

*Gateway to the Pacific*  
**HONOLULU INTERNATIONAL AIRPORT**  
**80TH ANNIVERSARY**





## Welcome to Honolulu International Airport

Hawaii has a long and proud aviation history that dates back to 1910 when the first manned flight occurred a mile north of the present Honolulu International Airport.

Our airport has grown from a 2,050-foot coral runway to a large hub international airport that currently serves international, domestic, interisland, commuter, general aviation, private, and military aircraft.

As we celebrate our 80th anniversary in 2007 our vision hasn't changed. We want to be the world's best airport and share the Aloha Spirit with all who travel through our portals.

Early visionaries marketed Honolulu as the Gateway to the Pacific, a status we have earned and treasured over the past eight decades. The first commercial trans-Pacific flight was inaugurated by Pan American World Airways in 1935 and Honolulu International has been the Gateway between Asia and the Pacific and the Continental United States ever since.

Honolulu International Airport (HNL) is owned and operated by the State of Hawaii, Department of Transportation Airports Division. The airport is managed by a staff of professionals who are well trained and dedicated to serving the traveling needs of Hawaii residents and visitors. We are assisted by our airline partners, concessionaires, tenants and employees who embrace our vision and share their Aloha with the more than 20 million passengers who pass through our gates each year.

We have a number of challenges in the coming years to modernize our aging facilities and meet the challenges of air travel in the 21st Century. We will meet those challenges head on and continue the great legacy of our early aviators who made Honolulu the Gateway to the Pacific.



