fiscal Year 1948)

<u>FOR HONOLULU AIRPORT</u>	<u>Total</u>	<u>Scheduled</u>	<u>Non-Scheduled</u>	<u>% of Total</u>
Local Departures	181,728	167,316	14,412	7.930
Trans-Pacific	44,192	43,727	465	1.052
Total	225,920	211,043	14,877	6.585
Thru Passengers	32,160	24,705	7,455	2.318
Total, All Flights	258,080	235,748	22,332	8.653
<u>ALL TERRITORIAL AIRPORTS</u>				
Local Departures	401,413	371,452	29,961	7.464
Trans-Pacific	44,192	43,727	465	1.052
Total	445,605	415,179	30,426	6.828
Thru Passengers	32,160	24,705	7,455	2.318
Total, All Flights	477,765	439,884	37,881	7.928

**INTER-ISLAND PASSENGER TRAFFIC
DENSITY BETWEEN AIRPORTS
FOR THE PERIOD JAN THRU JUNE, 1949-**

	BETWEEN AIRPORTS	TOTAL PASSENGERS AV. MONTH	% OF TOTAL INTER-ISLAND PASSENGERS
①	HONOLULU-GENL. LYMAN	8541	29.0
②	HONOLULU-MAUI	6598	22.5
③	HONOLULU-BARKING SANDS	5306	18.0
④	HONOLULU-MOLOKAI	2152	7.5
⑤	HONOLULU-PORT ALLEN	1525	5.0
⑥	HONOLULU-LANAI	1126	4.0
⑦	GENL. LYMAN-MAUI	1169	4.0
⑧	HONOLULU-UPOLU	808	3.0
⑨	MAUI-MOLOKAI	589	2.0
⑩	MAUI-LANAI	575	2.0
⑪	HONOLULU-KAMUELA	239	1.0
⑫	MOLOKAI-LANAI	156	0.5
⑬	UPOLU-MAUI	152	0.5

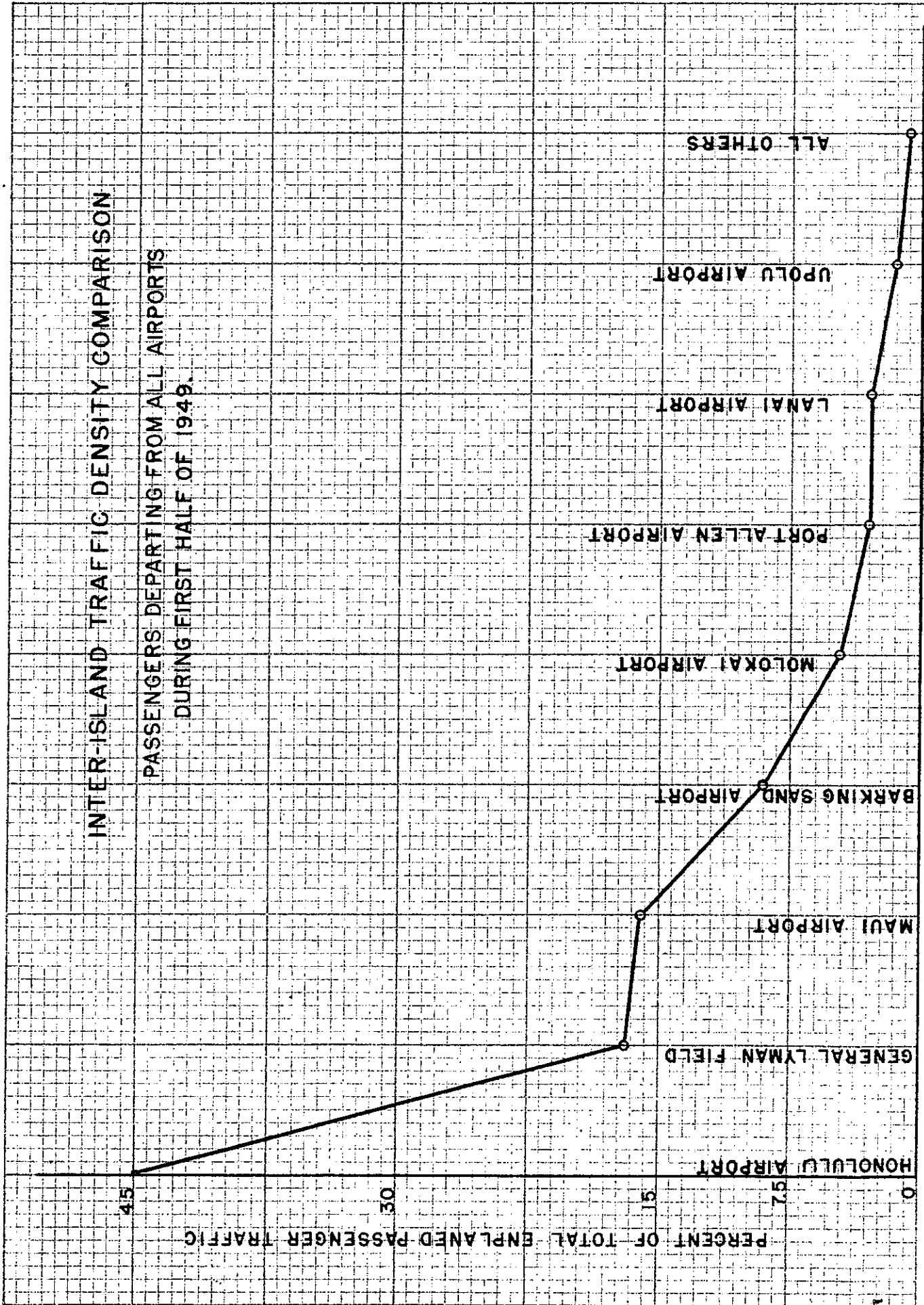
PERCENT OF TOTAL INTERISLAND TRAFFIC.

