

The financial results for FY 2004 were significantly affected by a decrease in concession revenue and interest income and the continued impact from the events of September 11, 2001. Concession revenues decreased by \$17.1 million primarily due to the withdrawal and settlement agreement with the DFS Group L.P. which lowered the minimal annual guarantee rent.

Due to the reduced revenues, the airport was required to operate within financial constraints. The events of 9/11 had a significant adverse impact on security and insurance costs. Post 9/11 costs for security and insurance increased by an average of \$10.8 million and \$1.7 million per year, respectively.

Honolulu International had an annual passenger count of 18.8 million. Aircraft operations were lower due to Aloha and Hawaiian Airlines significantly reducing interisland flights and carriers from Japan reducing flight schedules. Landed weights also decreased as some airlines phased out heavier aircraft (such as DC-10s and 747s) and replaced them with smaller aircraft including Boeing 767-300s.

Work was completed on the strengthening of the Wiki Wiki bus infrastructure and on improvements to public restrooms in the main terminal and concourses. Construction was on-going for the Phase II improvements to the Overseas Terminal. This project renovates the terminal by improving high profile concession spaces and creating a new security checkpoint.

Highlights

July 17, 2003 CI resumed service between Honolulu and Taipei.

August 1, 2003 Delta Airlines resumed service between Honolulu and Atlanta.

September 25, 2003 A ceremony was held to unveil a new PATA Plaque.

October 2003 A contract was awarded for construction of Overseas Terminal Improvements, Phase II, \$12.13 million. Completed November 2005.

October 2003 A contract was awarded for Architectural Barrier Removal, Phase III, \$870,000. Completed June 2005.

November 1, 2003 Delta Airlines inaugurated service between Honolulu and Cincinnati.

December 13-14, 2003 A ceremony was held celebrating 100 Years of Powered Flight.

December 16, 2003 Aloha Airlines inaugurated service between Honolulu and Pago Pago.

February 2, 2004 Japan Airlines celebrated its 50th Anniversary and welcomed an excursion flight.

February 13-14, 2004 HNL handled the world's largest aircraft, the Antonov 225, *Mryia*, which flew two sorties to ferry large German generators which had arrived from China by sea to Milwaukee, WI. There is only one A225 in operation in the world. Only two were ever built. It has 6 jet turbofan engines, can fly a maximum gross takeoff weight of 1.3 million pounds and is significantly larger than the new Airbus A380.

February 20, 2004 ATA inaugurated service between Honolulu and Seattle.

February 26, 2004 Hawaiian Airlines inaugurated the Governor's In-Flight Video.

March 1, 2004 United Airlines inaugurated the Governor's In-Flight Video.

April 1, 2004 American Airlines inaugurated the Governor's In-Flight Video.

April 30, 2004 HNL's ARFF units helped the Honolulu Fire Department fight a large tire fire on Sand Island Access Road. Yankee 12's foam capability was key to controlling the blaze.

June 2004 A contract was awarded for Architectural Barrier Removal, Phase II, \$7.49 million. Completed May 2005.

2004 Four additional security inspection lanes were provided in the Interisland Terminal.

2004 The Ukrainian Antonov 225, the world's largest aircraft with a gross maximum takeoff weight of 1.3 million pounds landed twice at HNL to carry oversize cargo to the mainland USA.

June 25, 2004 Harmony Airlines initiated daily service from Vancouver to Honolulu and to Maui.

2004 Delta Airlines added service to and from Cincinnati and Atlanta.

2004 China Airlines reinitiated flights from Taipei.

2004 Hawaiian Airlines added several flights to the mainland and Sydney by B767-300.



Top: Agriculture inspectors check flowers that are being air shipped.
Above: Federal Express runs its mail/cargo operations from the South Ramp.

2004-2005

Security issues remained a primary concern. Checkpoint 3, a new centralized six-lane passenger security checkpoint opened in December 2004. There were plans to reconfigure the baggage screening at Honolulu International. The baggage screening equipment currently located in the ticket lobbies will be relocated and integrated with the conveyor systems. This will relieve the congestion in the ticket lobby and minimize passenger wait time. Plans were also being finalized to replace the older security access control and closed circuit television (CCTV) system.

Effective October 1, 2004 the FAA granted authority to the airport to impose and collect passenger facility charges (PFC) at Honolulu International. The PFC revenue will be utilized for FAA approved projects which must be implemented by July 16, 2006.

Work began on the strengthening of the Diamond Head Concourse Wiki Wiki bus infrastructure.

The Overseas Terminal Improvements, Phase II, project was completed. The project renovated the terminal by moving the in-bond concession and significant portions of the retail and food and beverage concessions. The project also created Security Checkpoint 3 to ease congestion.

The project to renovate and rebuild the first and second level roadway was completed, including installation of improved roadway lighting, traffic signals and traffic patterns. In an effort to achieve full compliance with the Americans With Disabilities Act, the architectural barrier removal project covering the Overseas Terminal and the three concourses was completed. These improvements provided increased accessibility for the disabled.

Highlights

August 3, 2004 A grand opening and blessing was held for the Japan Airlines Sakura Lounge.

November 6, 2004 North American Airlines held its inaugural flight between Honolulu and Oakland.

December 1, 2004 A blessing ceremony was held for the new DFS Store at Checkpoint 3.

December 20, 2004 Continental Airlines inaugurated service between Honolulu and Nagoya, Japan.

January 2005 A contract was awarded for improvements to the 1st and 2nd Level Roadway, \$2.28 million. Completed July 2005.