**BENJAMIN R. SCHLAPAK**

Oahu District Manager

State of Hawaii

Airports Division

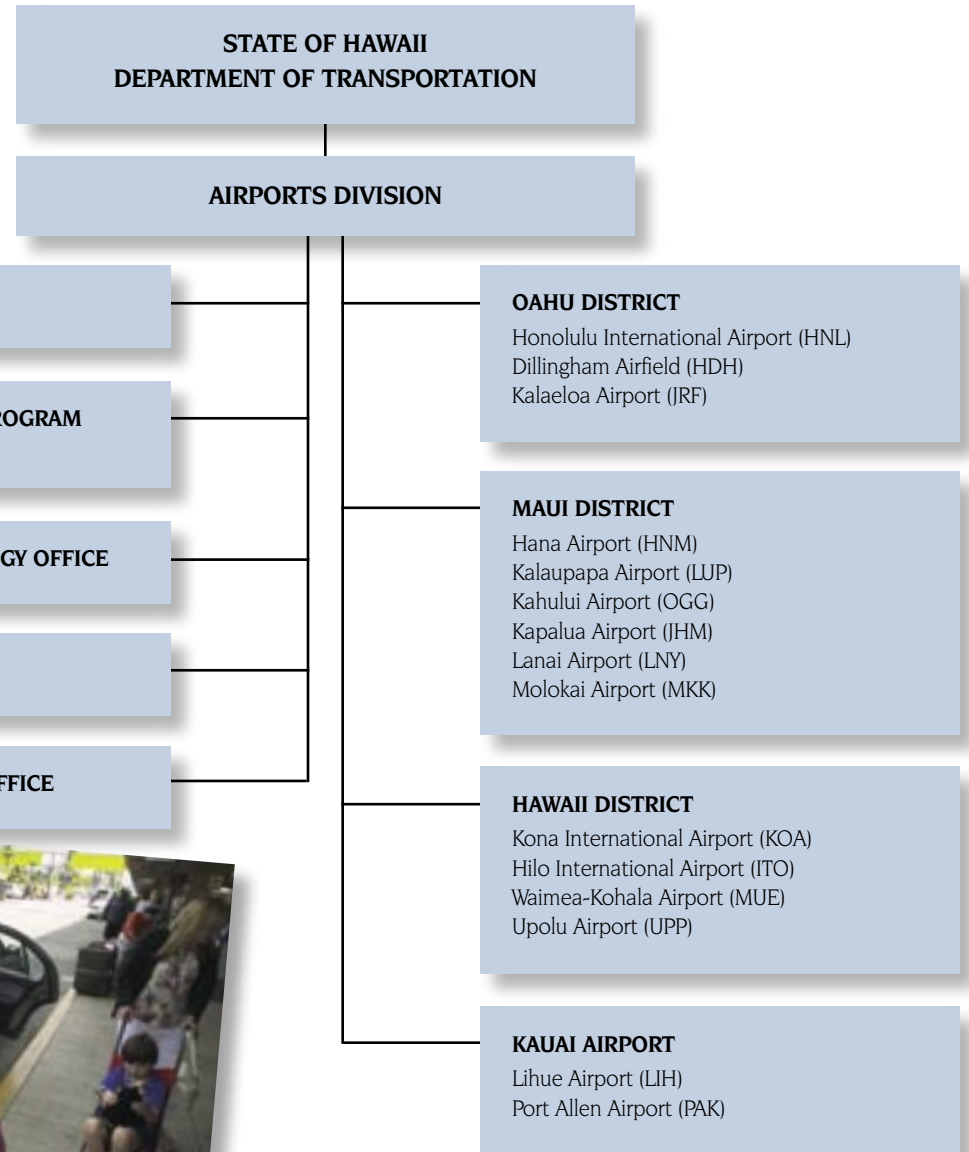
# The State Airports System

The Hawaii Airports System is operated as a single system by the State of Hawaii Department of Transportation (HDOT). The Airports Division, HDOT, was established on July 1, 1961 to succeed the Hawaii Aeronautics Commission under the provisions of Act 1, Hawaii State Government Reorganization Act of 1959, Second Special Session Laws of Hawaii.

The Airports Division has jurisdiction over and control of all State of Hawaii airports and air navigation facilities and general supervision of aeronautics within the State. The Airports Division currently operates and maintains 15 airports located throughout the State.

The mission of the Airports Division is to develop, manage and maintain a safe and efficient global air transportation organization.

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# An Overview of Honolulu International Airport

Honolulu International Airport (HNL) is one of the world's largest, busiest and most beautiful airports. Owned and operated by the State of Hawaii Department of Transportation, it covers 4,520 acres of fast and submerged land, and is larger than the major resort destination of Waikiki, which is located 10 miles to the south.

HNL has four active runways, including the 12,000-foot Reef Runway which was the world's first major runway built entirely offshore.

Landsaped with the beautiful trees and flowers of the Hawaiian Islands, Honolulu International Airport plays host to more than 20 million visitors each year.

The airport is served by 29 international and domestic carriers, four interisland airlines, and two commuter airlines.

Passengers are transported from the Main Terminal Ticket Lobbies to 47 gates and holding rooms in the Central, Diamond Head and Ewa Concourses, and the Interisland and Commuter Terminals via Wiki Wiki buses.

There are nine Federal Government agencies located within the airport complex, including U.S. Customs and Border Protection, Federal Aviation Administration, Agriculture, Drug Enforcement, Fish and Wildlife Service, Post Office, Public Health, and Homeland Security. Hickam Air Force Base and HNL operate as a joint use facility and share runways and taxiways.

The airport has its own retail stores, restaurants and bars, barber shop, business center, automated teller machines, cable company, medical facilities, insurance companies, currency exchange, gasoline station, jail, freeway, traffic lights, post office, light industry, schools, and parks.

At any given daytime or evening hour, an estimated 10,000 people are in the airport complex as passengers, employees or visitors. Approximately 15,000 people work at the airport every day and another 20,000 depend on the airport daily for their livelihood.

HNL has a workforce of 550 employees, half of whom are custodians and maintenance personnel.

The state operates two Aircraft Rescue and Fire Fighting stations, one adjacent to the Reef Runway and the other near the Interisland Terminal.