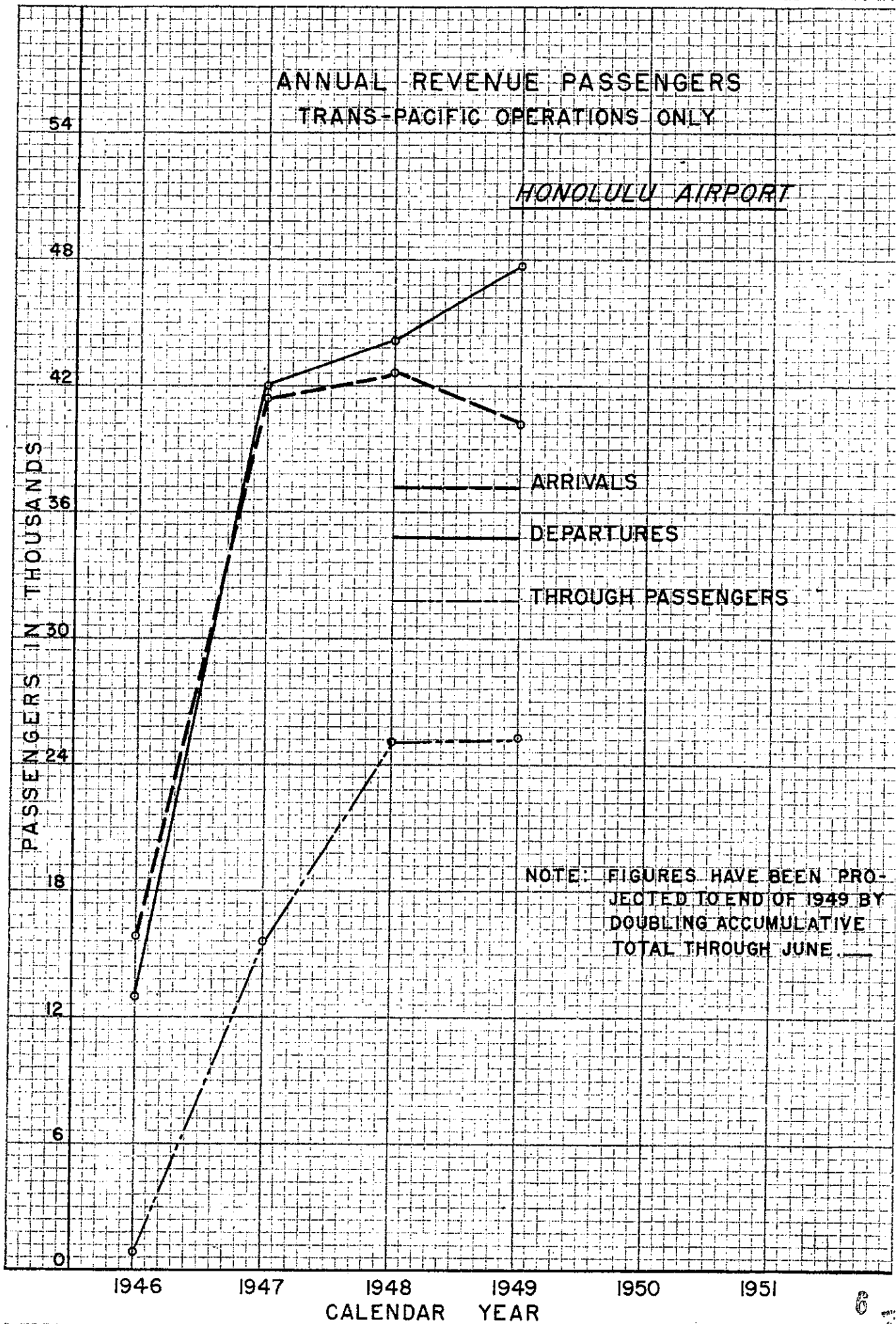


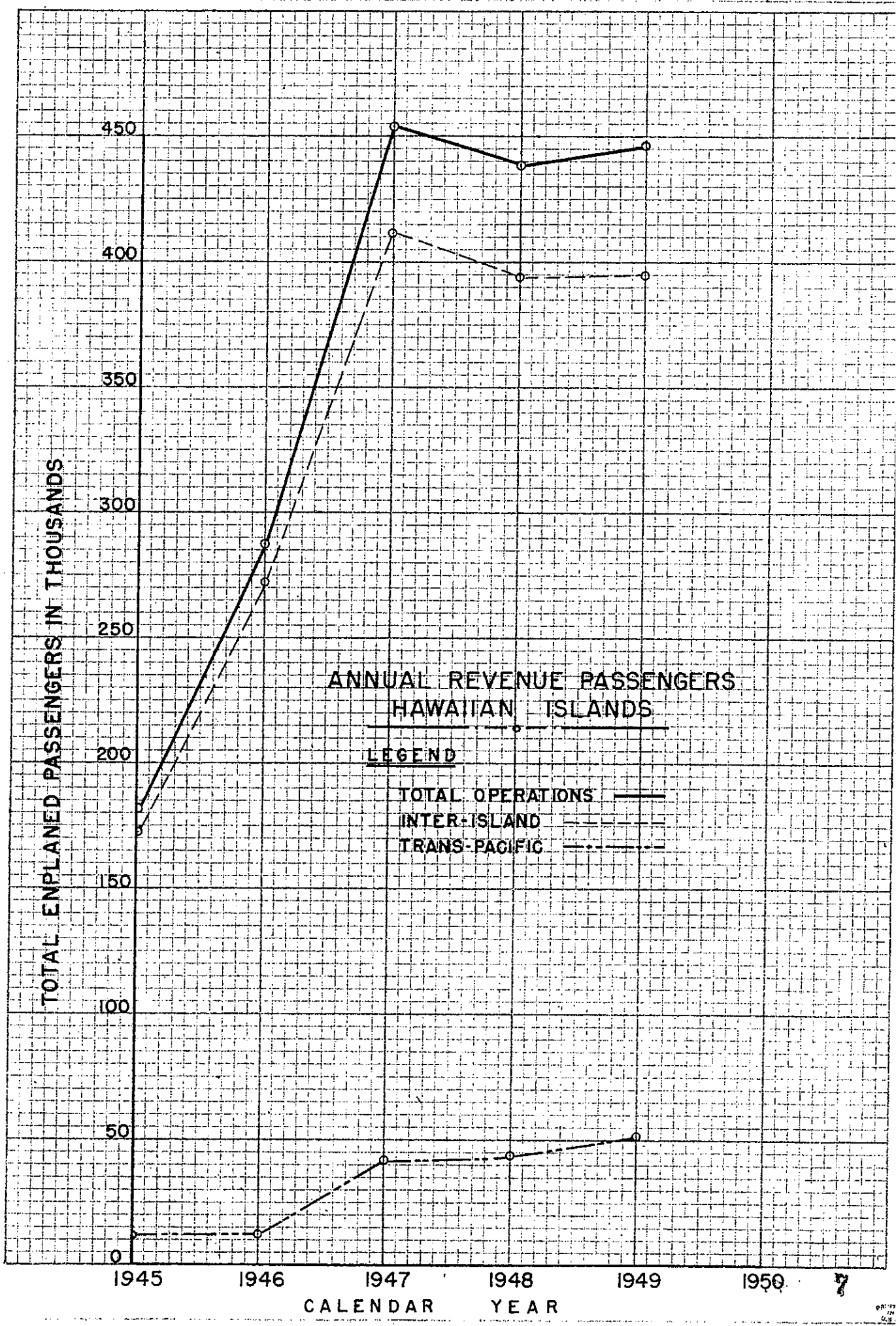
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INTER-ISLAND TRAFFIC DENSITY COMPARISON

PASSENGERS DEPARTING FROM ALL AIRPORTS
DURING FIRST HALF OF 1949.