January 2005 HNL received three new 1,500 gallon Oshkosh Aircraft Rescue and Fire Fighting Trucks.

June 25, 2005 Eva Air initiated service between HNL and Taipei.

2005 Air traffic to HNL increased to 20.1 million passengers, including 2.14 million international arrivals, 498,000 tons of cargo and mail, and 330,506 air operations. Revenue at HNL was \$170 million with operating costs at \$86.6 million

2005 Three new aircraft rescue and firefighting trucks were received and put into service.

2005 America West /US Air initiated service to Honolulu and Maui from Phoenix.

2005 Seven inspection booths were added to the immigration floor of the International Arrivals Building which increased the capacity back to 2,800 passengers per hour and decreased waiting times which had increased after 9/11/2001 due to increased security measures.

2005 Airline productivity increased at HNL and several airlines were ready to emerge from bankruptcy.

Below: A passenger uses a self-serve kiosk to check in.

Bottom: A passenger checks her email while waiting for her flight.

Opposite: Roadway signage was modified to assist travelers finding their check-in gates.





All Other Air
Rental Car Return

Check-in
5

YIELD



2005-2006

The Transportation Security Administration (TSA) and the Airport continued their partnership to improve the passenger checkpoint and baggage screening process without adversely impacting passenger flows. There were plans to reconfigure the baggage screening at additional ticket lobbies.

The baggage screening equipment currently located in the ticket lobbies will be relocated behind the walls and integrated with the conveyor systems. This will relieve the congestion in the ticket lobbies and the baggage screening portion of the check-in process will appear seamless to the passengers.

Honolulu International Airport continued to be the State's busiest airport with a passenger traffic count of 20,072,782 a slight increase of 0.9 percent in FY 2006 compared to FY 2005.

Construction began on the Explosive Detection System Integration, Phase I project. This project will relocate the TSA baggage screening from ticket lobbies 1, 2 and 3 to other areas. Work is on-going on the strengthening of the 3rd level Diamond Head concourse Wiki Wiki bus infrastructure.

On March 25, 2006, Governor Linda Lingle unveiled a comprehensive plan to upgrade major airports on Oahu, Maui, Kauai and the Big Island. The \$2.3 billion, 12-year Airports Modernization Plan was developed in conjunction with the Airlines Committee of Hawaii and other airport and visitor industry partners. This modernization plan was designed to meet diverse needs – from security to convenience to efficiency – and to do so with the Aloha that our visitors and residents expect and deserve.

The plan involves implementing short-term projects within the next five years to improve passenger service and increase security and operational efficiencies. These include upgrades to the passenger terminals, ticket counters, baggage screening operations, runways and airport aprons, airport infrastructure such as air conditioning, restroom facilities, elevators, escalators, electrical systems, drains and sprinkler systems. In addition, the plan incorporates improvements to comply with federal regulations on storm water systems, runway safety, perimeter security and crash fire safety.

Long-term improvement projects include increasing the airports' capacity and enhancing convenience and efficiency. These projects include constructing additional gates, ramp space and passenger loading bridges, increasing holding room capacity, and expanding public parking facilities. The proposed upgrades will be paid for entirely by airport fees and federal funds, and will not utilize any State General Funds.

Highlights

- August 15, 2005** A contract was awarded for improvements to the walkway at Gates 19 and 23, \$146,000.
- August 25, 2005** A contract was awarded to reconstruct and rehabilitate South Ramp Areas, Taxiways and Tax Lanes, Phase I, \$2,082,439.80.
- August 30, 2005** A contract was awarded for replacement of passenger loading bridges, Phase I, \$4,979,938.
- September 1, 2005** A contract was awarded for roadway lighting improvements, \$439,700.
- September 9, 2005** A contract was awarded to upgrade the electrical system, \$4,910,459.
- September 22, 2005** A contract was awarded for the 3rd Level Diamond Head Roadway Strengthening, \$7,927,218.
- September 29, 2005** Hawaiian Airlines inaugurated service between Honolulu and San Jose, California.
- October 10, 2005** A contract was awarded to repair Taxiway A pavement, Phase I, \$3,490,791.
- October 18, 2005** A contract was awarded for roof and drainage improvements of the Overseas Terminal, \$5,857,938.
- November 21, 2005** A contract was awarded for Wash Water Containment, \$5,144,675.
- November 22, 2005** A contract was awarded for re-roofing at Gates 33/34, \$779,200.
- November 22, 2005** A contract was awarded for sign directories, \$702,814.65.
- December 9, 2005** West Jet inaugurated service between Honolulu and Vancouver.
- December 16, 2006** US Air/American West inaugurated service between Honolulu and Phoenix.

January 13, 2006 A groundbreaking ceremony was held for the ASAP Cargo Building.

February 2, 2006 A contract was awarded for pavements repairs to Taxiways C, F and RB, \$4,296,200.

February 10, 2006 A contract was awarded for airfield lights and sign replacement, \$3,165,000.

March 30, 2006 A contract was awarded for EDS integration improvements, Phase I, \$15,172,878.

April 18, 2006 A contract was awarded for Environmental Compliance Measures, \$998,503.

April 24, 2006 A contract was awarded for the Diamond Head Chiller Plant, \$11,243,315.

April 24, 2006 A contract was awarded for a Common Chilled Water Loop, \$9,727,600.

May 18, 2006 A contract was awarded for FIDS and PA System Upgrades, \$9,239,547.

July 26, 2006 Aloha Airlines celebrated its 60th anniversary.

October 15, 2006 A 10.5 hour power outage on the island of Oahu resulted from a 6.7 earthquake near North Kohala, Hawaii. The airport remained open.