The airport works closely with the Airline Committee of Hawaii, the Airport Concessionaires Committee, the Federal Aviation Administration and other federal agencies, and Hickam Air Force Base in the operation of the airport.

Honolulu International also manages Kalaeloa Airport (JRF) and Dillingham Field (HDH).

Kalaeloa, the former Barbers Point Naval Air Station, was designated as the general aviation reliever airport for HNL on July 1, 1999. Kalaeloa is also an alternate landing site for military and commercial airlines and is used on a daily basis by the Coast Guard.

Dillingham Field is a specialized general aviation airport used primarily by gliders and parachutists.



# Honolulu International Airport Staffing and Management

## Mission

The mission of Honolulu International Airport is to operate efficiently and productively on a self-sustaining basis; and take care of the traveling public, both residents and visitors, safely and securely.

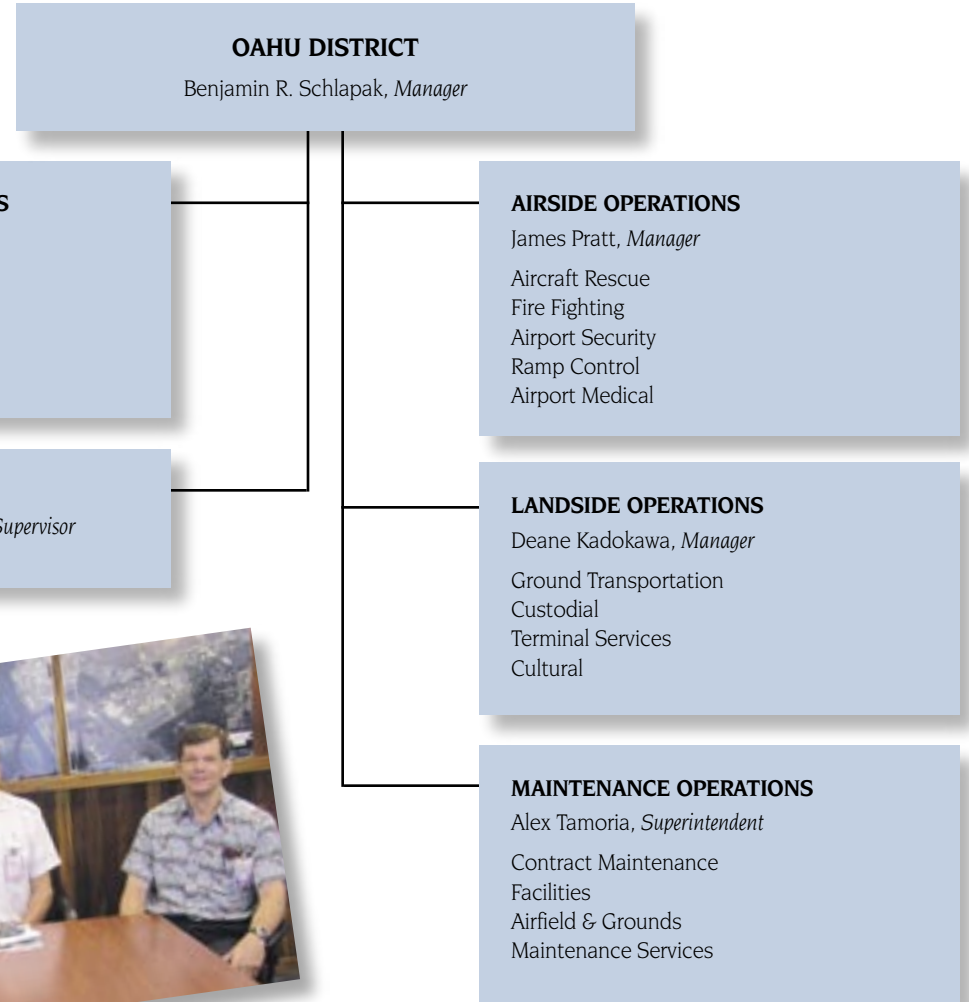
## Management

Benjamin R. Schlapak has served as Oahu District Manager since 2002. A professional engineer, he received his BSME degree from Norwich University and his BSCE and MECE degrees from Texas A&M University.

