

Completed April 1993 (\$392,550).

September 1988 A contract was awarded for a new Public Address System, \$2.5 million. Completed June 1993 (\$3.3 million).

September 1988 A contract was awarded for restroom improvements, waiting area expansion, Gates 12/13 and 24/25, \$2.3 million. Completed August 1991.

September 1988 A contract was awarded for exterior guardrail replacements for the Overseas Parking Garage, \$2 million. Completed June 1989.

October 1988 A contract was awarded for signage and graphics for the Main Terminal Roadway, Phase II, \$1 million. Completed September 1989 (\$1.8 million).

October 1988 A contract was awarded for a new Security System, \$4.9 million. Completed June 1993 (\$13.3 million).

November 16, 1988 The Menehune program was started to help tourists and residents find their way through construction detours and improvements.

December 15, 1988 The Visa Waiver Pilot program began at HNL.

December 1988 A contract was awarded for Energy Monitoring and Control, Phase II, \$4.1 million. Completed August 1992 (\$4.6 million).

December 1988 A contract was awarded for Modifications to the 2nd floor federal offices, International Arrivals Building, Phase IV-A, \$1.2 million. Completed July 1989.

January 1989 A contract was awarded for Modifications to Gates 6, 10-11, 26-31, International Arrivals Building, Phase III, \$2.2 million. Completed September 1989.

March 1989 A contract was awarded for new waiting room space for Aloha Airlines Interim Project, \$700,000. Completed May 1990 (\$669,000).

March 31, 1989 Aloha Friday was initiated at HNL where each Friday hula dancers and musicians play Hawaiian music.

April 1989 A contract was awarded for site preparation aircraft hardstands, at the South Ramp Air Cargo Facility, \$8.5 million. Completed November 1992 (\$9.3 million).

May 1989 A contract was awarded for a temporary steel up-ramp and site prep of Ground Level Roadways, Phase II, \$800,000. Completed November 1989 (\$835,000).

May 1989 A contract was awarded to renovate concessions in the Central Waiting Lobby, Phase III, \$9.7 million. Completed March 1990.

May 17, 1989 Inaugural flight to HNL from Manchester, England.

June 16, 1989 Japan Air System Inaugural flight to HNL.

1989-1990

Passenger traffic at Honolulu International totaled 23 million, a 3.2 percent increase over the previous fiscal year.

Improvements to the Ewa Ticket Lobby in the Overseas Terminal were completed. The asbestos ceiling was removed and a new drop ceiling was added, including modern lighting, public address, fire alarm and access control systems.

Work progressed on construction of the new Interisland Terminal Complex, the design of the International Terminal Building, automated people mover system, and the development of the South Ramp.

On November 22, 1989, a groundbreaking ceremony for the new Interisland Terminal Complex was held. The multi-story terminal will have baggage claim and ground transportation facilities on the ground level, and airline ticket lobbies and gates on the second level similar to the Overseas Terminal. The new people mover will be on the third level. Four floors of parking for 2,000 cars will top off the new Interisland facility.

At the site of the new Interisland Terminal Complex, construction was completed on a temporary ramp leading from the ground level, up to the departure level of the Overseas Terminal. The old ramp was demolished to make way for the construction of new roadways leading to the new Interisland Terminal Complex.



Top: 1988 Commuter Terminal cafe.

Above: 1988 Commuter Terminal waiting area.



Foundation and utility work for the Interisland Terminal's Central Building was underway and should be completed in October 1990. Work on the Central Building itself was expected to begin the following month and be completed in August 1992.

Interim modifications were made to the Aloha Airlines area which created new hold-rooms, gates, an outdoor restaurant and a VIP lounge area to better accommodate travelers during construction of the new Interisland Terminal.

Work started on a new aircraft parking apron which was being added in front of the Hawaiian Airlines terminal.

Site preparations were completed for a new Interisland Cargo Facility. The project included the construction of access roads, underground utilities and water lines for the future facility.

While design work continued on the new Interisland Terminal Building, work proceeded on interim improvements to better accommodate passengers in the present International Arrivals Building.

In April 1990, the Aloha Lounge opened, giving arriving foreign passengers a comfortable place to relax while waiting to enter Immigration and Customs processing. The lounge, which can hold up to three flights of passengers at a time, offered waiting passengers restrooms, telephones, ample seating, free fruit juice and videos.

On March 15, 1990 dedication ceremonies were held for the new 16-acre cargo facility on the South Ramp. The new facility was divided into four lease lots on which tenants build their own cargo facilities. Fronting the facility is a new aircraft parking apron which can hold four 747 jumbo jet aircraft. United Parcel Service and Federal Express are the two main tenants at the new facility.

Also on the South Ramp, construction was proceeding on a firefighter training facility which will include a 1,500-foot burn pit, fuel storage tank, observation and control tower, storage building and a pier and boat house for the crash fire rescue boat.

Work to improve the Flight Information Display System was also underway. The existing hardware and software of the system was being modified and additional monitors and baggage claim boards were being installed.

Installation of a non-potable water distribution system to irrigate landscaping through the airport had begun.

New Tour Aircraft Operator Permit Rules went into effect in May 1990. All tour aircraft operating out of state airports are required to obtain permits. In applying for the permit, operators are required to submit maps of the routes and frequencies and altitudes that their companies fly. While the state cannot regulate air routes, the Department was working with representatives from the community and the helicopter industry to develop

guidelines for tour aircraft operations that would be beneficial to both the aircraft operators and the impacted communities.

Realizing the economic benefits of opening new air routes to Japan, the State, led by Governor John Waihee, was successful in having bilateral talks between the U.S. and Japan reconvened in 1988. The HDOT represented the State in the U.S.-Japan Service Case and the U.S. Gateway Proceedings in which Hawaii was recommended for routes involving Japan gateway cities.

Final approval of the routes was expected in October 1990. Each route that is added is worth more than \$300 million to the state's economy per year.

In addition to the Japan routes, efforts have been successful at increasing air service at Honolulu International. Car-



Top: Concessions offered a variety of merchandise to travelers.
Above: International travelers await immigration clearance.

riers that have increased air service are Malaysia Air with service from Kuala Lumpur; American Airlines with service to Australia; Northwest and American Airlines, with service to Seoul; and Japan Air Systems and All Nippon Airways, with service from Japan.

Carriers that have increased their frequency of air service to Honolulu are Japan Air System and Continental, Korean, Hawaiian, Northwest and United Airlines.

In FY 1990, Congress passed an amendment to section 511(a)(12) of the U.S. Airport and Airway Improvement Act of 1982, which allows the State of Hawaii to spend up to \$250 million of duty free revenues to build and improve state highways around state airports.

Under the amendment, Hawaii became the first state to be exempted from the federal law requiring all airport revenues to be spent only on airport improvements. The amendment permits the transfer of duty free revenues to be used on highway projects within 10 miles of a state airport. However, duty free revenues could only be transferred after the revenues generated exceed 150 percent of the projected airport capital and operating costs for a given year.

Revenues generated were transferred to a Transportation Use Special Fund, established by Act 309 of the 1989 Legislature and amended by Act 149 of the 1990 Legislature. By the end of FY 90, \$166,919,433 had been transferred to the Transportation Use Special Fund.

The Ala Wai Heliport, previously run by the Department, was closed on May 23, 1990 in response to growing public concern over safety and noise from increasing operations at the heliport.