October 25, 2006 A dedication ceremony was held for new PATA Plaques.

November 20-21, 2006 Air Force One arrived and departed from HNL with President George W. Bush.

December 27, 2006 Jet Star held its inaugural flight between Honolulu and Sydney, Australia.

2006 HNL coped with the Navy's SBX Radar Ship which was being readied offshore and in Pearl Harbor for deployment to Adak, Alaska. Because of the 200-foot height of the radar dome the airport's east-west runways had to be closed as the ship came in or out of the Pearl Harbor Channel. The same thing happens when a large aircraft carrier comes in.

2006 Eight C-17 Cargo Aircraft were assigned to Hickam AFB to be used by both the Hawaii Air National Guard and the USAF.

2006 The Transportation Security Administration of the U.S. Department of Homeland Safety presented its Industry Partner Award to the Governor and members of HNL staff for helping provide "World Class Security, Delivered with Aloha."

March 21, 2007 Honolulu International Airport celebrated its 80th anniversary.

2007 HNL launched an historic aviation website: <http://hawaii.gov/hawaiiaviation> which features photos and articles about Hawaii's illustrious aviation history and the pioneers who made it possible.

Opposite top: Clear domes provide shelter at the main terminal for departing passengers.

Opposite center: Aloha Airlines passenger holdroom in the Interisland Terminal.

Opposite bottom: The C. B. Lansing Garden in the Interisland Terminal commemorates the late flight attendant.

Below: Go! airlines at the Commuter Terminal.

Bottom: International baggage claim.



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Appendix



Rodgers Tells How Plane Came Down - Big Ship Glided to Sea with Both Motors Dead; Hardships Told

On August 31, 1925 at 2:55 p.m., Commander John Rodgers and his crew left San Pablo Bay, San Francisco in Navy PN-9 No. 1 to attempt the first flight across the Pacific Ocean from the Mainland U.S. to Hawaii. The plane was forced to land in the ocean at 4:15 p.m. September 1 after running out of fuel about 365 miles from Oahu. After three days of waiting to be picked up, the heroic crew crafted sails from the wings of the plane and sailed toward Hawaii. Their food supply was exhausted after the third day and their water ran out on the sixth day at sea. On the tenth day, they spotted Kauai. Ten miles off shore they encountered a submarine which towed them safely into Nawiliwili Harbor.

The PN-9 No. 1 is ready for take off.

Honolulu Star Bulletin
September 11, 1925

LIHUE, KAUAI, Sept. 11—Commander John Rodgers awoke at 8:40 a.m. this morning very much refreshed and asked for his breakfast. It was not long before the others awoke and were fed milk, coffee, fresh fruit, cereals and eggs and toast.

The crew of the ill-fated plane was furnished with new linen and dungarees by officers of the *Melville*.

A brief physical examination showed the fliers in good shape, barring the effects of exhaustion.

"How are they?" newspapermen asked Comdr. Brown.

"Well, they all need a shave," he replied.



Comdr. Rodgers is being deluged with congratulatory radiograms, including one from his mother, which he read first.

Officers of the *Melville* were working this morning to determine the exact condition of the plane. It is expected that the *Tanager*, which arrived last night, will either tow the plane or hoist it on board to get it to Pearl Harbor.

It was decided in a conference of air service officers that the *Pelican*, now en route to Kauai, will tow the PN-9 No. 1 plane back to Pearl Harbor with the *Tanager* accompanying.

Comdr. Rodgers and the four other aviators of the plane may go to Honolulu aboard the destroyer tender *Melville* today.

The examination of Rodgers' plane by officers of the Pearl Harbor air station revealed absolutely no damage to the fuselage from the battering of the waves.

The crew removed a portion of the engine on the right side to lighten the craft.

Officers are awaiting the arrival of two planes from Pearl Harbor to determine what to do with Rodgers' ship.

The normal drift in the current in which Comdr. Rodgers floated was about one knot. It is estimated that the improvised sail increased the plane's drift by one-third.

The distance the plane drifted was about 300 miles.

One flyer jokingly said that Rodgers deliberately steered for Kauai instead of Oahu because he had so many friends on Kauai.

"It is said that Admiral John A. Rodgers, the father of Commander Rodgers, was once lost for a considerable period while on a polar expedition; which circumstance it is held, accounts for the fact that Rodgers took a small water still as part of the equipment of the plane.

Sickened by Tinned Meats

The fliers had some rations, including hard tack and tinned meats but appeared to lose their desire to eat during their days adrift. During the last two days they had attempted to eat the canned corned beef but were unable to retain it on their stomachs.

They did not seem to notice the lack of food as much



The PN-9 arrives at Pearl Harbor.

as the lack of water. They had only a small quantity of tobacco aboard and this was carefully preserved and rationed.

Refusing to leave their plane until it was safely anchored in Hawaiian waters, Commander John Rodgers and his four companions came ashore at Niunalu near Nawiliwili at 8:30 o'clock last night and this morning are sleeping at the Lihue hotel, tired but in good health despite nine perilous days afloat in a seaplane.

Bearded, weather-beaten and slightly emaciated because of a lack of food, the fliers came ashore unassisted, talking modestly regarding the exploit and calling

for food and sleep.

After eating a dinner at the Lihue hotel consisting mainly of soft boiled eggs, the fliers went immediately to sleep under the doctor's orders, leaving word not to be disturbed until they were ready to arise.