He retired as a Colonel in the U.S. Army Corps of Engineers, and later served as Honolulu District Engineer and Western Command Engineer for the Corps of Engineers at Ft. Shafter, Honolulu, Hawaii. He was project manager for the New International Terminal Building Complex at Honolulu International Airport for M&E Pacific from 1989-1992, and later served as the HDOT Airports Division Head Planning Engineer.

As Oahu Airports District manager, he is responsible for Honolulu International Airport (HNL), Kalaeloa Airport (JRF) and Dillingham Airfield (HDH). He oversees 550 employees and an annual budget of \$94 million. In 2005, the Oahu District managed 20 million passengers and 316,243 air operations.

The Honolulu International Airport senior management staff are Deane Kadokawa, Landside Operations Manager; Alex Tamoria, Maintenance Superintendent; Benjamin R. Schlapak, Oahu District Airport Manager; and James Pratt, Airside Operations Manager.





# Quick Facts About HNL

## Address

Honolulu International Airport  
300 Rodgers Boulevard, Box 12  
Honolulu, Hawaii 96819  
(808) 836-6411

## Designator

HNL

## Ownership

State of Hawaii  
Department of Transportation (HDOT)  
Airports Division

## Airport Opening

Original Site: Keehi Lagoon, March 21, 1927  
Current Site: October 14, 1962

## Airport Location

21 19.1 North/157 55.3 West  
5 miles Northwest of Downtown Honolulu  
10 miles Northwest of Waikiki Beach

## Airport Elevation

13 feet MSL

## Airport Land Area

2,520 acres fastland  
2,000 acres submerged land

## Control Tower

Honolulu Tower (24 hours)

## Air Space

Honolulu Terminal Area  
(Class B)

## Active Runways

8L/26R 12,300 feet x 150 feet  
8R/26L 12,000 feet x 200 feet  
4R/22L 9,000 feet x 150 feet  
4L/22R 6,700 feet x 150 feet  
Sealane 8 5,000 feet x 300 feet  
Sealane 4/22 3,000 feet x 150 feet

## Cargo Terminal Buildings

9

## Passenger Terminals

Overseas  
International  
Interisland  
Commuter

## Terminal Space

3.75 million square feet

## Aircraft Gates

Overseas Terminal 29 wide-body gates  
Interisland Terminal 13 gates  
Commuter Terminal 5 gates

## Passenger Security Lanes

19

## Security

Category X Airport

## Public Parking

3,728 spaces in Overseas and Interisland  
parking structures

## Airport Employees

Airport Employees (HDOT) 550  
Airport Employees (other) 15,000

## Aircraft Operations

Average 912 operations per day (air carrier,  
air taxi, general aviation and military)

## Passengers

Average 60,000 passengers per day

## Commercial Service Permits

326

## Tenant Records

4,078

## Badges

14,000 (709 agencies/badges)

## Joint Use Agreement

Honolulu International Airport has a  
joint use agreement with Hickam Air  
Force Base.

## Passenger Services

Airline Lounges  
Baggage Carts  
Baggage Services  
Business Center  
Conference Rooms  
Curbside Check-In  
Duty Free Shopping  
Food and Beverage  
Fresh Flowers & Lais

Greeting Services

Medical Services

Newsstand/Bookstores

Retail Shopping

Wireless Internet System

## Aviation Services

Air Cargo & Package Express Services

Aircraft Charter, Rental & Leasing Services

Aircraft Rescue & Fire Fighting

Aircraft Services & Maintenance

Flight Training

Fuel

Ground Support & Services

Major A&P

Transient Parking



# Airport Funding

The Airports Division of the State of Hawaii Department of Transportation (HDOT) operates and maintains 15 airports at various locations within the State of Hawaii as a single integrated system for management and financial purposes.