Highlights

July 1989 A contract was awarded for modifications to processing facilities, International Arrivals Building, Phase IV-C, \$2.1 million. Completed January 1992 (\$2.8 million).

October 1989 A contract was awarded for Phase II, Ground Level Roadways, utility connections and foundations, \$13.1 million. Completed December 1990 (\$13.14 million).

November 16, 1989 America West held its inaugural flight to HNL.

November 22, 1989 A groundbreaking ceremony was held for the new Interisland Terminal.

November 1989 A contract was awarded for Interisland Cargo Facilities, Phase I, \$1.1 million. Completed December 1990.

December 1989 A contract was awarded for new aircraft apron, Interisland, Phase III, \$3 million. Completed December 1990 (\$2.3 million).

December 1989 A contract was awarded for Phase IIA, installation of a new Flight Information Display System, \$1.3 million. Completed November 1991 (\$1.1 million).

January 1990 A contract was awarded for modifications to processing facilities, International Arrivals Building, Phase IV-B, \$3.5 million. Completed December 1990.

March 1990 A contract was awarded for construction of a rapid launch boat rescue facility, South Ramp, ARFF Station 2, \$2.5 million. Completed March 1992 (\$2.8 million).

March 1990 A contract was awarded for installation of a non-potable water system for landscaping, \$380,000. Completed December 1990.

March 15, 1990 Dedication ceremony held for new cargo facilities on the South Ramp.

March 25, 1990 Discovery Airways initiated interisland service using BAE 146 aircraft.

FY 1990 A large HNL air cargo complex was planned for Ualena Street Makai and 24 acres of land was acquired.

FY 1990 Twenty three acres of land was acquired from the Air Force for a new interisland maintenance area.

1990-1991

For the first time in 11 years, visitor arrivals decreased. The Gulf War and poor economic conditions in much of the United States contributed to a decline in the number of passengers for the first part of 1991. Recovery from the slump was helped by an increase in visitors from Asia and the Pacific. Honolulu International Airport handled a total of 22.3 million passengers in FY 1991, a 3.3 percent decrease from the previous year.

Foundation and utility work for the new Interisland Terminal Building was completed in October 1990. Under construction was the \$136 million Central Building.

Lei Stand facilities were relocated south of their old location to make room for the new Interisland Terminal Complex up-ramp to the second-level roadway. Plans were underway to convert the public parking area adjacent to the new lei stands into a garden area, which would include a replica of the fountain that was originally built along the entrance road into the airport in 1962.

Phase II of the Interisland Cargo Facility was completed in September 1991. The project included construction of a culvert over the Manuwai Canal, new taxiways, hardstands and fueling system. The next phase, currently in design, will realign Kuntz Avenue, provide utility connections, and additional culverts over the canal.

Operations at the Commuter Terminal were relocated to Lobby 2 of the current Interisland Terminal facilities in September 1990. Taxiways serving the Commuter Terminal were removed to allow construction of hardstand and fuel line connections to the new International Terminal Building.

While design work continued on the new International Terminal Building, the Department proceeded with interim

improvements to the International Arrivals Building to better accommodate passengers during Immigration and Naturalization Service inspections.

Installation of movable partitions and modernization of the Ewa Baggage Claim Area allowed for figuration changes in Baggage Claim Area D for domestic and international flights. Other modifications in the International Arrival Building will add eight INS booths and loft space by the end of 1991.

The Department issued a request for proposals to build an Automated People Mover System at Honolulu International Airport in July 1990. In August 1991, AEG Westinghouse was awarded a \$110 million contract for engineering, manufacturing, installation, and testing of the intra-airport rail system that would provide transportation between terminals and gates for airport users.

Site preparations on the South Ramp for new and improved T-hangar facilities for the general aviation community began in March 1991. The project also included tie-down areas, aircraft transient parking, vehicle parking, and an air taxi terminal. The new air taxi terminal will have a central ticket lobby, waiting areas, restrooms, and office and meeting rooms for general aviation users. Also on the South Ramp, work is nearly completed on the Fire Fighter Training Facility, which includes a 150-foot burn pit, specifically designed to simulate a plane crash; fuel

Below and opposite: Construction is in full swing on the seven-story Interisland Terminal.







Top: Passengers await their flight in the Ewa Concourse.

Above: Signs point to Baggage Claim.

Opposite top: Flight Information Display System provides travel information to passengers.

Opposite bottom: Baggage trucks await luggage outside of the International Arrivals area.

storage tank; storage building; and a pier and boat house for the crash fire rescue boat.

Interior space for the Pacific Aerospace Museum was almost complete. Work included the construction of walls, flooring, a suspended acoustical ceiling, air conditioning, lighting, and electrical outlets. The museum was scheduled to open December 7, 1991.

Three glass elevators were installed to provide access to the airline lounge areas in the Garden and above Gate 26. Holding area expansion and restroom improvements to Gates 12/13 and 24/25 were completed in August 1990.

Work to improve the Flight Information Display System was completed in December 1990. The system hardware and software were modified and additional monitors and baggage claim boards installed. Work was underway on the second part of the system, which included management services, curbside displays, and new holdroom boards with baggage claim information.

The new Airport Security System will be installed by the end of 1991. The new access control system is able to identify each person with a badge who enters the Airport Operation Area.

Efforts to increase air service at Honolulu International have been successful with the addition of America West

Airlines' new route to Nagoya, Japan; Hawaiian Airlines' daily service to Fukuoka, Japan; and Japan Air System's first flights to the U.S. between Honolulu and Tokyo's Narita Airport.

Joint hub operations at Honolulu International began in April 1991, as Canadian Airlines, Qantas and Air New Zealand, started their code-sharing flight operations. Passengers on Canadian Airlines bound for New Zealand, Australia or Fiji transferred to Qantas or Air New Zealand through a sterile transfer lounge in the Ewa Concourse. In return, Qantas and Air New Zealand passengers bound for Vancouver or Toronto transferred to Canadian Airlines.

As a result of Governor John Waihee's initiatives to improve processing for international arrivals at Honolulu International, an innovative program aimed at expediting passenger processing was undertaken.

Visitor Information Program staff in the Immigration area direct passengers to queues and check that documents are properly filled out and in the correct order. Gateway receptionists in the International Arrivals Building act as translators for arriving passengers and inspectors. International Passenger Coordinators relieve Immigration and Customs staff from performing non-inspection duties.

The number of Immigration inspectors increased from 85 to 93 in FY 91 and the number of inspection stations rose from 24 to 40.

In a cooperative program instituted by United Airlines, the Immigration and Naturalization Service and the airport, the Advance Passenger Information System or "blue lane" system was developed. The "blue lane" system involved Immigration computer entries at check-in instead of arrival, and Immigration processing while the aircraft was in the air.

Airport-Airline lease negotiations began in April 1991. The current Airport-Airline Lease between the state and the airlines expires July 31, 1992. Revised fees and changes will pay for increased costs for planned airport improvements and operations and maintenance expense.

Highlights

September 1990 A contract was awarded for installation of three glass elevators in the Airline Lounge Area, \$2.7 million. Completed December 1991 (\$2.3 million).

September 1990 A contract was awarded for new traffic lights at Aolele Street, Paiea Street and Lagoon Drive, \$287,000. Completed June 1991.

September 1990 A contract was awarded for construction of Phase II, Interisland Cargo Facilities, \$10.7 million. Completed September 1991 (\$9.9 million).