The submarine R-4 picked up the fliers at 4:30 o'clock yesterday afternoon about 15 miles off Nawiliwili. At the time it was picked up the seaplane was making about two knots an hour by means of the drift and crude sails fashioned from the lower part of the wing. The plane was towed into Nawiliwili harbor, but broke loose and went adrift.

Refused to Leave Plane

Rodgers and his companions were urged to abandon the plane and go aboard the submarine, but Rodgers and the others declared that they would not leave the plane until it was safely anchored in Hawaiian waters. Commander Rodgers and the others anchored the plane themselves and delayed going ashore until everything was ship-shape and the plane in no danger of breaking loose.

The airmen are apparently in excellent physical condition despite the terrible strain and exposure. All are heavily bearded but smiling, declaring themselves glad to

be ashore, but that they had at no time lost faith in the belief that they would ultimately reach land and complete the trans-Pacific journey.

The men declared that the expert navigation by Rodgers was one factor in saving the lives of all of them. They sighted Oahu on Wednesday, but were not able to make a landing due to lack of propulsion and the strength of the lift and wind. They declared that if they had not been sighted yesterday, they would have drifted to Kauai and landed near the mouth of the Waialua River.

Lacked Sailing Directions

They said that the seaplane ran out of gas before reaching the *Aroostook* and expressed the belief that they could have gotten to the *Aroostook* if the plane had received proper sailing directions. With the gas gone, Rodgers succeeded in making a splendid landing in a northerly direction from the *Aroostook*.

From then on it was a case of shift for themselves until picked up. They believed that there was no question but that they would be picked up quickly due to the large number of ships on station and otherwise available.

Upon landing they cut loose the motors and dropped them overboard. It was raining at the time and the men caught and preserved rain water against future need in the event that they were not picked up for some days.

Food Lasted Two Days

Believing that they would be picked up soon, the airmen consumed practically all of their provisions in the first two days, and from then on they were without food except for a small amount of hardtack.

As the days went by and they were not picked up they ate even the crumbs. When picked up by the submarine they were offered food, but the only thing the airmen would eat was canned peaches. At the Lihue hotel last

night they could have had a large dinner, but the airmen preferred only soft boiled eggs and coffee.

All the airmen are declared to be in excellent physical condition. The only mishap of a physical nature occurred during the landing last night when Rodgers injured a finger which may be broken.

The plane apparently is uninjured as a result of the landing. The cutting loose of the motors lightened the craft and the use of the lower portions of the plane for crude sails enabled the airmen to make some headway aided by the nautical drift.

High Praise for Plane and Rodgers

Highest praise for the mechanism of the PN-9 plane and the seamanship of Rodgers was expressed by members of the crew following the landing at Nawiliwili. The shortage of gasoline alone thwarted the success of the flight, they declared, as the engine was working perfectly throughout the entire flight and when the plane was forced to land.

The plane demonstrated its complete seaworthiness after being forced down, members of the crew said, indicating the feasibility of trans-Pacific flying. The plane bucked heavy head winds outside San Francisco bay, necessitating exceptional heavy draughts on their gas supply. Otherwise the crew believed they would have made Pearl Harbor without question. They said that they saw every vessel along the course of the flight, but were forced to land north of the one they sought.

Rodgers was praised for his ability as a navigating officer. Members of the crew say that he alone was responsible for guiding the ill-fated plane after it hit the water to make possible the drift toward Kauai.

Saw Plane 30 Miles Away

There was never any question so far as the crew was concerned, but that they would reach land. They saw planes flying 30 miles away and also merchant vessels.

Flare and rockets were sent up, but failed to attract attention. It was the flares from the plane which the sampan saw Sunday night.

While Rodgers' plane was being towed to the dock in Nawiliwili harbor they ran through a school of mullet and large mullet jumped out of the water and landed in the cockpit. A member of the crew picked it up and said:

"Fish, if you had done that a couple of days ago you



John Rodgers and crew received a royal welcome upon arriving on Kauai.

wouldn't have lasted very long."

Rodgers' prevailing optimism and humor did much to cheer his companions. The navy plane crew say Rodgers told them one, "This is easy, boys. I know a man who floated for 15 days on a log."

Heroic, persistent efforts were made to reestablish wireless communication with the world. With an improvised antenna the aviators were able to learn the news of the search being made for them, and were constantly encouraged by the wireless controversies over the rescue work, until one came saying it was advisable to give up the search.

Tried to Use Wind

Man's first method of getting transportation power from nature—the wind—was resorted to by the naval birdmen and with all the known ingenuity of the modern mechanic. When it was proven beyond doubt that the wind was not sufficiently strong to create power out of the propeller generator, the aviators took the plane engine apart and made a futile but persevering effort to use the engine starter. In all, three different radio hook-ups were tried but none would work.

Particular care was made to husband their supplies of flares and these were used only when they sighted the steamer and seaplanes. The aviators say that the drift was to the south and southwest after they landed on the ocean.

"A hundred more gallons of gas and we would have landed in Pearl Harbor without question on the forenoon we were forced down."

That was the comment of S. R. Pope, aviation pilot on the PN-9, No. 1 as the rescued crew of the ill-fated seaplane was being brought to Pearl Harbor from Kauai on the torpedo boat destroyer *MacDonough*.

"There wasn't as much as a sputter from the engines from the time we cleared the Golden Gate until the last drop of gasoline was gone," said Pope in commenting on the practically successful trans-Pacific flight.

And "she landed pretty as you could ask," he added, "when that last drop was gone."

"It isn't only her wonderful engines," said, Pope, "but when we were forced to the water's surface, she rode the waves like a real ship; which proves the perfection of her design and balance.