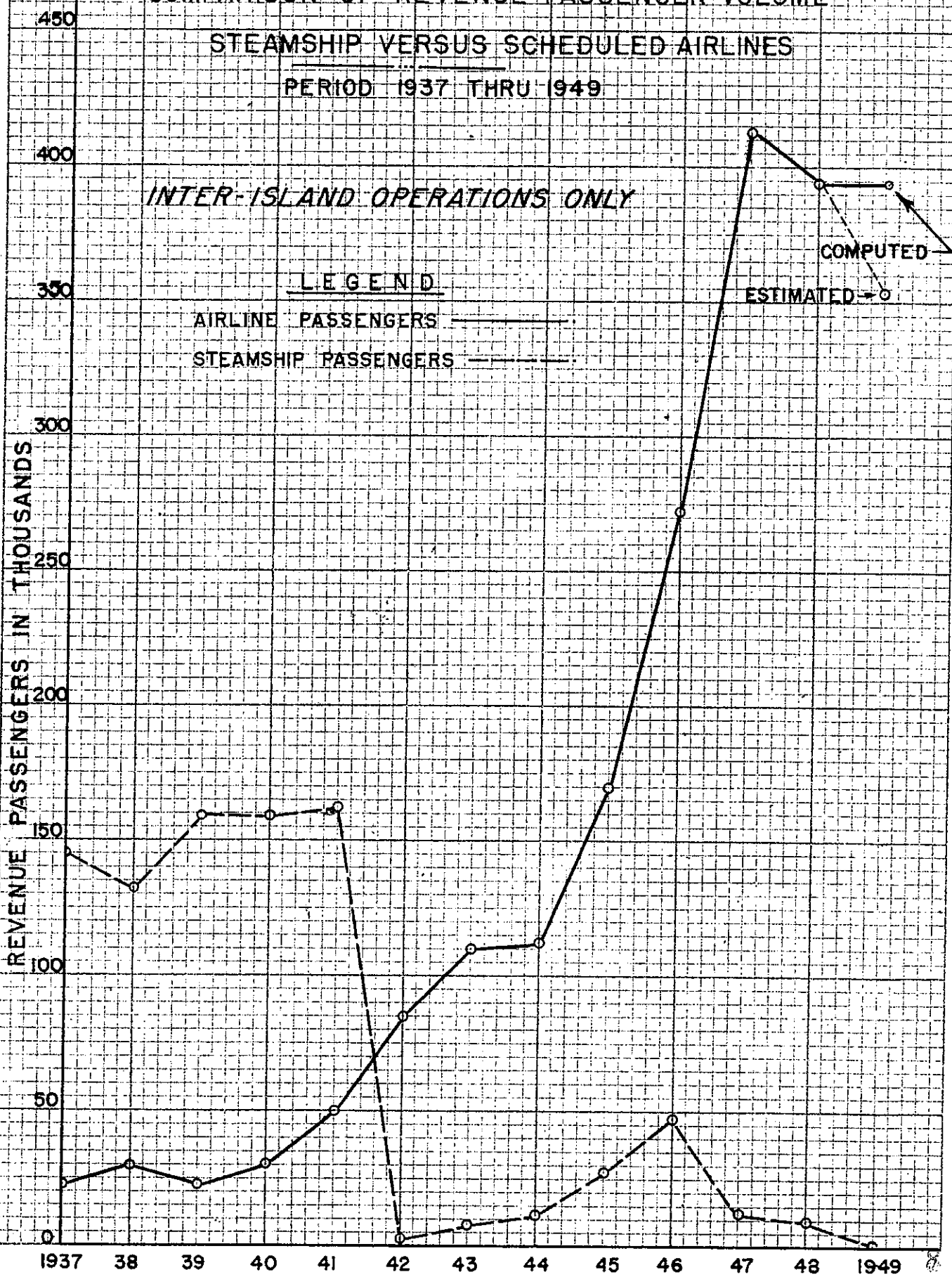
STANLEY BURNING COMPANY, INC. NO. 700-15 10 x 10 to the inch. DATA SHEETS

COMPARISON OF REVENUE PASSENGER VOLUME STEAMSHIP VERSUS SCHEDULED AIRLINES PERIOD 1937 THRU 1949

INTER-ISLAND OPERATIONS ONLY

LEGEND

- AIRLINE PASSENGERS ———
- STEAMSHIP PASSENGERS - - - - -



SECTION B. -- RATIO OF ENPLANED PASSENGERS TO POPULATION.

1. The Territory of Hawaii has the highest ratio of air passenger traffic per unit of population of any location in the United States and probably in the world. This fact is emphasized by the preceding graph of Surface versus Air Travel, over the past ten year period. Air travel in Hawaii is popular because it is economical, quick and safe. The growth of inter-island air travel since 1929 has gained to such an extent, that today it has no surface competitor.

2. C.A.B. Statistics show that the National Average Ratio of airline passengers to population of the entire United States for the 1946 census is 1 to 11.

For the benefit of comparison, the nine states ranking ahead of the Territory in passenger traffic are shown below, followed by the population of each and the respective ratios, listed in descending order:

<u>Location</u>	<u>Population</u> (1946 Census)	<u>Ratio</u> (No. of Pass. to No. of Res.)
TERRITORY OF HAWAII	519,503	1 to 1.251
Florida	2,310,303	1 to 4.375
California	9,550,727	1 to 7.167
Texas	6,959,481	1 to 7.316
New York	13,741,836	1 to 7.685
Illinois	8,028,453	1 to 7.729
Missouri	3,776,250	1 to 8.484
Massachusetts	4,590,254	1 to 10.392
Ohio	7,516,855	1 to 12.640
Michigan	6,064,899	1 to 13.935
UNITED STATES, TOTAL	139,893,406	1 to 11.220

SECTION C. -- POPULATION - HAWAIIAN ISLANDS

1. Current total population distribution and density by island is indicated below:

<u>Island</u>	<u>Area</u> (Sq.Mi.)	<u>Av. Pop. Density</u> (Residents/Sq.Mi.)	<u>% of Total Pop.</u>
Oahu	604	596	67.80
Hawaii	4,030	19	14.41
Maui	728	67	9.18
Kauai & Niihau	555	59	7.02
Molokai	260	21	1.01
Lanai	141	21	0.58

2. The following chart shows the population trend in Hawaii over a ten-year period:

POPULATION TREND

HAWAIIAN ISLANDS

<u>YEAR</u>	<u>TOTAL ALL ISLANDS</u>	<u>TOTAL INCREASE OR DECREASE IN % PER YEAR</u>
1939	414,991	0.00%
1940	423,330	2.01%
1941	465,339	9.92%
1942	474,351	1.94%
1943	483,361	1.90%
1944	492,379	1.87%
1945	502,122	1.98%
1946	519,503	3.46%
1947	525,477	1.15%
1948	538,443	2.47%
1949	530,891	-1.40%

Total population increase in 10 years is 115,900, representing an increase of approximately 28% over the 1939 census.