December 1990 A contract was awarded for installation of Phase IIB, Flight Information Display System, \$6.2 million. Completed August 1994 (\$8.1 million).

December 1990 A contract was awarded for construction of the Central Building and Roadways, Interisland Terminal Complex, \$129.5 million. Completed July 1993 (\$139 million).

January 17, 1991 The Persian Gulf War, Operation Desert Storm, from January 17, 1991 to February 28, 1991 caused state airports to operate at FAA Security Level Four which restricted access to terminal interiors.

January 1991 A contract was awarded for finishing of the Pacific Aerospace Museum Interior, \$945,000. Completed January 1993 (\$1.3 million).

January 1991 A contract was awarded for a new telephone system, \$1.4 million. Completed May 1993.

February 1, 1991 America West held its inaugural flight to HNL.

February 1991 A contract was awarded to construct new lei stands, \$2.5 million. Completed July 1991 (\$1.9 million).

May 1991 A contract was awarded to construct new ice machines for the Interisland Terminal, \$619,000. Completed January 1993 (\$593,848).

May 1991 A contract was awarded for Lagoon Drive Extension, Phase III, Units 1 and 2, \$21.2 million. Completed September 1993 (\$22.7 million).

June 1991 A contract was awarded for T-hangars and a general aviation building, South Ramp, \$7.9 million. Completed October 1992 (\$7.8).

June 1991 A contract was awarded for Pacific Aerospace Museum Exhibits, \$1.4 million. Completed August 1992.

June 3, 1991 Japan Air System held its inaugural flight to HNL.

1991-1992

While many of the nation's airports continued to suffer declines in passenger traffic in the wake of the Gulf War and the recession, Honolulu International managed to reverse the trend with a slight increase.

Nationally and worldwide, Honolulu International Airport remained among the busiest airports in 1991, ranking 10th busiest in the United States, 15th busiest in the world, and fifth busiest in the Pacific Rim region. HNL handled 22,898,205 passengers in FY 92, up 2.6 percent from the previous fiscal year.

Work continued on the new Interisland Terminal Complex which was expected to be completed in 1993.

Hawaii's position as the premier international gateway





to the United States from the Pacific Rim required a facility that would adequately and expeditiously handle federal inspection processing of international passengers. Plans for a new International Terminal Building capable of handling 4,000 passengers per hour were redesigned and allowed the state to reduce the facility cost by \$100 million.

The four-level International Terminal Building will include baggage handling areas, utility systems and tenant support facilities on the basement level. Federal Inspection Services facilities, baggage claim, concessions, and tour group facilities on the first level; passenger ticketing facilities, concessions, security screening, waiting lounges, agricultural inspections and tour group facilities on the second level; and connections to the automated people mover system on the third level.

Cargo handled through HNL increased slightly from the previous year to 374,367 tons of interisland and overseas cargo in FY 92. Ongoing planning for a future Air Cargo Facility took a major step forward with the acquisition of 23.4 acres of land along Ualena Street where the new facility will be located.

The first phase single-story structure will provide air cargo handling facilities for three major carriers. Construction of the Air Cargo Facility is scheduled for mid-1993 with the first phase targeted for completion in early 1994. Also to be housed on Ualena Street will be the maintenance facility of the future Automated People Mover System which was named *Kumulani* meaning "base of the sky" or "horizon". When completed in 1996, *Kumulani* will provide a practical means for getting around HNL, replacing the *Wiki Wiki* bus. Blue and white was selected for *Kumulani's* official colors, and a flag-shaped symbol was chosen for the system's logo.

New general aviation facilities at the South Ramp were completed with the construction of 81 new T-hangars, an aircraft tie down area, and a transient aircraft parking area. Space was also provided for small fixed-based operators, private aircraft hangars and automobile parking.

A new Aircraft Rescue and Firefighting Station was dedicated on April 24, 1992. The \$4.6 million, 13,328 square foot facility included an exercise room, large kitchen facility, training room, and individual bunk rooms.

Phase II of the Pacific Aerospace Museum opened on June 3, 1992 with six new interactive computer displays that allow visitors to get a hands on approach to learning about flight and space. Located in the Central Lobby, the Museum showcased a variety of exhibits, including a multi-media theater that features a historical tour of significant Pacific exploration events.

Highlights

July 1991 Construction began on the Overseas Terminal Hardstands, Ewa Wing, Phase I, at a cost of \$9 million.

July 1991 Japan Air Charter held its inaugural flight to HNL.

July 1991 A contract was awarded for construction of a new ARFF Station No. 1, \$3.7 million. Completed December 1993 (\$4.5 million).

July 31, 1991 A dedication ceremony was held for the new Lei Stands.

July 1991 A contract was awarded for five new hardstands, Phase II, \$19.4 million. Completed October 1994 (\$20.8 million).



August 1991 A contract was awarded for design, construction and installation of the Automated People Mover, Phase I, \$112 million. (Canceled).

August 1991 A contract was awarded for new hardstands, Ewa Wing, Overseas Terminal, Phase I, \$9 million. Completed October 1992 (\$11.5 million).

August 1991 A contract was awarded for Air Conditioning System Modernization, Phase I, \$12.1 million. Completed February 1993 (\$16.1 million).

August 1991 A contract was awarded for Realignment of Kuntz Avenue and utility connections, Interisland Cargo Facility, Phase III, \$2.8 million. Completed February 1992.

November 1991 A contract was awarded for new 747 Gates 31-34, Ewa Concourse, \$37.6 million. Completed January 1994 (\$46 million).

November 1991 A contract was awarded for eight loading bridges for the new International Terminal Building, Gates 31-34, \$3.2 million. Completed December 1993.

November 1991 A contract was awarded for nine loading bridges for the International Terminal Building, \$3.5 million. Completed September 1995 (\$3.5 million).

November 1991 A contract was awarded for eight loading bridges for the Interisland Terminal, \$2.8 million. Completed July 1993 (\$2.7 million).

November 6, 1991 A groundbreaking ceremony was held for the construction of Gates 31-34, Phase I.

February 1992 A contract was awarded for Electrical Distribution System Modernization, Phase I, \$5.5 million. Completed August 1994 (\$15.8 million).

February 1992 A contract was awarded for finish space for Continental Airlines VIP Lounge, Phase I, \$641,260. Completed January 1993 (\$896,260).

February 1992 A contract was awarded for holdrooms, gates and airline operation areas, Makai Pier, Phase I, and Mauka Pier, \$8.3 million. Completed May 1993 (\$10 million).

February 1992 A contract was awarded for modifications to the Administration Tower to conceal exposed electrical conduits, \$34,600. Completed June 1992.

February 1992 A contract was awarded for landscaping for the sidewalk and ramp, Diamond Head side, parking area, \$99,540. Completed May 1992.

March 1992 A contract was awarded for modifications to the third floor, International Arrivals Building, Phase IV-E, \$1.8 million. Completed November 1992 (\$2.5 million).

1992-1993

Honolulu International continued to be one of the world's busiest airports, handling 22.2 million people in FY 93.

The airport system experienced a substantial drop in revenues due to the reduced amount of the Duty Free concession contract. The revenue generated from the Duty Free contract declined from approximately \$300 million in the final year of the old contract to \$100 million in the first year of the new contract.

The reduction, coupled with the current economic difficulties being experienced by the airlines, led to the deferment of the new International Terminal Building, People Mover and other construction projects.