Chamber of Commerce of Honolulu 1925 Annual Report

The Chamber of Commerce became actively interested in, and took up in the early part of 1925 the matter of acquiring an air port near Honolulu, which could be used for commercial purposes. A special committee was appointed to try to get favorable action in the form of an appropriation from the legislature, to acquire and improve a site upon which all agreed was ideal for both airplanes and seaplanes, fairly near the city.

The legislature appropriated \$45,000, with, however, the provision that an additional \$20,000 must be raised among the business houses of the city and those interested, before this appropriation could be used. Another special Chamber committee was then appointed to undertake to raise this \$20,000. The task has been an exceptionally difficult one, because the United Welfare Campaign was near at hand, and many other endeavors being made throughout the community to raise funds for various purposes. This special committee, however, worked hard and faithfully, and finally succeeded in securing pledges for the required \$20,000 from approximately 100 business houses and individuals.

A large part of the credit for the initiative of this movement to acquire a commercial air port near Honolulu, the securing of the legislative appropriation of \$45,000, and the raising of the additional \$20,000, belongs to one of our enthusiastic, hard-working members, A. W. Van Valkenburg. Formal recommendations have been made, asking that this air port be named the John Rodgers Air Port.

Chamber of Commerce of Hawaii 1926 Annual Report

The Superintendent of Public Works, who was charged by the last Legislature with the duty of acquiring landing fields, through the splendid cooperation of the Attorney General and his staff, and the Special Committee of the Chamber, has secured for the Territory the land now known as the John Rodgers Airport and Landing Field, consisting of 119 acres of Kula land, situated on the westerly side of Moanalua.

A part of the fund provided by the last Legislature and by popular subscription is available for the improvement work, which it is hoped will be started immediately and that such progress will have been made prior to the convening of the next Session of the Legislature, that an estimate of the amount necessary may be prepared and presented with a request for an appropriation sufficient to complete the improvement on this as well as one airport of each of the other islands.

Fly by Stars When Radio Beam is Lost - Dramatic Story Simply Told by Maitland and Hegenberger

Honolulu Advertiser
January 30, 1927

Not Excited But Glad to be Here. Hop Into Waikiki Surf After Historic Hop From Coast

A great winged monster, somber and fearfully impressive, crashed with a mighty roar through a wall of clouds at Schofield early yesterday, bringing to Hawaii the Magellans of the Pacific—the first men to cross the Pacific—the first men to cross by air, the span of dreary salt water between San Francisco and Hawaii.

"The Lord rode with us—and all was well!" exclaimed two smiling airmen.

Then the diminishing throng galvanized into the wildest applause—staging a welcoming demonstration that bordered on insanity—claimed them as their own and crowned them the newest heroes of the uncharted air lanes.

Guests of City

And today Army Lieut. Lester Maitland, pilot extraordinary, and Lieut. A. F. Hegenberger, navigator incomparable, are Honolulu's honored guests.



They are to be feted and acclaimed and taken into the innermost heart of our community—and that's as it should be.

Although they flew to glory and fame—accomplished what no other humans before them had accomplished—they took their honors lightly and simply. The trip from San Francisco to them, was "merely in the line of duty—and why such noise about it?" they wanted to know.

Just a Job

Did they have any emotions—such as anxiety, or nervousness or a great, pulsing desire to do the trip completely and well, they were asked.

"No emotions whatever," they answered in unison. "It was a job that had to be done—we were assigned to do it—and we would be greatly disappointed if we had failed."

And there you have Maitland and Hegenberger—heroes of the traditional school—men who do things and count their accomplishments as but a matter of the day's routine.

Swim at Waikiki

When they had slept only half of their allotted twelve hours, they left the Royal Hawaiian hotel for a swim at Waikiki. That was at 4 o'clock yesterday afternoon.

"A swim at Waikiki is as good a tonic as sleep," they said—and they plunged into the surf.

Back to the beginning and the end of the flight.

Wheeler Field had just emerged from the darkest night imaginable—a night of swirling clouds and intermittent rains. Great beacon lights and the flare of floods only seemed to heighten the gloom out on the rim of the field. The sky overhead was somber and moody.

Then came dawn—and with the dawn twelve Wheeler Field planes took to the air, with a roar like as many Niagaras tumbling into the Grand Canyon. It was scarcely light enough for the spectators to observe the fleeting planes. Like angry shadows they circled the field—a swarm of vibrant energy and power. Then off to the east—and out of sight.

False Hope

The light quickened. A faint, aluminum etching crept along the cloud rim. Far down the horizon towards Pearl Harbor a speck appeared in the sky. It was alone. It was an airplane. Sharp eyes had detected it—and whispering tongues spread the information. The speck grew. The excitement increased. Two wings instead of one were silhouetted—and the dream of the incoming monoplane was shattered. A navy plane landed on the field. It had come over to inform Wheeler Field officials that the navy was co-operating to its fullest extent in trying to locate the San Francisco fliers.

Crowd Restless

Now the clouds were rimmed with gold. The sun was trying to break through. Another speck appeared—and there was more excitement. Then a second plane from the naval air station had arrived.

Daylight was now in its ascendancy. The time had moved on to 6 a.m. The waiting throng became restless, milled, and spread fan-like away from the field. It was disintegrating—vanishing—diminishing.

Major General Edward M. Lewis, commander of the Hawaii department, U.S.A; Admiral John D. McDonald, commandant of the Fourteenth Naval District, and Governor W. R. Farrington were in the little reception stand, watching the crowds and informally discussing the San Francisco-to-Hawaii flight.