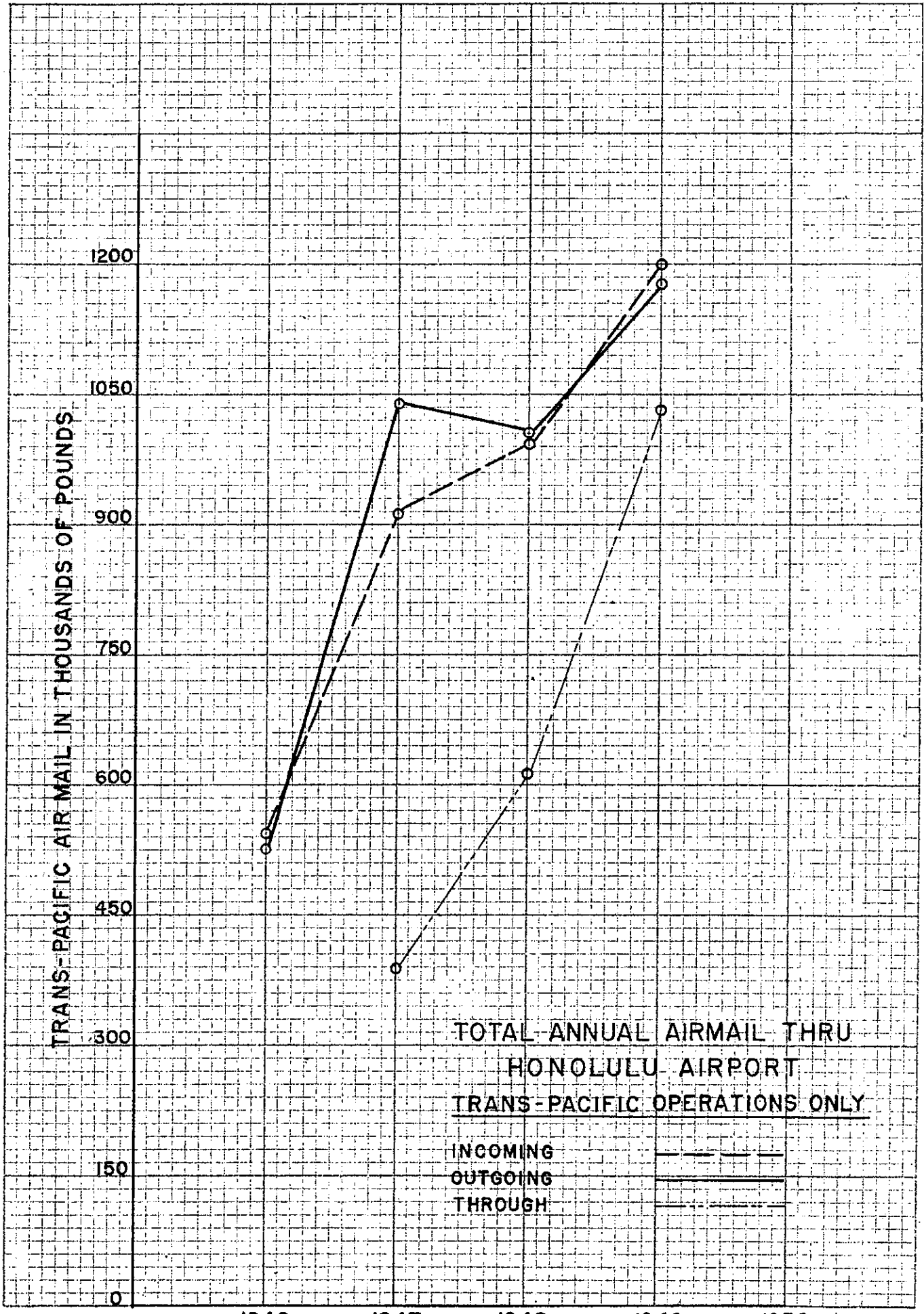
POPULATION OF MAJOR ISLAND CITIES AND TOWNS
(All figures based on population as of July 1, 1949)

<u>OAHU</u>		<u>MAUI</u>	
<u>Locality</u>	<u>Population</u>	<u>Locality</u>	<u>Population</u>
Honolulu	268,774	Wailuku	22,086
Kailua-Kalama	22,482	Paia-Paholo	4,687
Waipahu	6,664	Kahului	4,616
Wahiawa	21,148	Haiku-Makawao	4,472
Kaneohe	10,154	Lahaina	3,361
Wailua-Haleiwa	7,908	Puunene	2,918
Aiea	6,986	Waiakoa	2,368
Pearl City	4,265	Kihei-Makena	1,292
Laie	4,245	Kipahulu-Hana	1,291
Waimanalo-Lanikai	2,940	Waikapu	694
Ewa	2,156	Waihee	646
Manakuli	1,568	Keanae	<u>347</u>
Waianae	<u>798</u>	TOTAL	48,778
TOTAL	360,085		
		<u>KAUAI</u>	
		Lihue-Nawiliwili	7,825
		Kapaa	5,418
		Eleele-Hanapepe	5,206
		Kalaheo	3,859
		Waimea	3,678
		Kekaha	3,481
		Koloa	3,451
		Kilauea	1,483
		Makaweli	1,317
		Hanalei-Wainiha	908
		Mana	<u>212</u>
		TOTAL	36,838
		<u>LANAI</u>	
		Lanai City	2,886
		Kaumala Pau	142
		Scattered	<u>50</u>
		TOTAL	3,078
		<u>NIHAU</u>	
		TOTAL	215
		<u>MOLOKAI</u>	
		Kaunakakai	1,583
		Manae-Coast	1,349
		Hoolehua	1,278
		Mauna Loa	794
		Kalaupapa	<u>380</u>
		TOTAL	5,384
		<u>KAHOOLAWE</u>	

Not inhabited.