The Interisland Terminal Complex was nearing completion. The opening of the \$130 million structure will culminate more than 10 years of planning and construction. It is the largest airport project undertaken to date.

Work continued on the new wide body aircraft gates 31-34 at the Ewa Concourse. When completed in late 1993, this project will provide four additional gates to service overseas and international flights.

Work began on the new Airport Training Center Building on the South Ramp. When completed in 1994, the project will provide work shops and classrooms for staff and up to 150 Honolulu Community College students studying aviation related fields.



Opposite top: The State of Hawaii Department of Agriculture put its beagle-sniffing dogs into operation looking for contraband in carry-on luggage.

Top: Passenger walkway to Diamond Head Concourse.

Above: Customs screening.

Airport Funding

As a state-owned and operated airport, Honolulu International Airport is primarily funded by the Airport Revenue Fund, and receives some federal aid grants from the Federal Aviation Administration. The Airport Revenue Fund was created in 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.

Highlights

July 1992 A contract was awarded for power and communication ducts for the Overseas Terminal, Phase II, \$1.9 million. Completed January 1994 (\$2 million).

August 1992 A contract was awarded for a 611-stall employee parking lot at Lagoon Drive and Aolele Street, \$697,984. Completed January 1993.

September 11, 1992 Hurricane Iniki hit Kauai on September 11, 1992 with winds of over 100 miles an hour and gusting to 160 m.p.h. The hurricane affected all State airports for two days as aircraft were stored at Hilo Airport. Five million dollars of damage was done to Lihue Airport and regular interisland flights to Lihue were discontinued for two weeks while National Guard and State emergency units attempted to restore power. C-5 Aircraft unloaded telephone poles on taxiways. Seven thousand people were evacuated from the island within two days after the storm and 1,000 more on the third day. The tremendous damage on Kauai affected the tourist industry on that island for many years. Flights from Honolulu to Kauai were affected during the recovery period.

September 1993 A contract was awarded for the modification of 33 existing oil/water separators, \$85,400. Completed November 1992.

September 1992 A contract was awarded to construct a replacement ammunition bunker at Hickam Air Base, \$1.7 million. Completed June 1994.

September 1992 A contract was awarded to plan, design and construct 100 family housing units, Hickam AFB, in exchange for acquisition of U.S. Government land, \$26.9 million. Completed March 1994.

October 1992 A contract was awarded for additional water fountains for public use, \$222,479. Completed November 1993 (\$210,460).

November 21, 1992 Lufthansa flew an Airbus 340 direct from Frankfurt to Honolulu in 15 hours as a demonstration of a direct tourist connection to Europe.

November 1992 A contract was awarded for plan, design and construction of a new perimeter fence at Hickam Air Base, \$463,720. Completed May 1993.

November 1992 A contract was awarded for new hardstands, paving and fuel lines, Interisland Airfield Aprons, Phase IV, \$4.8 million. Completed December 1993.

November 1992 A contract was awarded for asbestos removal, INS and group tour renovations, International Arrivals Building, Phase IVF, \$930,000. Completed June 1994 (\$813,021).

1992 General aviation facilities at South Ramp, HNL were completed including 81 T-hangar spaces, tie downs and transient aircraft parking.

1992 Federal Express, United Parcel Service and American International Cargo were building air cargo facilities on the South Ramp.

1992 Circle Rainbow Aviation proposed plans to build a \$5 million hangar and office building for air tours.

January 1993 A contract was awarded for new check-in counters for computers in Gate Holdrooms, 6-30, \$3 million. Completed June 1994.

January 1993 A contract was awarded for the new Airport Division Administration Office, Interisland Terminal, \$5 million. Completed January 1994 (\$5.4 million).

January 1993 A contract was awarded for removal of buildings in the footprint of the International Terminal Building (36 acres), Phase I, \$1.1 million. Completed October 1993.

January 11, 1993 The Aviation Education Resource Center was dedicated.

February 1993 The HDOT Airports Division moved its offices from above Gates 29-31 to the seventh level of the new Interisland Terminal Building.

February 1993 A contract was awarded for a security system, Phase IIA for the Interisland Terminal, \$1.7 million. Completed January 1994 (\$2.1 million).

April 1993 A contract was awarded for underground power and communications ducts, International Terminal Building,

\$3.5 million. Completed August 1994 (\$3.4 million).

May 1993 A contract was awarded for construction of a Training Center, Phase I, South Ramp, \$10.5 million. Completed May 1995 (\$8.6 million).

June 1993 A contract was awarded to relocate the sewage lift station so Taxiways G and L could be realigned, \$1.9 million. Completed December 1994 (\$2.9 million).

June 1993 A contract was awarded for installation of a PAX telephone system in the Interisland Terminal, \$516,938. Completed November 1993.

1993-1994

In light of the economic situation established by the new airline lease agreement, major projects were rescheduled to conserve airport funds and insure the safe, efficient operation of the airport system. Projects that were deferred were the International Terminal Building and the Automated People Mover System.

Honolulu International was the 15th busiest airport in the United States in FY 94, handling 22.4 million passengers.

On July 21, 1993, the Interisland Terminal opened its doors for business. The opening of the \$137 million complex culminated more than 10 years of planning and construction. The largest airport project ever undertaken by the airport, the Interisland Terminal is a seven-floor, 600,000 square foot structure with parking for 1,726 vehicles, a station for the intra-airport transportation system, ticket lobbies, concessions, passenger waiting areas, baggage claim and offices for the State Airports Division.

Gates 31 to 34 in the Ewa Concourse were dedicated on January 21, 1994. The project provided four passenger holdrooms and three gates able to handle widebody aircraft.

The State completed two projects on Hickam Air Force Base in compensation for land acquired from the Air Force. Housing facilities were dedicated on January 14, 1994, and similar ceremonies were held on April 8, 1994 for a dormitory building.

Work is continuing on a new Airport Training Center on Lagoon Drive on the South Ramp. When completed in March 1995, this project will replace the existing buildings located makai of the Interisland Maintenance Base. The new training center will provide up-to-date workshops and classrooms operated by Honolulu Community College for students study-

Below: American Airlines planes park on the ramp.

Bottom: The Concord stopped in Honolulu on a round-the-world flight.



131





Governor Waihee unties the symbolic maile lei at the HNL Baggage Claim dedication in 1994.

ing aviation-related courses and for airport employees.

In FY 94, 25 percent of the aircraft operations at HNL involved general aviation aircraft of less than 12,500 pounds gross weight. The state continued to seek a general aviation reliever airport which would substantially reduce current and future air traffic congestion and delays while enhancing safety at HNL.

Past attempts to acquire or build a general aviation reliever airport failed. However, with the downsizing of the U.S. military, Barbers Point Naval Air Station was scheduled to close in 1997. The airport is working with the federal government and the State-County Reuse Committee on acquiring a portion of BPNAS for use as a general aviation reliever airport.

Highlights

July 20, 1993 Asiana Airlines inaugurated service from Korea to Honolulu.

July 20, 1993 A dedication ceremony was held for the new Interisland Terminal.

July 21, 1993 Aloha Airlines began operations from the new Interisland Terminal followed later in the year by Hawaiian Airlines. The new terminal provides 660,000 square feet of working space, 1,726 vehicle parking spaces and an intra-airport transportation station. The building cost \$137 million and culminated 10 years of planning, design and construction. It was the highest valued capital improvement project to date.

September 1993 Hawaiian Airlines filed for Chapter 11 bankruptcy status and emerged a year later.