Photographers were hurrying about restlessly, and reporters were scanning the skies, fearful lest a good story might be waning. All were looking to the east or toward Diamond Head.

'There They Come'

There came an exclamation of surprise and wonder.

Somebody had seen the great black one-winged creature sliding through an inky cloud bank hovering over Schofield.

It bore down directly upon the field.

It resolved itself into tangible form.



It was a monoplane.

It was Lieutenant Maitland's and Lieutenant Hegenberger's monoplane.

There was a wild cry of delight. The ship zoomed with a mighty roar down close to the ground, and swept along in majestic triumph before the throng. The occupants waved gaily in reply to the frantic demonstration of welcome. Circling the field and banking beautifully the monoplane settled to the ground and rolled easily down the field. The pilot turned it sharply to the right about one-third of the way down and taxied to within 50 yards of the reception stand.

Tired But Smiling

General Lewis and Lieut. Col. John H. Howard, with staff members, representatives of the Aloha committee and the press and the photographers went out to meet the

machine. The military police held back other would-be greeters.

Both men climbed through a little door and were instantly surrounded. Congratulations were showered upon them, and they replied smilingly, their faces radiating the happiness that was in their hearts. Both looked fatigued, but not necessarily tired out.

"Now that you have done it, I guess you are very happy," said General Lewis to Maitland

A Dream Come True

"It is a dream of the last seven years come to full realization," he replied.

"When the photographers had finished, the reception continued. General Lewis introduced the two fliers to Governor Farrington and his party—and a few appropriate words of welcome were said. They were placed about

them—and the next thing the throng knew they were on their way from the field. But not until the crowd still remaining had voiced its absolute approval of them and of their great feat.

They were escorted to the home of Maj. Henry J. H. Miller, commander of Wheeler field, where each had an orange and a cup of coffee. They met the newspapermen with big smiles—and asked us to talk louder. Their ears were still humming from the constant roar of their motors.

Slightly Off Course

They alternated in telling their story. When it was a question of navigation, Hegenberger replied to questions. For descriptions of the flight, Maitland spoke. Their combined story was briefly, as follows:

"We were off our course slightly when we sighted Kauai

this morning at 6 o'clock. We had come all the way almost exclusively by dead reckoning and celestial observation.

"The Maui radio beacon guided us for awhile—and I think the beacon has tremendous possibilities for the future. But our receiving set went out of commission and we lost the beacon.

Above the Clouds

"During the day we flew at an altitude of 300 feet in order to be below the clouds. We encountered cross winds during the first 500 miles, with much rain.

"When night came we climbed to an altitude of 10,000 feet and above the clouds, so that we could see the stars. The weather up there was fine, but very cold. At 2 a.m. this morning our center motor developed trouble and worried us. We descended through three cloudbanks to an altitude of 4,000 feet and the motor picked up and

started working perfectly again. We rose to 12,000 feet and remained there until we were off Kauai.

Guided by Stars

"The rains coming down were very frequent, and we decided to get above them as much as possible. The ship is so equipped with all facilities for navigation, for determining altitudes and so forth, that one can drive it in the dark as well as in daylight. But the aid of the stars was not ignored—and we sought that aid.

"We finished with 250 gallons of gasoline, sufficient fuel to have taken us 800 miles farther.

"There was never a moment but that we knew where we were. Approaching the islands we knew we were north of our course, but that didn't worry us—and it was no surprise when we picked up a Kauai light just before day-break. The island was covered with clouds and afforded

us one of the most vivid spectacles at sunrise we have ever witnessed.

Hungry, Not Sleepy

"We did not eat anything after we left San Francisco for the simple reason that our sandwiches became misplaced somewhere in the machine, and we concluded they had not been placed aboard. When we got here we were hungry.

"Sleepy? Oh, not much. We were too busy following our course and outwitting the clouds for thoughts of sleep.

"Emotions? None whatever. Our sole aim was to get here—and now that we are here, we are happy.

"We traveled approximately 2500 miles. When we sighted land we had been out just exactly 23 hours. The duration of the flight was 25 hours, 49 minutes and 30 seconds. Our average speed was 115 miles an hour. The Fokker is a marvelous plane, and our monoplane is so constructed that one does not suffer from adverse weather while in it.

Field Looked Good

Asked if they would sail the plane back to San Francisco, Lieutenant Maitland replied:

"We have nothing to say about that."

"How did you feel when you broke through those clouds, saw Wheeler field and the big crowd awaiting you? He was asked.

"Wonderful. Everybody looked good to us."