Honolulu International Airport is the principal airport in the State Airports System, accommodating 60.5 percent of total passenger traffic in the airports system during Fiscal Year 2006.

The Airport system is self-sustaining. It does not receive any funds from the State General Fund (state income tax).

The HDOT is authorized to impose and collect rates and charges for the airports system services and properties to generate revenues to fund operating expenses. The Capital Improvements Program is funded by airports system revenue bonds issued by the Airports Division, federal grants, and the Airports Division's revenues.

The HDOT is required by law to generate its own monies to fund its programs and projects. An independent special fund, also known as an

Enterprise Special Fund, was established for this purpose.

The Airport Revenue Fund was created under Section 261-5, Hawaii Revised Statutes. Its primary revenue sources are the aviation fuel tax, landing fees, airport use charges, concession fees, and investment income. Other revenue sources include rentals and miscellaneous earnings.

The airport works closely with the Airline Committee of Hawaii, made up of representatives of the airlines, and the Airport Concessionaires Committee, in the operation of the airport and creation of the airport budget.

Biannual budgets are submitted to the Governor for inclusion in the state budget. The state budget must be approved by the Hawaii State Legislature.

The operating income of the Airport Revenue Fund in FY 2006 was \$228 million with Landing Fees contributing \$36 million; Concessions \$120.4 million; Aeronautical Rentals, \$54.2 million; Non-Aeronautical Rentals, \$11.1 million; Aviation Fuel Tax, \$2.59 million; Airports System Support Charge, \$631,406, and Miscellaneous \$3.7 million.

## Landing Fees

Landing fees are charged for the purpose of recovering costs attributable to the airfield activity center. The landing fee as of June 30, 2006 for an overseas landing was based on one thousand pound units of landed weight. Signatory airlines paid \$1.93 for overseas flights and \$0.695 for interisland flights. Nonsignatories paid \$2.98 for overseas flights and \$0.954 for interisland flights.

## Nonexclusive Joint Use Premise Charges

Overseas and interisland joint-use premise charges were

established to recover airports system costs allocable to the Overseas and Interisland Terminals joint-use space based on terminal rental rates and are recovered based on a computed rate per revenue passenger landing.

As of June 30, 2006 signatory airlines paid \$467.773 in the Overseas Terminal, \$381.808 for blended Overseas, and \$92.317 in the Interisland Terminal. Nonsignatories paid \$457.344 in the Overseas Terminal and \$69.375 in the Interisland Terminal.

In the International Arrivals Building charges per deplaning international passenger were: Signatory airlines, \$4.029; and Nonsignatory airlines, \$3.346.

## Airports System Support Charge

A system support fee is charged to recover all remaining residual costs of the airport system required to comply with federal and state laws by making the airports system self-sustaining. This charge is based on revenue passenger landings. As of June 30, 2006 signatory airlines paid \$0.618 for overseas flights and \$0.198 for interisland flights.

## Passenger Facility Charges

The Federal Aviation Administration (FAA) authorized the Airports Division to impose a \$3.00 Passenger Facility Charge (PFC) effective October 1, 2004. The net receipts from PFC's are restricted to funding FAA-approved capital projects and debt service attributable to approved capital projects.

## Property Management

Leases and concession contracts, and property acquisition are prepared by the Property Management staff.





## HNL: Fueling the Hawaii Economy

Honolulu International Airport is a major asset and benefit to the people of Hawaii. In 2006, nearly 20 million passengers arrived, transited and departed from HNL. This number is expected to grow as the economy improves and business and leisure travel grows.

Visitor travel will continue to play a major role in creating demand for sufficient passenger facilities. However, HNL must not only provide for tourism based visitors, it must provide facilities for continuing international, domestic, and statewide business, trade and commerce.