October 1993 A contract was awarded to provide security at Gates 31-34, Airport Security System, Phase IIB, \$1.1 million. Completed October 1994 (\$1.4 million).

October 1993 A contract was awarded for demolition and hazardous material removal, Air Cargo Facility Development, Phase I, Site Preparation, \$752,657. Completed March 1995 (\$656,020).

November 1993 A contract was awarded to upgrade the Public Address System to include the Interisland Terminal and Diamond Head Concourse, Phase II, \$1.7 million. Completed November 1994.

December 1993 A contract was awarded for installation of a treatment system for aircraft sewage, Ewa Concourse Triturator Facility, \$626,987. Completed February 1995 (\$661,496).

1993 Trans Executive Airlines (Trans Air) began commuter service from Honolulu to Waimea-Kohala Airport with Cessna 402 aircraft.

1993 Caledonian Airways began charter flights from London to Vancouver to Honolulu with DC-10 aircraft. This connection was short-lived.

January 21, 1994 A dedication ceremony was held for Gates 31 to 34 in the Ewa Concourse. Four passenger holdrooms and three gates able to handle wide body aircraft were added.

April 8, 1994 A dedication ceremony was held for the new dormitory building at Hickam Air Force Base, which was built as compensation for land acquired from the Air Force.

April 18, 1994 The Hawaii Government Employees Association went on strike for about a week. All State airports were kept operational during the strike.

May 20, 1994 Pleasant Hawaiian Holidays initiated air service to Honolulu, Kahului and Keahole-Kona.

September 16, 1994 A groundbreaking ceremony was held for the new Makai Pier of the Interisland Terminal. This addition would provide five additional aircraft gates and cost \$18.3 million.

1994-1995

Honolulu International was the 18th busiest airport in the United States, handling 23.2 million passengers in FY 95, an increase of 1.6 percent.

Plans were being developed for the renovation of the International Arrivals Building. The existing facility was more than 20 years old and not designed to handle the passenger traffic resulting from the larger aircraft now in use. The renovation will increase the available floor space, install faster baggage handling equipment and make modifications to process passengers more quickly and efficiently.

The new Airport Training Center Building on the South Ramp was dedicated on May 18, 1995. This facility replaced the old facility on the Ewa side of the airport with up-to-date workshops and classrooms for Honolulu Community College students in aviation related fields.

Work began on the Makai Pier Extension to the Interisland Terminal on September 19, 1994. When completed, the project will add five additional gates and loading bridges to the Interisland Terminal. It will also provide a connecting link with a 240-foot moving walkway between the Interisland and Overseas Terminals.

On May 15, 1995 work began on the International Terminal Building Complex Site Improvements, Parking and Landscaping project. This project provided an employee parking lot near the planned location of the International Terminal Complex. When completed, the project will save the State \$2 million per year that is currently paid for busing airport employees to and from the Lagoon Drive parking lots.

Below left: Work progresses on the makai extension of the Interisland Terminal.

Below: Agriculture agent shows alien species and prohibited agriculture products that have been confiscated at HNL.



The State is working with the Barbers Point Naval Air Station Redevelopment Commission on acquiring a portion of Barbers Point Naval Air Station for use as a general aviation reliever airport. With the planned closure of BPNAS in 1998, an opportunity exists for acquiring a reliever airport at little or no cost to the State.

In FY 95 more than 22 percent of the aircraft operations at Honolulu International Airport involved general aviation aircraft (aircraft with less than 12,500 pounds gross weight).

A general aviation reliever airport would substantially reduce current and future air traffic congestion and delays, while enhancing safety at HNL. Having BPNAS as a general reliever airport would also benefit the airlines by having it available as an alternate landing site; a requirement of the FAA. Without BPNAS, overseas flights have to designate either Kahului or Keahole Kona International Airport as an alternate and carry sufficient fuel to reach them. Having BPNAS as an alternate would save the airlines \$2 million per year on fuel cost alone.

Highlights

July 1994 A contract was awarded for new runway/taxiway signs to conform to FAA standards, \$2.2 million. Completed January 1996 (\$2 million).

September 1994 A contract was awarded to construct five addition gates and connecting link, Interisland Terminal, Makai Pier, Phase II, and Ground Transportation Court, \$21.7 million. Completed October 1995.

January 1995 A contract was awarded for five new loading bridges for the Makai Pier, Phase II, \$1.6 million. Completed October 1995.

May 1995 A contract was awarded to construct an employee parking lot near the planned International Terminal Building, \$1.8 million. Completed August 1995.

May 18, 1995 A dedication ceremony was held for the Airport Training Center. The new training center will provide up-to-date workshops and classrooms operated by Honolulu



Above: Hawaiian artwork decorates the wall above the Aloha Airlines ticket counter in the Interisland Terminal.

Right: Passengers stroll through the Central Concourse.



Community College for students studying aviation-related courses and for airport employees.

June 1995 A contract was awarded for Non Potable Water System, Phase II, \$400,000. Completed December 1995.

1995-1996

The State has worked with the Barbers Point Naval Air Station Redevelopment Commission to acquire 725 acres at Barbers Point Naval Air Station for use as Kalaeloa General Aviation Reliever Airport. Acquisition of Barbers Point will make Honolulu International Airport safer and extend its capacity well into the future without additional runway construction; provide for general aviation training and compensation for the loss of Ford Island in 1999; satisfy the airlines need for an alternate landing area which will save them fuel; and provide a sturdy disaster relief base.

Nationally, Honolulu was the 17th busiest airport in the United States, with 24.5 million passengers.

Plans have been developed for the renovation of the International Arrivals Building. The renovation will increase the available floor space, install faster baggage handling equipment and make modifications to help the Federal Agencies process passengers more quickly and efficiently.

The Makai Pier extension to the Interisland Terminal was opened on October 20, 1995. This project added five additional gates and loading bridges to the Interisland Terminal. It also provided a connecting link at second and third level roadways with a 240-foot moving walkway between the Interisland and Overseas Terminals.

Work on the International Terminal Building Complex Site Improvements, Parking and Landscaping project was completed in August 1996. This project provided an employee parking lot near the planned location of the International Terminal Complex.

Highlights

October 20, 1995 A dedication ceremony was held for the Makai Pier, Phase II and a renovated international tour group processing area was put into operation.

October 1995 A contract was awarded for a telephone system for the Interisland Terminal Makai Pier, \$181,610. Completed December 1995.

November 1995 A contract was awarded for landscaping on Aolele Street, \$553,308. Completed August 1996.

December 1995 A contract was awarded for the Flight Information Display System, Phase III, \$1.2 million. Completed June 1996.

January 1996 A contract was awarded for the Security System, Phase III, for the Makai Pier, \$500,000. Completed May 1996.

March 1996 A contract was awarded for the Energy Monitoring Control System for Gates 31-34 and Interisland Terminal, \$1.5 million. Completed May 1997.

March 1996 A contract was awarded to renovate the 4th and 5th floor offices of Oahu District Office, \$800,000. Completed October 1997.



Above: Stinger Rays is a popular eating place in the Interisland Terminal.

1996-1997

Honolulu International Airport was the 19th busiest airport in the United States and 30th in the world in Calendar Year 1996.

Three major systems projects, emergency power for both the airfield and terminal and an update of the fire alarm system were started in FY 97.