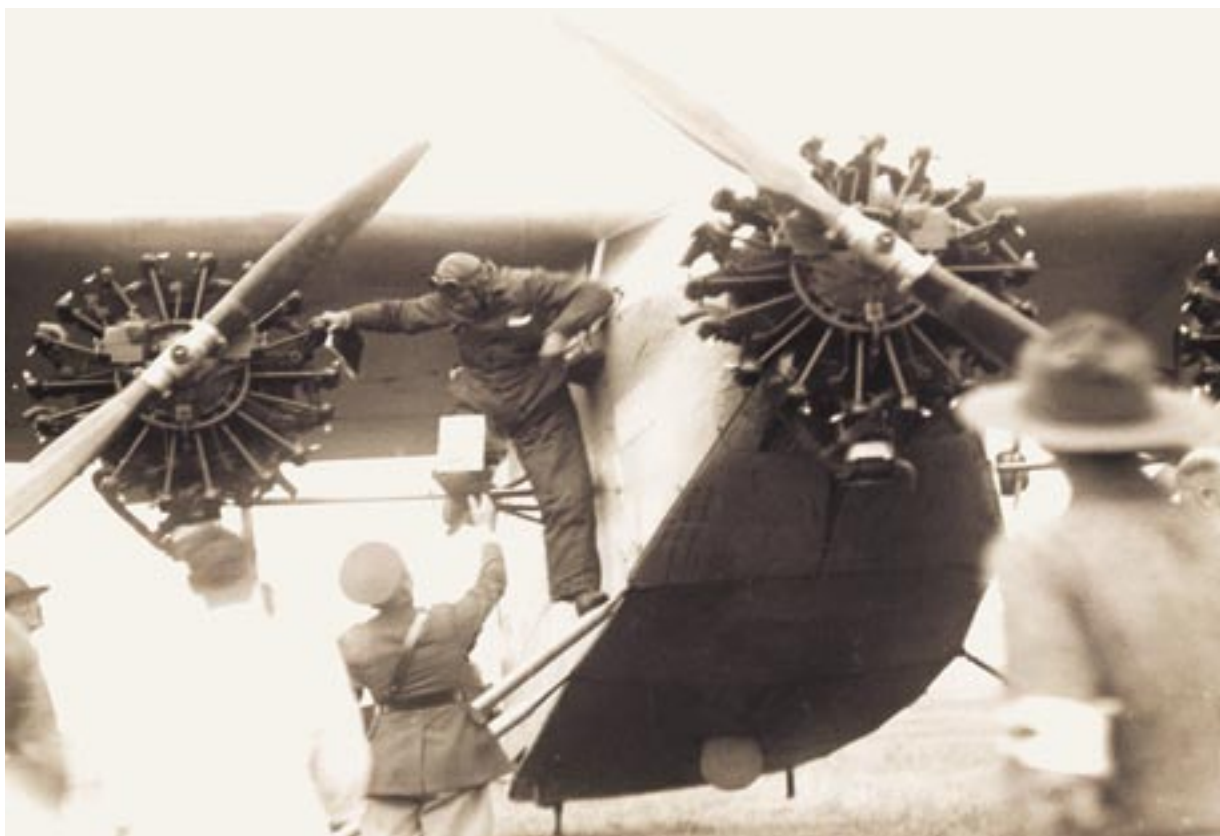
They were escorted to the Royal Hawaiian hotel, where a suite of rooms was provided for them. A flood of cablegrams of congratulations, movie offers, contracts from news syndicates awaited them. Both took turns at answering the many inquiries and replying to congratulatory messages.

Shortly after 6 o'clock they granted another interview to the press, relating the story as originally told by them in Major Miler's house at Schofield.

Now for the Eats

Breakfast was served, consisting of boiled eggs, toast and coffee—with some Hawaiian fruits, butter, etcetera.

Colonel John Howard, who had charge of the plans attending their arrival at Wheeler Field, was present and





gained the second audience for the newspapermen. No man could have been more courteous to the fraternity, or could have assisted us more in covering the details of the preparations for the reception, and the actual arrival, than was Colonel Howard—for which courtesy, all the newspaper men thanked him.

General Lewis was equally as fine as well as generous when he came on the field yesterday morning, as was Major Miller, commander of the field. Every facility was placed at the hands of the press for obtaining and giving to the world a complete report of the historic event.

Quit Beds for Water

After breakfast had been served to the newest air heroes, they retired for a scheduled 12-hour sleep. However, about 3 o'clock yesterday afternoon they decided that surfing at Waikiki was as exhilarating as sleep—in fact, even more of a tonic.

They slipped out upon the sands and were in the water before many people recognized them.

Last night they received calls from close personal friends, both air officers having previously seen service in Hawaii.

General Lewis, in commenting upon the feat accomplished by the two fliers, characterized it as "marvelous",

and "significant from a military standpoint." He was enthusiastic in his congratulations.

Colonel Abraham O. Lott, chief of staff, pointed to the feat as demonstrating what a fleet of such planes might be expected to do in an emergency.

Lieutenant Maitland was born in Wisconsin, February 8, 1898, and he entered the army from Wisconsin. He arrived in the Hawaiian department May 13, 1919 and was assigned to the sixth area squadron at Luke Field. He came here from the Wilbur Wright field, Fairfield, Ohio. He was commissioned first lieutenant July 1, 1920. He left the Hawaiian department May 15, 1921, and was assigned to Bolling Field, Washington, D.C.

Later he was assigned for duty in the office of F. Trubee Davison, assistant secretary of war, aviation section.

Lieutenant Hegenberger was born in Massachusetts, September 30, 1895. He was on duty with the engineering division, McCook Field, Dayton, Ohio, where he was recognized as one of the army's leading experts on compasses and other instruments. Upon arrival in the Hawaiian department on October 1, 1923, he was assigned to the 72nd bombardment squadron at Luke Field. He left this department May 6, 1926, for duty at McCook field, Dayton, Ohio.



Maitland and Hegenberger were honored at the Royal Hawaiian Hotel after their historic flight.

Rodgers Field Dedicated in Simple Rites - Many Attend Services Opening New Port to Aviation

Honolulu Advertiser
March 22, 1927

Rainbow Casts 'Blessed Omen'. Warner Gives Praise to Man Whose Name Honors Field

A magnificent rainbow, Hawaiian symbol for providential approval and blessing, appeared in mid-sky directly over the John Rodgers' airport yesterday when that field was auspiciously and impressively dedicated.

A few minutes before the dedicatory service took place, Governor W. R. Farrington, members of the territorial senate and house, together with others officially attending the event, appeared in the field simultaneously with the sweeping roar of a squadron of army and navy planes as they zoomed low over the same spot.