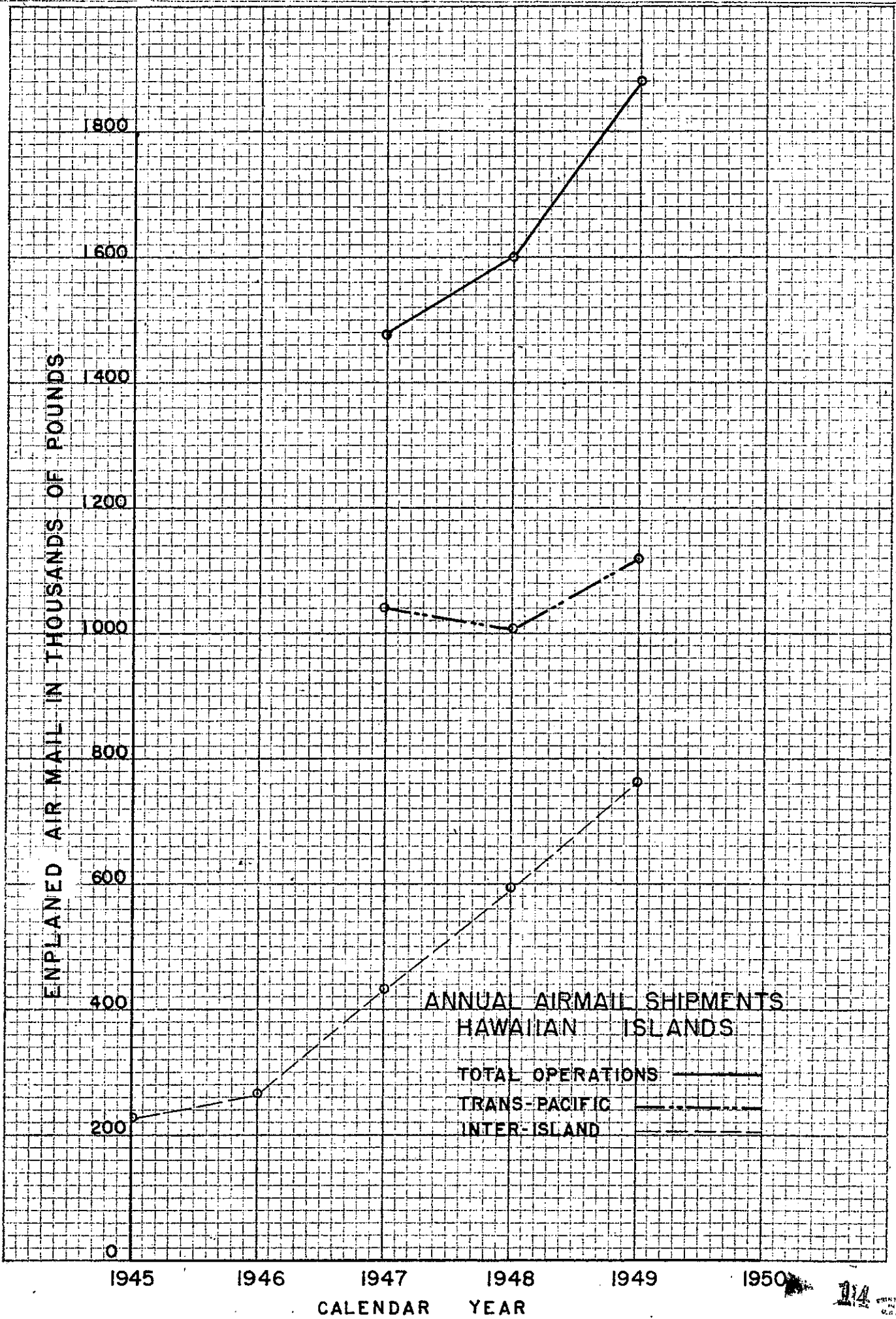
SECTION D. -- AIR MAIL AND CARGO MOVEMENTS.

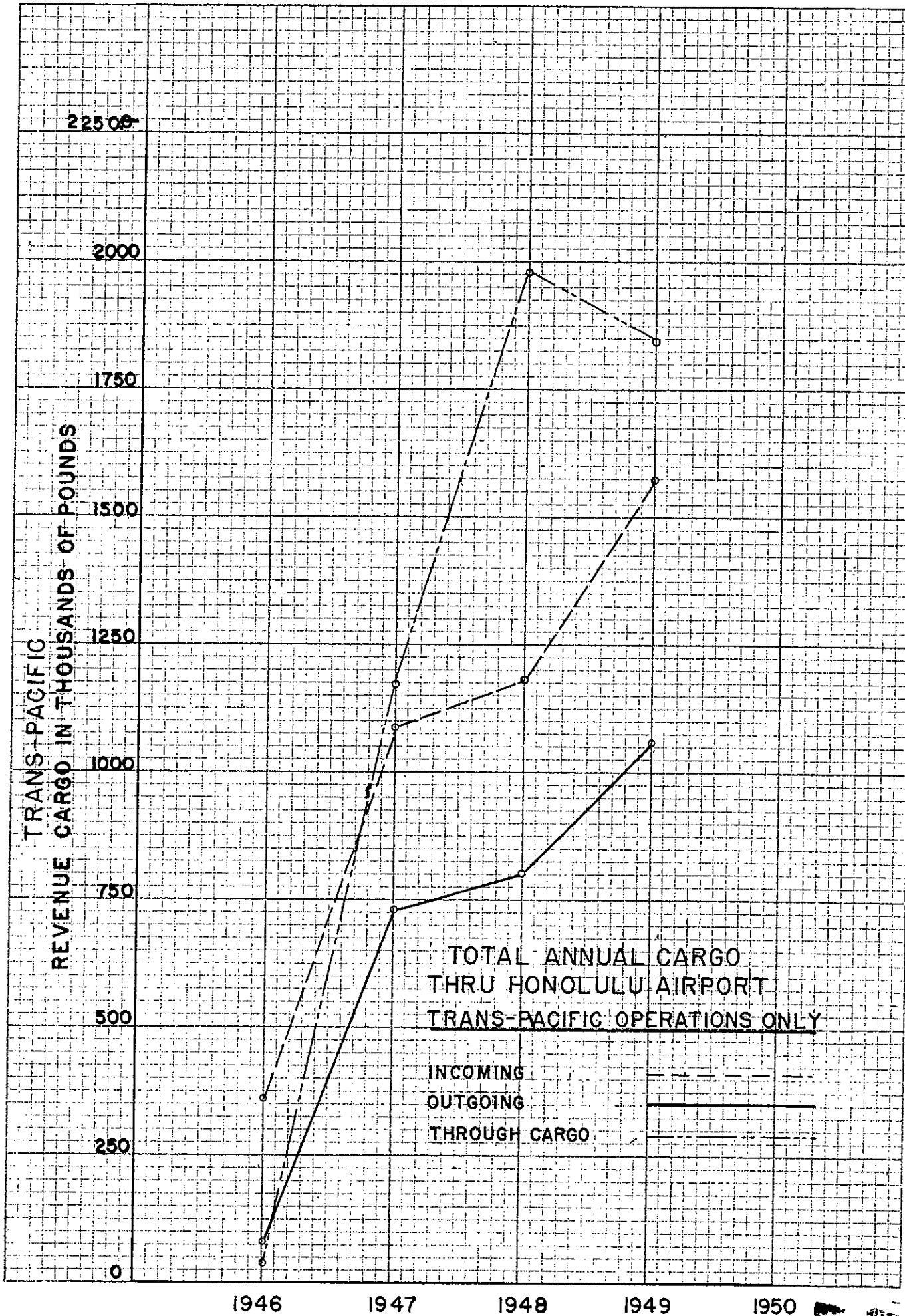
Air mail and air cargo to the Hawaiian Islands is unloaded at Honolulu Airport for trans-shipment to final points of destination within the Hawaiian Group. In the same way, export commodities and outgoing air mail from the islands is first routed to Honolulu Airport for overseas shipment by air. For this reason, all figures are shown separately as either inter-island or trans-Pacific shipments in charts and graphs to follow.