Honolulu International serves as home-base to numerous and varied enterprises that contribute directly to the state economy, including air carriers and all-cargo airlines; terminal concessionaires; fixed base operators; government agencies; ground transportation and tour operators, and other industries.

As Hawaii's largest population center, the City and County of Honolulu generates the great share of direct airport revenue.

HNL directly supports more than 25,000 jobs.

As an island economy surrounded by the Pacific Ocean, Hawaii's livelihood is especially dependent on its links to statewide, national and international commerce, culture, business and trade.

Honolulu International Airport is the primary overseas and interisland connection, facilitating commercial ties and business rela-

tionships, providing access to markets, conveying information, inputs and products, and bringing visitors to Hawaii's shores. By sustaining these linkages, Hawaii's airports help keep us connected with the world.



# The HNL Team

Honolulu International Airport is a city unto itself. The land area of the airport is larger than the resort destination of Waikiki. The airport has its own government hierarchy, thriving businesses, medical services, a work force of more than 20,000, public transportation, and welcomes more than 20 million visitors a year.

The airport deals with the many problems that any city does: aging infrastructure and utilities, traffic, insufficient parking, job vacancies, and lack of financial resources.

In Fiscal Year 2007, HNL has an operating budget of \$95 million, and a Capital Improvement Project budget of \$95.7 million.

To run such a huge operation takes many hands. Our partners are listed at right.

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## U.S. Government Agencies

Agriculture  
Air Force (Hickam Air Force Base)  
Center for Disease Control, HQS  
Coast Guard  
Customs and Border Protection  
Drug Enforcement Agency  
Federal Aviation Administration  
Federal Detention Center  
Fish & Wildlife Service  
Homeland Security  
Navy (Pearl Harbor Naval Station)  
Postal Service  
Transportation Security Administration

## State of Hawaii Agencies

Agriculture (DOA)  
AnimalPort  
Hawaii Air National Guard  
Public Safety (PSD)  
Transportation (HDOT)

## Airline Partners

Airline Committee of Hawaii  
Hawaii Fueling Facilities Corp.

## Signatory Airlines

Air Canada  
Air New Zealand  
Air Pacific  
All Nippon Airways  
Aloha  
American  
ATA  
China  
Continental  
Continental Micronesia  
Delta  
Evergreen  
FedEx

Hawaiian  
Island Air  
Jalways  
Japan Airlines  
Kalitta  
Korean  
Mesa (go!)  
Northwest  
Pacific Wings  
Philippine  
Polar  
Qantas  
United  
UPS

## Non-Signatory Airlines

Air Japan  
Air Service Corp.  
Air Trans  
Air Transport International  
Asia Pacific  
Atlas  
Bradley Pacific  
Ewa  
Harmony  
Jet Star  
Lufthansa Cargo  
North American  
Omni  
Polynesian  
Ryan  
West Jet

## Nonscheduled Airlines

Air Med  
Alpine  
Air Molokai  
George's Aviation  
Hawaii Air Ambulance  
Kaimana Aviation  
Kamaka Air

Mokulele  
Premier Jets  
Washin Air

## Tenants/Concessionaires

Aircraft Service International Group  
Airport Barber Shop  
Airport Electronics, Inc.  
Air Service Hawaii  
Aloha Contract Services  
AMPCO Express  
AMPCO System Parking  
Avis Rent a Car  
Blind Vendors Ohana  
Bradley Pacific Aviation  
Budget Rent a Car  
Business Center  
Douglas Aviation  
DFS Hawaii  
Dollar Rent a Car  
Greeters of Hawaii, Ltd.  
GRL Corporation  
Hallmark Aviation Services  
Hertz Rent a Car  
HMS Host  
Ice Currency  
Island Shoppers Inc.  
Paradise Skycap  
Prime Flight Aviation Services  
Smarte Carte  
ShakaNet, Inc.  
Securitas Security Services  
Standard Parking  
Swissport Aviation Services  
Tiare Enterprises  
Worldwide Aviation Services