Work began on the relocation of the employee parking lot at Elliott Street. The parking lot was relocated because it is the future site of the new Federal Detention Center.

Negotiations continued with the Barbers Point Redevelopment Commission to acquire 750 acres at Barbers Point Naval Air Station for use as Kalaeloa General Aviation Reliever Airport when the Naval Station closes in 1999. The Coast Guard and Army National Guard will also be accommodated at Kalaeloa Airport and in the event of a natural disaster Kalaeloa Airport will be used as a staging area for disaster relief.

Highlights

October 1996 A contract was awarded for improvements to the Airfield Emergency Power System, \$7.1 million. Completed March 1998.

October 1996 A contract was awarded for improvements to the Terminal Emergency Power System, \$1.6 million. Completed January 1999.

November 1996 A contract was awarded for the Security System, Phase IIB, access control and video monitoring, \$463,567. Completed December 1997.

November 1996 A contract was awarded for the Fire Alarm System, Phase II, \$2.3 million. Completed November 1998.

January 1997 Island Air ceased DH-8 operations into Princeville Airport on Kauai. Earlier they had operated with DH-6 aircraft twice daily from Honolulu.

1997 Mahalo Airlines added 20 daily flights between Honolulu and Kahului by adding another aircraft.

May 1997 A contract was awarded for kennels, Animal Quarantine Holding Facility, \$594,000. Completed October 1997.

May 1997 A contract was awarded for relocation of the Elliot Street Employee Parking due to construction of the Federal Detention Center, \$760,000. Completed October 1997.

September 1, 1997 The State waived all airline landing fees for two years to encourage tourism which was in a downturn.

September 2, 1997 Mahalo Air went out of business.

1997 Continental Airlines moved its DC-10 pilot base from Los Angeles to Honolulu to create a mini-hub for growth in the Asia-Pacific market.

1997 Continental Airlines added Houston to Honolulu service.

1997 Aloha Airlines began service to Christmas Island once a week.



Above: The graceful curve of the Diamond Head Concourse.

Opposite: 1997 Aerial photo of HNL.



1997-1998

Modifications to the International Arrivals Building at Honolulu International Airport were completed. This provided exterior improvements for passenger comfort. Work included repairing and renovating the existing ground level Tour Group Baggage Loading Area and the existing second floor Tour Group Assembly Area, and construction of a new glass roof over the Mall Tour Group Bus Waiting Area. The interior is under renovation in a second project which started in August 1998.

In addition, a *Hawaii Sense of Place* was created through the use of landscaping and interior décor featuring Hawaiian patterns, natural materials, art work and music.

A planning study for cargo marshaling facilities was in progress. The study will be completed by mid-1999 and is looking at existing cargo operations in order to determine facility and site requirements needed for agricultural and perishable goods.

In Calendar Year 1997, Honolulu International was the 18th busiest airport in the United States and 33rd in the world.

Construction was completed on 11 new aircraft hardstands. This project provided strengthened and more durable aircraft parking at the Interisland Terminal area.

Two major private projects were constructed. The 85,000-square-foot Continental Airlines Heavy Maintenance Facility was dedicated on July 3, 1998. It allows maintenance of large aircraft locally in lieu of sending them to the mainland.

Below: Cargo containers await loading.

138



United Airline's new state of the art cargo facility was scheduled to be completed in August 1998. It will provide more than 65,000 square feet of cargo space. The State assisted the airlines with these projects through site work, tax credits and special facility bonds.

Highlights

September 1997 A contract was awarded for landscaping on Elliot Street and Lagoon Drive, \$796,262. Completed December 1997.

October 1997 A contract was awarded for American with Disabilities Act upgrades, \$1.6 million. Completed June 1998.

October 1997 A contract was awarded for improvements to the International Arrival Building exterior, \$3.6 million. Completed August 1998.

October 1997 A contract was awarded for site preparations for the UAL Cargo Facility, \$1.4 million. Completed January 1998.

January 1998 A contract was awarded for construction of 11 concrete aircraft parking pads, \$1.1 million. Completed June 1998.

May 1998 A contract was awarded for reconstruction of the main sewer line under the Overseas Terminal, \$1.2 million. Completed June 1999.

1998 Harlequin Air, a subsidiary of Japan Air Service started charter operations to Honolulu.

1998 Hawaiian Airlines added a flight to Pago Pago, American Samoa, several times a week.

1998 Continental Airlines completed its aircraft maintenance hangar off Lagoon Drive which at 85,000 square feet can handle B747 aircraft. The hangar cost \$26.3 million and was financed with airport revenue bonds backed by the State.

1998 United Airlines completed its new air cargo facility, a 65,000 square foot fabric roofed structure worth \$7.8 million. This project was also financed by State Airport Revenue Bonds. This project required site work by the Airports Division worth \$1.4 million which demolished existing buildings and utility lines.

1998 All Nippon Airways began flying twice weekly between Tokyo and Honolulu.

1998 Aloha Airlines reduced its daily interisland schedule by 10 flights to 168 daily trips.

1988-1999

The Hawaii International Air Cargo Symposium, September 15 and 16, 1998, examined opportunities associated with air cargo transportation in Hawaii and the Asia-Pacific Region. It also offered presentations and interactive discussions on the issues and conditions that affect Hawaii's air cargo industry.

Representatives from Hawaii-based producers, suppliers and freight forwarders, along with airline and government officials and other representatives involved in cargo and commodities transportation to and from the islands also participated in the forum.

Participants contributed their insights and ideas relating to air cargo activities and examined the conditions, opportunities and challenges facing the development of the Hawaii Air Cargo Market. Input at the symposium provided information to augment future facilities planning, assist in seeking changes for the enhancement of air cargo distribution, processing and handling and help forge collaborative development of air cargo and air cargo derived business opportunities in the Hawaii market by all segments of the industry.

Air cargo and tourism are important to Hawaii's economy as evidenced by United Airlines' new \$7.8 million cargo facility.

Work is ongoing on the modifications to the interior of the International Arrivals Building. This project provides improvements to the baggage claim area, rest rooms, air conditioning, lighting, and provides a *Hawaiian Sense of Place* to the facility.



Top: Hawaiian Air loads passengers through the jetways.

Above: Passengers stroll to their gates between the Overseas Terminal and Ewa Concourse.



The theme developed by the Hawaii Airports Cultural Advisory Committee for Honolulu International Airport is ancient Polynesian voyaging. Construction is ongoing throughout the concourse areas. Improvements include tiles with a wave motif, kapa pattern highlights on the walls, planter boxes and two stairway skylights to the Central Lobby Gardens.

In calendar year 1998, Honolulu was the 23rd busiest airport in the United States, and 36th in the world.

Two airport projects not funded by the State were started or completed:

- The FAA initiated construction of a \$22 million Honolulu Center Radar Approach Control Facility (CERAP) which would allow the Center Radar Approach equipment and personnel to be moved from Diamond Head Crater to the Honolulu Air Traffic Control Tower adjacent to the Hickam Golf Course.
- The United State Department of Justice (DOJ) started construction of a \$50 million Federal Detention Center on four acres of land adjacent to the Interisland Maintenance area. This project was constructed on former airport land that was purchased by DOJ.



Highlights

November 1998 A contract was awarded for interior improvements to the International Arrivals Building, Phase I, \$19.9 million. Completed June 2000.

February 1999 Aloha Airlines initiated electronic ticketing for interisland travelers.

May 1999 A contract was awarded for multi-cultural enhancements, \$2.4 million. Completed March 2003.