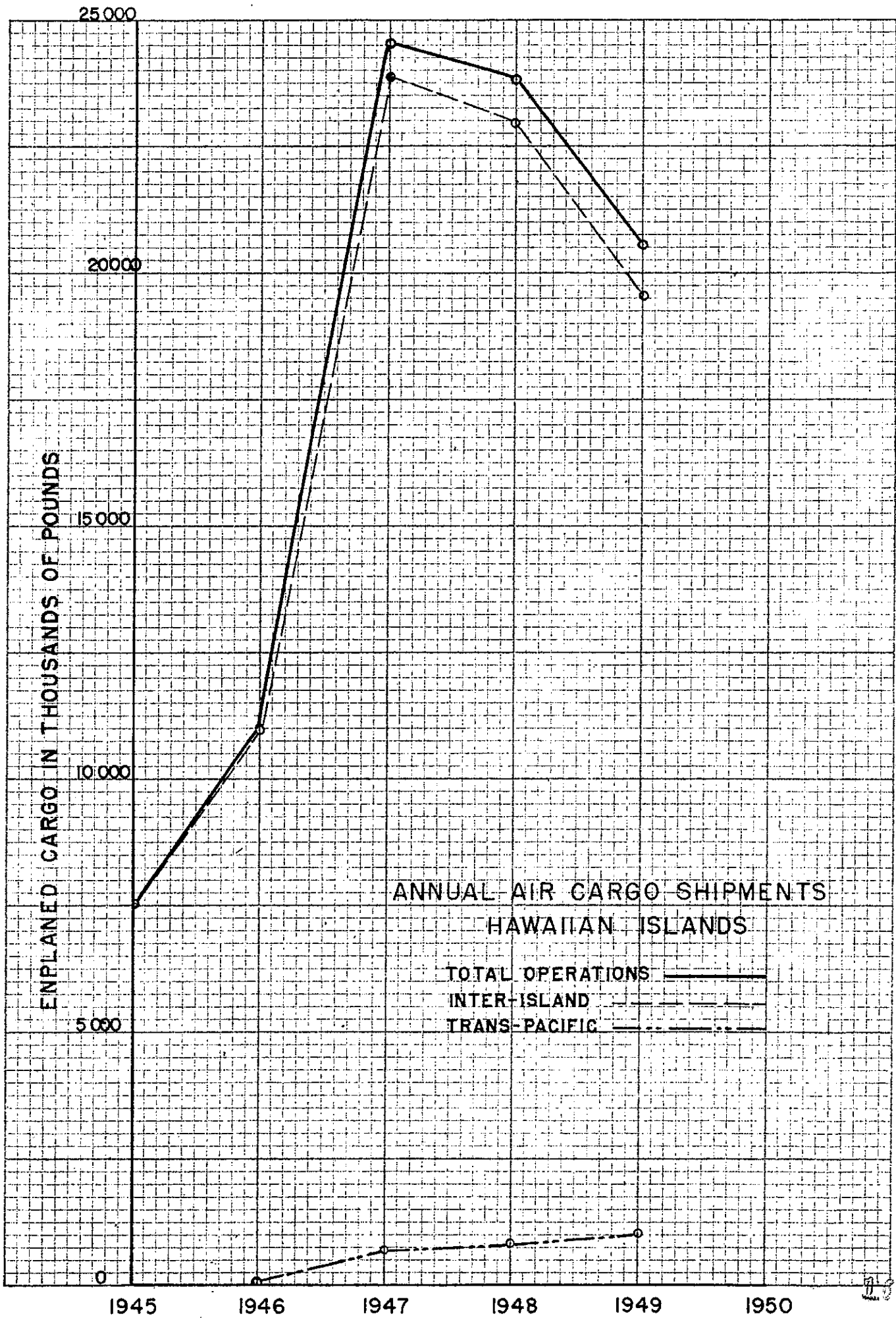


TOTAL ANNUAL AIRMAIL THRU
HONOLULU AIRPORT
TRANS-PACIFIC OPERATIONS ONLY

INCOMING
OUTGOING
THROUGH







SECTION E. — SUMMARY OF AIR TRANSPORTATION STATISTICS

This section is included to consolidate all post war operations on a single sheet for ready reference. (See page 18 for period 1945 thru 1948).

Pages 19 and 20 reflect status of average monthly operations during first half of 1949.

The total annual figures for 1949 have not been consolidated at the time of this writing.

AVERAGE MONTHLY
 TRANS-PACIFIC REVENUE PASSENGERS, CARGO AND AIRMAIL
 CARRIED BY OVERSEAS AIRLINES DURING
 PERIOD JANUARY THROUGH JUNE 1949

Airport Name and Location	DEPARTING		ARRIVING	
	Passengers	Cargo (Lbs)	Passengers	Cargo (Lbs)
Honolulu Airport, Oahu, T. H.	3,984	88,183	3,349	131,156
		97,908		100,248

Total Departing & Arriving Honolulu Airport	Thru Traffic		Grand Total - All Operations	
	Passengers	Cargo (Lbs.)	Passengers	Cargo (Lbs)
7,333	219,341	198,156	9,433	372,626
		85,986		284,142

PART TWO

DEVELOPMENT OF AIR CARRIER FACILITIES AND AIRPORTS IN THE HAWAIIAN ISLANDS

SECTION A. -- HISTORY OF PREWAR AIR SERVICE BETWEEN THE ISLANDS.