## Others

Air Cargo Association  
Anderson Aviation  
Flight School Hawaii  
General Aviation Council  
Hawaii Community College  
Mar Jet  
Moore Air  
Offshore Flight School  
Pacific Air Charters  
The Right Flight School  
United Service Organization (USO)

## Neighbors

Airport Industrial Park Associates  
HDOT Harbors Division (Keeki Lagoon)  
HDOT Highways Division (roadways)  
Navy-Marine Golf Course

## Providers

City & County of Honolulu Environmental Services Department  
City & County of Honolulu Parks & Recreation Department (Keeki Lagoon)  
Hawaiian Electric Company  
Honolulu Board of Water Supply





# Airport Activity

Passenger travel at Honolulu International Airport peaked at 24,326,737 passengers in 1996. Travel dropped following the Gulf War and the September 11, 2001 terrorist attacks to a low of 18,690,888 in 2003, and is slowly rebuilding. Traffic is expected to gradually return to the peak years and slowly increase through 2020.



## Passengers

Total Interisland & Overseas, (Enplaned & Deplaned)

CY	
1960	1,609,303
1965	3,019,789
1970	7,234,594
1975	11,396,443
1980	15,155,337
1985	17,497,204
1990	23,367,770
1995	23,672,894
2000	23,027,674
2001	20,151,935
2002	19,749,905
2003	18,690,888
2004	19,334,674
2005	20,179,634
2006	NA

## Cargo & Mail

Interisland & Overseas (Enplaned & Deplaned)

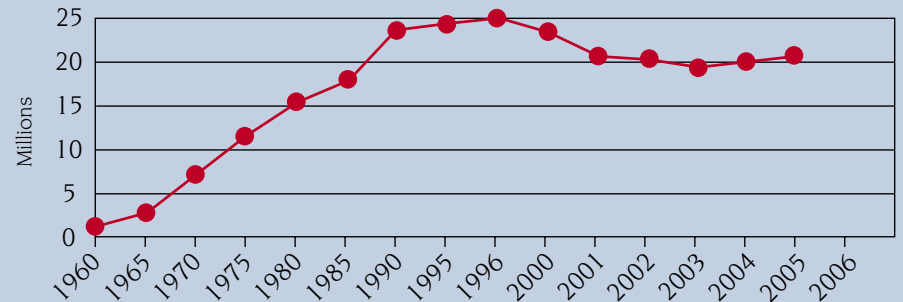
CY	U.S. Tons
1960	31,381
1965	80,572
1970	87,442
1975	153,680
1980	203,265
1985	238,349
1990	412,886
1995	459,409
2000	496,842
2001	371,839
2002	456,989
2003	426,961
2004	419,973
2005	496,258
2006	NA

## Operations

Air Carrier, Air Taxi, General Aviation, Military

CY	
1960	304,113
1965	296,198
1970	320,565
1975	319,776
1980	375,408
1985	368,049
1990	407,048
1995	373,926
2000	345,771
2001	327,006
2002	323,726
2003	301,919
2004	320,520
2005	334,797
2006	316,243