1999 Kitty Hawk Cargo, Inc. purchased the American International Cargo facilities at HNL.

1999 An Air France Concorde Aircraft landed at Kona Airport on an around the world flight and later landed at HNL on a second trans-world flight.

1999 Philippine Airlines resumed flights to HNL after a one year suspension due to a strike.

1999 This was the year of concern for Y2K, the worry over whether embedded computer chips would recognize the year 2000 or would just shut everything down. A considerable consultant effort was expended to check and replace computer microchips where necessary but year 2000 came without any loss of operational capability.

1999-2000

The State acquired 757 acres of surplus land at Barbers Point Naval Air Station as Kalaeloa Airport on July 1, 1999. Kalaeloa will be used by general aviation aircraft to practice pilot training, formerly done at Ford Island and Honolulu International, with up to 13,000 operations per month. It will continue to serve as an alternate airport for the many commercial air carriers serving Hawaii. In addition, the new airport will support disaster relief and civil defense operations.

On July 1, 1999, operations at Ford Island shut down in tandem with the opening of Kalaeloa for general aviation.

In Calendar Year 1999, Honolulu International was the 21st busiest airport in the United States and 36th in the world.

The modifications to the International Arrivals Building were dedicated in July 2000. This project improved the baggage claim area, rest rooms, air conditioning, lighting, and provided a *Hawaiian Sense of Place* to the facility.

Work started on the Manuwai Canal Culvert Extension in February 2000. This project will provide additional ramp space on the interisland portion of the airport.



Highlights

July 16, 1999 A groundbreaking ceremony was held for the Multi Cultural Improvements project.

January 2000 A contract was awarded for a new restroom facility in the Taxi Staging Area, \$373,000. Completed September 2000.

February 2000 A contract was awarded for the Manuwai Canal Culvert Extension, \$7.8 million. Completed December 2001.

February 14, 2000 Aloha Airlines initiated flight service from Honolulu to Oakland, California with new B737-700 aircraft which carried 124 passengers and became a milestone in the extended twin-engine operations category.

February 19, 2000 Aloha Airlines initiated flight service between Honolulu and Midway.

2000 Harlequin Air Corporation initiated charter flights from Japan to HNL.

2000 Canadian Airlines filed for bankruptcy protection in Honolulu.

2000 Kitty Hawk, Inc. discontinued air cargo service to Honolulu to be replaced by Pacific Air Cargo.

2000 Continental Air Micronesia acquired new B737-700 aircraft to replace B727 aircraft on the Micronesia-Guam-Saipan-Tokyo and Taiwan routes.

2000 United Airlines opened a new \$4.5 million reservations center at HNL.

2000 Polynesian Airlines resumed its two weekly flights between Honolulu and Apia, Western Samoa.

2000 There was a transfer of 329 acres of land containing parts of Runway 8L, Taxiways A, B and RB and the runway protection zone from the General Services Administration through the FAA to the State of Hawaii. Hickam AFB had declared the land surplus and the State acquired it at no cost. The Airports Division will maintain it for aeronautical purposes. This acquisition gives HNL total control and responsibility for all four runways and all taxiways except those on Hickam AFB. This acquisition was the result of seven years of negotiation with the Air Force.

June 2001 Hawaiian Airlines announced a plan to acquire 13 B717-200 aircraft to replace the DC-9-50s and started a San Diego to Honolulu daily flight.

Opposite: Locally created art by Hawaiian artisans gives the airport a *Hawaiian Sense of Place*.

Below left: A K-9 Detection dog sniffs bags for explosives.

Below: A Department of Agriculture beagle checks for prohibited agriculture products in a passenger's bag.



2000-2001

The K-9 Explosive Detection Unit at Honolulu International Airport completed an intensive recertification evaluation by the Federal Aviation Administration. All six K-9 teams passed with the best results of all FAA K-9 evaluations accomplished in the U. S. during the inspection cycle.

Work continues on the Manuwai Canal Culvert Extension. When completed, the \$7.8 million project will provide additional ramp space on the interisland portion of the airport.

Construction to improve the Central Concourse started in November 2000. Work included improvements to the restrooms and stairwells in the Central Garden Area and installation of automatic sliding doors at the entrance to the Central Concourse.

In Calendar Year 2000, Honolulu International was 23rd busiest airport in the United States and 39th in the world.

Highlights

July 20, 2000 A dedication was held for modifications to the International Arrivals Building.

August 2000 A contract was awarded for installation of three electronic signs on the Airport Roadway, \$335,813. Completed November 2000.

October 2000 A contract was awarded for improvements to ARFF Station, Phase II, \$1.7 million. Completed April 2001.



October 2000 A contract was awarded for installation of doors and windows and refurbishing of restrooms, Central Concourse, \$2 million. Completed December 2001.

February 2001 A contract was awarded for glass canopies for cover fronting the Ticket Lobby, \$5.3 million. Completed April 2004.

February 14, 2001 Aloha Airlines inaugurated service between Honolulu and Las Vegas.

March 2001 A contract was awarded for improvements to the Overseas Terminal, \$4.5 million. Completed February 2003.

April 9, 2001 Aloha Airlines inaugurated service between Honolulu and Kwajalein.

May 2001 A contract was awarded for LAHSO Lights to allow simultaneous runway operations, \$387,000. Completed March 2002.

May 1, 2001 Aloha Airlines inaugurated service between Honolulu and Orange County, California.

June 15, 2001 Hawaiian Airlines inaugurated service between Honolulu and San Diego.

2001 Hawaiian Airlines leased B767-300ER aircraft to replace the DC-10s for overseas flights.

2001 Air Canada assumed the routes of Canadian Airlines which went out of business and increased capacity on its Vancouver-Honolulu-Sydney route by providing an Airbus A340 aircraft with 284 seats.

2001 American Airlines completed its absorption of Trans-World Airlines.



Opposite: Japanese Garden offers travelers a place of quiet between flights.

Left: Holding room in the Diamond Head Concourse.

Top: Ticket Lobby.

Above: Porter puts bags through agriculture inspection.

2001-2002

The tragic events of September 11, 2001 when three airplanes were hijacked and crashed in unprecedented terrorist activity, changed commercial aviation forever. Hawaii learned of the terrorist attacks on New York and Washington, D.C. in the early morning hours of September 11.

As a result of the terrorist attack, the Federal Aviation Administration shut down the nation's commercial aviation system for three days. Aircraft were received at the airport and grounded for three days while the federal government checked for threats and organized to respond to further attacks.

The aviation system was then incrementally restored as airports and air carriers complied with new safety and security requirements. The heightened passenger security screening process increased safety but created some delays for passengers.

When flights resumed, Air National Guard aircraft were on patrol and the Coast Guard was checking the waters adjacent to Honolulu International Airport.

By the following month, Japan Airlines had cut 32 percent of its flights; Hawaiian Airlines cut 35 of 158 daily interisland flights and 22 of 120 weekly trans-Pacific flights. Aloha Airlines cut a similar number of interisland flights. All Nippon Airways ended its Honolulu flights and Northwest Airlines closed its Honolulu pilot base. The year 2002 started out with a continued drop in passengers, particularly from Japan but some airlines were trying new initiatives.

On November 23, 2001, President Bush signed the Airport Safety and Security Act which provided assistance to airlines, established the Transportation Security Administration and allowed Hawaiian and Aloha Airlines a temporary anti-trust exemption to coordinate operations, schedules and security requirements.