The principal inter-island water transportation service prior to 1929 was furnished by Inter-Island Steam Navigation Company, Ltd. That company organized and incorporated the Inter-Island Airways, Ltd. on January 30, 1929.

On November 11, 1929 Inter-Island Airways inaugurated its first regular scheduled operations between Honolulu and the other islands of the Hawaiian group, using Sikorsky S-38, 8 passenger amphibians.

The schedule called for three round trips per week between Honolulu and Hilo via Maui and two round trips per week between Honolulu and Kauai.

Late in 1934, Inter-Island Airways was awarded an air mail contract by the Post Office Department to carry mail between Honolulu, Maui, Hilo and Kauai. This route was designated as Route 33.

In 1935, Inter-Island Airways added two 16 passenger Sikorsky S-34's to its operations and by 1938 two additional S-34's were added to its fleet.

On June 16, 1939, Inter-Island Airways was awarded a C.A.B. Certificate of Convenience and Necessity, in accordance with the Civil Aeronautics Act of 1938, to operate as a scheduled carrier between the then existing terminals on its route, and that Certificate has since been amended to allow operation between the major airports on all of the islands for the purpose of carrying passengers, cargo and air mail.

In August 1941, three Douglas DC-3, 24 passenger planes were placed in service by this airline to supplement the growing demand for air transportation.

On October 1, 1941, the name Inter-Island Airways was changed to Hawaiian Airlines, Limited, for better identification.

With the declaration of war, following the December 7th attack on Pearl Harbor, the military government closed down all commercial air operations and commandeered all surface steamers for military

use. Within a week, however, the Military Governor permitted Hawaiian Airlines to continue its air service as it was the only available transportation between the islands for civilian passengers, mail and cargo. Travel between the islands was restricted to a special priority system, set up by the Military Governor.

On March 20, 1942, Hawaiian Airlines started its first scheduled air freight service between the islands. During March 1945, one C-53 Douglas plane was converted to augment the Sikorsky freighters then in use by the airline.

During 1946 and 1947, after war restrictions were lifted, Hawaiian Airlines purchased six additional Douglas DC-3 planes and one 7 passenger Beechcraft for its regular passenger and cargo service, and is currently leasing an additional DC-3 plane for freight transportation service.

A second air carrier service was inaugurated, on a non-scheduled basis, during 1932, under the name of Andrew Flying Service. In addition to plying between the main airports, Andrew Flying Service provided air transportation between the smaller airports that cannot be served by the scheduled airlines. One principal service of this carrier is the transportation of passengers and cargo to and from the Kalaupapa Leper Settlement on the Island of Molokai.

SECTION B. -- POST WAR AIR SERVICE BETWEEN THE ISLANDS.

After the war years, four new operators organized small independent air carrier operations as follows:

Hawaiian Air Transport Service began its operations with Beechcraft D-18 F planes on April 2, 1946, and is presently conducting a non-scheduled service with three of those planes. This airline serves all Territorial airports in the islands and provides special tourist sight-seeing flights to the outer islands, and provides charter services as required.

Trans-Pacific Airlines started a non-scheduled operation, using DC-3 planes, on October 10, 1946 and received a C.A.B. certificate for scheduled operations on June 6, 1949. T.P.A. serves all major airports in the islands and is currently operating with 5 DC-3 planes, of 28 passenger capacity.

Trans-Air Hawaii started a non-scheduled, air freight operation between the islands on November 15, 1946 using three DC-3 converted planes. During 1948 those planes were sold and replaced by three C-46 cargo planes which have carried cargo of all types between the islands. This service has been extended beyond the Hawaiian group

of islands as far as French Frigate Shoals and Palmyra. On November 24, 1947, T.A.H. received an exemption order to its original C.A.B. Letter of Registration which entitles this airline to fly a regular freight schedule between the islands.

Cockett Airlines started its non-scheduled operations on October 21, 1946 using Beechcraft, 7 passenger planes. This service extends to all Territorial airports in the islands and is available also for charter flights.

Other operators providing non-scheduled and charter service at this time are:

Maui Flying Academy, operating from Maui Airport, provides service between Maui Airport and Hana Airport on the Island of Maui, in addition to general charter service to Lanai and Molokai with infrequent flights to Hilo and Honolulu.

Valley Isle Aviation operates from Kahului Airport, providing service on the Island of Maui, similar to that furnished by Maui Flying Academy.

Hilo Flying School provides charter and rental services from General Lyman Field to the Island of Hawaii, and Pacific Skyways, Limited, operating from Port Allen Airport, provides services for the Island of Kauai.

SECTION C. -- CHRONOLOGY OF TRANS-PACIFIC AIR CARRIERS

The first airline to provide regular service between the Hawaiian Islands and the continental United States was Pan American Airways. This airline started trans-ocean operations to Hawaii in November 1935. First trans-ocean operations used four motored Sikorsky flying boats. Those planes were replaced by Boeing flying boats which continued in use throughout the war years. At the present time, however, all commercial operations between the continental United States and the far east use four-engined land planes. Evidence of the growing demand for air travel and transportation is indicated below by a tabulation of the increased services available since the war, at Honolulu Airport.

<u>Airline Name</u>	<u>Date of 1st Operation to Hawaii</u>	<u>Current Status</u>
Pan-American Airways	Nov. 1935	In operation
Pacific Ocean Airlines	May 1946	Operations discontinued April 1948
Matson Airlines	July 1946	Operations discontinued July 1947
Netherlands Indies Airlines (KNILM)	Dec. 1946	Operations discontinued Aug. 1947

<u>Airline Name</u>	<u>Date of 1st Operation to Hawaii</u>	<u>Current Status</u>
Australian National Airways	April 25, 1947	Operations discontinued April 1948
United Airlines	May 1947	In Operation
Philippine Airlines	July 1947	In Operation
China National Aviation Corp.	Oct. 1947	In Operation
Trans-Ocean Airlines	Nov. 1947	In Operation
Northwest Airlines	Dec. 1948	In Operation
Canadian Pacific Airlines	July 1949	In Operation
British Commonwealth Pacific Airlines	May 1948	In Operation
Associated Airways	Aug. 1949	In Operation

SECTION D. -- AIR CARRIER SERVICE IN HAWAII.

1. Airlines and Operators currently serving the Hawaiian Islands:

	<u>Trans-Pacific</u>	<u>Local</u>	<u>Total</u>
Irregular Carriers	2	10	12
Scheduled Carriers	7	3	10
Foreign Carriers*	4	0	4

* Included under scheduled carriers.