HNL Passengers





# Honolulu International Airport

- 1 Runway 8R-22L (Reef)
- 2 Runway 8L-22R
- 3 Runway 4L-22R
- 4 Runway 4R-22L
- 5 Sealane Runways
- 6 Hickam AFB
- 7 HAFB Cargo
- 8 HAFB ARFF
- 9 Hawaii Air National Guard
- 10 FAA
- 11 ARFF 1
- 12 Commuter Terminal
- 13 U.S. Post Office
- 14 Interisland Terminal
- 15 Hawaiian Airlines Maintenance Building
- 16 Hawaiian Airlines Cargo
- 17 Aloha Airlines Maintenance Building
- 18 Aloha Airlines Cargo
- 19 Ewa Concourse
- 20 Central Concourse
- 21 Diamond Head Concourse
- 22 Overseas Terminal
- 23 Overseas Parking Garage
- 24 Delta Cargo
- 25 United Airlines Cargo
- 26 HNL Baseyard
- 27 ARFF 2
- 28 ARFF Crash Boat
- 29 Keehi Lagoon
- 30 Keehi Lagoon Park
- 31 Continental Maintenance Building
- 32 FedEx
- 33 UPS
- 34 General Aviation Hangars

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# John Rodgers Terminal

John Rodgers Terminal at Honolulu International Airport is named after Commander John Rodgers who was to early Pacific aviation what Alan Shepherd was to the space age – a brave and gutsy pioneer who risked all odds to conquer a new frontier.

Rodgers, for whom Hawaii's first commercial airport was named, commanded the first attempted trans-Pacific flight from San Francisco to Hawaii in 1925 using a Navy-designed seaplane. He had a crew of four. Actually two planes started out, but one was forced to land in the ocean 300 miles out of San Francisco when it suffered a broken oil pressure line.

In preparation for the voyage, the Navy had stationed ships every 200 miles across the Pacific to act as check-points, for emergency use and to give the planes radio bearings as shore stations would do.

Rodgers' plane carried 1,278 gallons of fuel in tanks and 50 gallons in five-gallon tins. The plane was so heavy it could barely take off, and in fact, the crew jettisoned things

like parachutes and equipment to get out of the water.

The planes took off at 2:55 p.m. on August 31, 1925 and for the first 17 hours in the air, Rodgers' plane flew well, although he did not get as much wind as he would have liked. He radioed a ship that he would have to land in the ocean and take on more fuel. When he got within 200 miles of the fuel ship, he was given erroneous compass bearings and missed the ship and was forced to land in the water about 300 miles from Maui and 365 miles from Honolulu. He had been in the air 25 hours and 35 minutes after flying 1,870 nautical miles and had established a world seaplane record for distance.

Sure that they would be found quickly, the crew slept. Rescue ships searched the Pacific between the 21st and 23rd parallel and the 153rd and 155th meridian and couldn't find them.

After three days, the crew decided they wouldn't be found and improvised sails from fabric cut from the lower wing and fastened the fabric between the upper and lower wings. They covered about 50 miles a day with their unique sailing rig, while listening to radio reports of their demise.

On the eighth day out, they spotted lights off of what they calculated was Schofield Barracks. Needing more steering control, they worked throughout the night rigging an artificial keel. The next morning they anxiously searched for Kauai. About 9 a.m. the rain cleared and they sighted land. By 2 p.m. they were within 10 miles of Kauai when they were spotted by a Navy submarine which towed them into Nawiliwili



John Rodgers and the crew of the PN-9 inaugural flight to Hawaii from the Mainland.

Harbor. Medics were surprised that they had survived the trip after being without food for a week and with only limited water. Each man had lost about 20 pounds.

Two years after the historic flight, on March 21, 1927, Honolulu's first commercial airport was opened and named John Rodgers Airport. After the airport was returned to the Territory following World War 11, it was renamed Honolulu Airport. When the new Honolulu Airport was built in 1962, state officials, not wanting to forget this remarkable man, named the Terminal Building after Rodgers, as well as the main roadway leading into the airport.

Interestingly, Rodgers' first trans-Pacific flight was two years before Charles Lindberg made his solo flight across the Atlantic.

In 1926, while serving as Assistant Chief of the Bureau of Aeronautics, Rodgers was testing a new Navy plane on which he hoped to fly again to Hawaii. The plane crashed into the Delaware River and Rodgers was killed.

However, Rodgers' pioneering effort was the catalyst for future air travel to the Hawaiian Islands.