The terrorist attacks had a major financial impact on the aviation industry. Prior to September 11, 2001, the airline industry was already in a financial downturn due to over expansion, decreased business travel and higher labor costs. The losses related to September 11 accelerated an already deteriorating financial condition for the airlines.

To assist the airlines economically, the State waived all landing fees for six and a half months.

The changes in the airport retail industry following September 11 required the airport to operate under a new economic reality in which concession fees moved away from minimum annual guarantees toward percentage rents in which the airport and the concessions share in the risks and rewards.

For the in-bound (duty free) concession, the projected reduction in revenue had a direct impact on the airport's financial situation. The airport had to use cash reserves to meet the revenue shortfalls. As cash reserves also fund a major portion of the Capital Improvement Program, a reassessment of projects and priorities was required.

Passenger traffic at Honolulu International suffered a 13.4 percent decrease in FY 2003.

When the Transportation Security Administration (TSA) took over airport security for passenger screening and for checked baggage screening, TSA hired about 1,000 people statewide. This resulted in the retirement/resignation of many experienced managers from the airport who transferred to new positions with TSA.

Below: An Air Canada jet at the Diamond Head Concourse.

Bottom: Passengers await flights.

Opposite: A Hawaiian Air jet is ready for loading at the Ewa Concourse.





Highlights

November 2001 A contract was awarded for improvements to public toilet and custodial support facilities, Phase I, \$3.4 million. Completed July 2003.

December 2001 Work on the Manuwai Canal Culvert Extension was completed. This \$7.8 million project provided additional ramp space on the interisland portion of the airport.

January 2002 A contract was awarded for construction of a perimeter road on the East end of the Airport, \$5.5 million. Completed January 2003.

January 2002 The FAA moved their facilities from Diamond Head to HNL after completion of a \$56 million Honolulu Control Tower.

February 2, 2002 United Airlines inaugurated service to Denver.

February 15, 2002 Continental Airlines inaugurated service between Honolulu and Houston

March 2002 Land and Hold Short Operations (LAHSO) in-pavement runway lights were completed. By allowing simultaneous operations on Runways 8L and Runways 4L/4R, airfield operation capacity was increased during Kona winds.

April 2002 A contract was awarded for strengthening and improving the 3rd level Overseas Terminal roadway, \$13.8 million. Completed March 2004.

April 2002 A contract was awarded for installation of way finding signs, \$1.5 million. Completed October 2002.

April 1, 2002 The airport landing fee waiver ended on April 1, 2002.

March 2002 A good deal of effort was put forth by the Airports Division to provide baseline data for the U.S. Department of Justice for the Aloha-Hawaiian merger and Legislative hearings were held. By March of 2002 the merger effort was dead.

2002 Continental Airlines launched a second daily service between Honolulu and Houston.

2002 United Airlines added a connection to Honolulu from Denver, brought back two red-eye flights to the Mainland West Coast and dabbled in discount fares.

146

Below: A newly renovated shopping area appeals to travelers.

Opposite top: Baggage loading carts await a flight arrival.

Opposite left: The FAA's Honolulu Control Facility.

Opposite right: Bags are delivered to the airport for group tour travelers.



2002 Japan Airlines increased its daily flights from Tokyo from two to three daily.

2002 Aloha Airlines began service from Burbank, California and from Vancouver to Honolulu.

2002 Hawaiian Airlines started daily service between Honolulu and Phoenix.

2002 Total passengers at HNL slipped two percent from 2001 to 19.75 million in 2002. This was 18.8 percent below the peak year of 1996. Forty-four percent of this drop was in international passengers but the remainder was interisland passengers due to major reductions in flights by Aloha and Hawaiian Airlines.

2002-2003

Globally the air transportation industry was still facing challenges in the aftermath of the September 11, 2001 terrorist attacks, which fundamentally altered the economic structure of airports. Like many airport operators across the nation, the airport was working to manage the uncertain economic conditions.

The November 19, 2001 enactment of the Aviation and Transportation Security Act established the Trans-



portation Security Administration (TSA). TSA now oversees all transportation security including airport security check-point screening, previously managed by the airlines. As with many airports, heightened passenger security screening requirements have created long lines and extended delays for passengers. The airport continues to work with the TSA and other agencies to minimize inconvenience to the traveling public.

The airport continued to cope with new TSA security procedures. Passenger screening lanes were added and improved. Baggage inspection equipment was added with additional electrical circuits. The airport assisted TSA in meeting its passenger screening standards and 100 percent screening of checked baggage requirements.

Decreases in passenger traffic were attributed to global events such as the war with Iraq, the consolidation of inter-island flights by Aloha and Hawaiian Airlines and the outbreak of Severe Acute Respiratory Syndrome (SARS) in Asia. International passenger travel from Asia decreased dramatically because of the war and SARS. Honolulu handled 19 million passengers in FY 2003.

Significant projects at HNL included the Overseas Terminal Improvements, Phase II, and the Electrical System upgrade for TSA. Work continued on other projects.

Highlights

October 1, 2002 A ceremony was held for the federalization of checkpoints.

October 11, 2002 Hawaiian Airlines inaugurated service between Honolulu and Phoenix.

November 1, 2002 Aloha Airlines inaugurated service between Honolulu and Vancouver.

November 2002 A contract was awarded for Ticket Lobby Canopies, \$4.86 million. Completed April 2004.

December 9, 2002 Aloha Airlines inaugurated service between Honolulu and Roratonga.

May 2003 A contract was awarded for improvements to the Overseas Terminal, Phase II, \$12.2 million. Completed December 2004.

January 8, 2003 Hawaii Airlines inaugurated service between Honolulu and Las Vegas.

February 27, 2003 Hawaiian Airlines had its last DC 10 flight.

March 30, 2003 United Airlines inaugurated service between Honolulu and Kansai, Japan.

Below: Jets line up for mid-day flights to the Mainland.

Bottom left: International travelers await immigration processing.

Bottom right: Passengers clear security at new Checkpoint 3.

Opposite: Dusk falls on HNL.





2003-2004

Security issues remained a primary concern. TSA and the airport were planning the reconfiguration of the passenger screening checkpoints. In April 2004, TSA approved the layout of six permanent lanes at Security Checkpoint 3, which is currently under construction. The new Security Checkpoint is scheduled for completion in FY 2005 and will create a more efficient security screening area for travelers. There were also plans to reconfigure the baggage screening area in the ticket lobbies to meet new security requirements.

To encourage more direct flights from Honolulu, the airport implemented an Air Carrier Service Incentive Program in FY 2004 to attract new non-stop flight service to and from Honolulu International. The incentive program, which granted landing fee credits, provided airline carriers an opportunity to promote Hawaii as a more profitable destination. Delta Airlines, Inc. added flights from Cincinnati to Honolulu and Atlanta to Honolulu. China Airlines, Ltd. added flights from Taipei to Honolulu.

The airlines continued to reduce costs by utilizing lighter, more fuel efficient aircraft and reducing the frequency of flights to increase passenger load factors. As a result, landing fees, net of aviation fuel tax credits, decreased by \$1.1 million or 3.1 percent compared to FY 2003.

Below: The Interisland Terminal Complex includes a seven-story building with arrivals on the ground level, departures on the second level, the intra-airport transportation system on the third level, parking on the third through seventh levels, and the Airports Division offices on the seventh level.