2. Listing of Airlines and Operators:

INTER-ISLAND SCHEDULED AIRLINES

Hawaiian Airlines, Limited
 Trans-Pacific Airlines
 Trans-Air Hawaii (Freight Only)

INTER-ISLAND IRREGULAR CARRIERS:

Hawaiian Airlines, Limited
 Trans-Pacific Airlines
 Trans-Air Hawaii (Freight Only)
 Cockett Airlines
 Andrew Flying Service
 Hawaiian Air Transport Service
 Hawaiian School of Aeronautics
 Hilo Flying School
 Maui Flying Academy
 Valley Isle Aviation.

TRANS-PACIFIC SCHEDULED AIRLINES:

British Commonwealth Pacific Airlines
Canadian Pacific Airlines
China National Aviation Corp.
Northwest Airlines
Pan-American World Airways
Philippine Airlines
United Airlines

TRANS-PACIFIC IRREGULAR CARRIERS:

Associated Airways
Trans-Ocean Airlines

SECTION E. -- OTHER COMMERCIAL AVIATION ACTIVITIES.

1. Agricultural Crop Dusting and Spraying.

There are two aircraft operators in the islands who specialize in crop spraying. Both operators use conventional type planes and helicopters for this work, and provide services to all the islands. These firms are: Murray Airplane and Agricultural Company located at Honolulu Airport, and Helicopter Service of Hawaii, located at Port Allen Airport on the Island of Kauai.

2. Aerial Photography and Surveying.

There are three firms in the islands who do aerial photography and survey work. They are:

Austin & Towill Engineering Firm located in Honolulu.
William P. Kraus located at Honolulu Airport
Helicopter Service of Hawaii located at Port Allen
Airport, Kauai.

3. C.A.A. Certificated Flying Schools.

There are three certificated flying schools on Oahu:

Andrew Flying Service
Hawaiian School of Aeronautics
Island Aviation, Ltd.

Other flying schools in the islands with certificated instructors are:

Pacific Skyways, Ltd., on the Island of Kauai
Maui Flying Academy, on the Island of Maui
Valley Isle Aviation, on the Island of Maui
Hilo Flying School, on the Island of Hawaii

SECTION F. -- AIRPORT DEVELOPMENT IN THE HAWAIIAN ISLANDS.

Pioneer aviation activity in the islands is indicated by Act 14 of the Session Laws of Hawaii dated March 22, 1915 and later legislation in 1917 and 1923.

The first need for airports in Hawaii came about as a result of National Defense planning and private interest as early as 1923. Much aviation enthusiasm was created here by early glider flights over the Nuuanu Pali and by the trans-Pacific flights of Commander John Rodgers, Sir Charles Kingsford-Smith, and Amelia Earhart.

Civil airports in the Hawaiian Islands were constructed by the Territorial Department of Public Works under the direction of the Superintendent of Public Works to provide the necessary facilities for the air service first offered by Inter-Island Airways, Ltd. in 1929.

Subsequent development and improvement of island airports under the Hawaii Aeronautics Commission has been a continuing process and with it has come the current development of air travel in Hawaii which today ranks with the leading communities of the United States.

Airports currently under the jurisdiction of the Hawaii Aeronautics Commission are as follows:

<u>Airport Name</u>	<u>ISLAND</u>	<u>Approximate Date of Construction</u>
Honolulu Airport (John Rodgers Airport)	Oahu	1925 - 1928 Dedicated March 21, 1927
General Lyman Field (Hilo Airport)	Hawaii	1927
Molokai Airport (Hoolehua Field)	Molokai	1927
Port Allen Airport	Kauai	1928
Upolu Airport	Hawaii	1928
South Cape Airport	Hawaii	1928
Barking Sands Airport*	Kauai	1928
Bellows Field (Waimanalo Field)	Oahu	1928
Kalaupapa Airport	Molokai	1934
Hamoia Airstrip (Old Hana Airport)	Maui	1934
Maui Airport (Puunene)	Maui	1939
Kahului Airport	Maui	1942
Kamuela Airport	Hawaii	1943
Lanai Airport	Lanai	1946

<u>Airport Name</u>	<u>ISLAND</u>	<u>Approximate Date of Construction</u>
Kona Airport (Kailua)	Hawaii	1949
Lihue Airport	Kauai	1949
Hana Airport	Maui	Under Construction

* Barking Sands Airfield, used by commercial airlines and operators under a letter of agreement with the U. S. Air Force until January 7, 1950, is not under the jurisdiction of the Hawaii Aeronautics Commission.

SECTION G. -- UTILIZATION AND FUTURE DEVELOPMENT OF ISLAND AIRPORTS

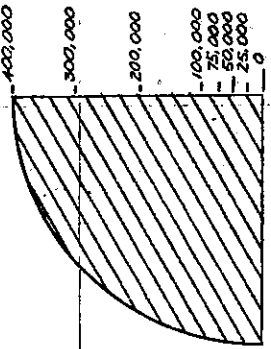
1. Previous graphs and charts have outlined the growth of air travel and transportation of things within the Islands. The graph of annual surface passengers plotted against annual air passengers most particularly demonstrates the importance and necessity of a well coordinated system of island airports. As previously pointed out, the Hawaiian Islands require and have one principal airport at Honolulu serving the needs of both inter-island commerce and import and export trade with the Continental United States, Australia and the Orient. This airport in turn is served by at least one feeder airport on each of the other populated islands in the group. This basic system of airports meets the current minimum requirements of island air commerce and transportation.

2. Plans for future airport development should be based on the following factors:

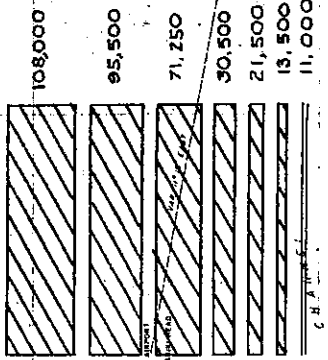
- a. Relative use and adequacy of existing facilities.
- b. Requirements of Technical Standard Orders and other directives and bulletins outlining minimum safety standards or improved operational methods, etc.
- c. Design and performance requirements of aircraft equipment in use, and/or contemplated for use in the near future.
- d. Other economical features and developments in the Territory which, when completed, will call for additional air transportation, and possible future airport sites.

1948 PASSENGER ACTIVITY

ARRIVING & DEPARTING



ENROUTE



LEGEND NOTE:

CIRCLE- RADIUS EQUIVALENT TO ANNUAL PASSENGER TRAFFIC THRU AIRPORT TERMINAL.
FLOW LINE- DEPTH REPRESENTS TRAFFIC BETWEEN AIRPORTS.