And in the same twinkling the heavenly rainbow brightened, took on all its traditional colors and hovered above.

Senator Stephen Desha, in offering the dedicatory prayer, referred to the rainbow as "a blessed omen from heaven."

Several Hundred Attend

Several hundred people attended the ceremony. The John Rodgers airport is located near Kalihi basin not far from Moanalua, and it is reached by a road leading off from the Pearl Harbor highway.

Governor Farrington opened the occasion with a reference to aviation and its vital relation to present day civilization, and high praise for Captain John Rodgers as a pioneer in aviation and a friend of Hawaii.

Promptly at 2 o'clock the twelve army and navy planes again swept over the field, causing him to pause for a moment in his address.

Significant

The governor then stressed the significance of the occasion, and referred to the part that aviation will soon be playing in the commercial life of the territory.

Senator Stephen Desha of Hilo offered prayer. He called particular attention to the rainbow overhead.

Clarence H. Cooke, speaker of the house and president of the Honolulu Chapter of the National Aeronautic association of the United States, took charge as master of ceremonies. He spoke briefly outlining the nature of the occasion.

Commander M. B. McComb, of Pearl Harbor, was introduced and he told of John Rodgers' pioneering work in aviation, and his love for that work.

"He had two sweethearts," said Commander McComb. "His first love was the United States navy and his second love was Hawaii."

Large Scope

He predicted that the John Rodgers airport will become an important stopping place, not only for commercial and other aviation in Hawaii, but for ships enroute across the Pacific.

Cooke then presented Edward P. Warner, of Washington, assistant secretary of the navy in charge of aeronau-

tics. His address was filled with feeling and charged with prophecy. He referred to the Rodgers family as a family that had been represented in every major engagement of the United States navy, since the United States became a nation."

"There is a lasting bond of interest between naval men and Honolulu because of the work of John Rodgers," he said. "Rodgers was interested in Hawaii, and naval men were interested in both Rodgers and Hawaii."

Family of Pioneers

"It is natural that he should be among our pioneers. His family was a family of pioneers. And when aviation came into being John Rodgers was a pioneer in aviation. For 15 years he devoted his life to it. And in dedicating this memorial to his name, you dedicate a memorial that will continue his work into greater fields of accomplishment. Commercial aviation is upon you, and this field will do its part in further developing it.

"There is something very appropriate in this day, the 21st of March. It signifies the passing of winter into summer, the receding of the longest night into the longest day, of passing out of darkness into light.

"Carrying the simile forward, we are over the crest of the hill in aviation and we now have confidence in our future.

"We hereby pledge ourselves to carry on the work where John Rodgers left off—to go on to greater triumphs—to the ultimate goal which shall be the perfect goal of success."

Memorial Unveiled

The gathering then went forward to a veiled object, and when Mrs. W. R. Farrington pulled aside the American flag, a marble memorial to John Rodgers was revealed.

"Buster" McComb was placed upon the memorial where he opened a cage containing several carrier pigeons. The birds fluttered forth, circled and darted off with their messages, one from the governor of the territory to the commandant of the fourteenth naval district, one from Secretary Warner to Admiral McDonald, and one



The marble memorial to John Rodgers was moved to the new Terminal when it opened and now resides in the Hawaiian Garden.



from Maj. Gen. E. M. Lewis to Admiral McDonald.

The governor's message was: "Greetings from Hawaii. Aloha."

From Secretary Warner was the following: "This brings word of the opening of a new opportunity in a new country in the interest of flying."

General Lewis' said: "salutations from the army to the navy sent by the original air service. May our future air service rival it."

Lei Placed

A. W. Van Valkenburg, Honolulu aviation enthusiast who arranged the dedicatory program, then placed a lei about the Rodgers' tablet.

Above: The John Rodgers Airport in 1929, two years after its dedication.

Among those attending were Secretary Raymond C. Brown of Hawaii; President Robert W. Shingle of the senate; Clarence H. Cooke, speaker of the house; Walter F. Dillingham, Maj. Gen. E. M. Lewis, Admiral John D. McDonald, Delegate-elect Victor Houston, senators, representatives, leading business men of Honolulu, their wives, and daughters, and army and navy officers.

When the unveiling ceremony had been finished, and the crowd had retired from the field, Commander McComb tuned up his airship, maneuvered slightly and then took off for Pearl Harbor.

Smith And Bronte Reach Oahu In Safety After Narrow Escape at Sea And Plane Crash on Molokai. Landing on Molokai Is 'A Miracle'

First Civilians to Fly Between California and Hawaii

Honolulu Star Bulletin
July 16, 1927

By Edmund Buckley

Kiawenui, a desolate, rocky stretch along the southeast coast of Molokai, aptly taking its name from the deep covering of kiawe trees that bristles on beach and hills, has been added to Hawaii's famous spots—and the kiawe tree has become a famous species in the minds of Ernest Smith, pilot, and Emory Bronte Jr., navigator.

It was on this lonely stretch, about two miles east of Kamalo landing that Smith, running out of gasoline, in a last desperate effort to bring his silver monoplane City of Oakland to Oahu from the Pacific coast, was forced to land.

And it was the thick, thorn-encrusted limbs of a kiawe that extended Hawaii's initial welcome to the daring birdmen.

Cheering thousands watched the Travelair monoplane take off from the Oakland airport at 10:40 a.m. Pacific time, Thursday. Startled mynah birds and a terrified flock of quail constituted the reception committee for Hawaii 24 hours later.



Landing a Miracle

Smith's landing without injury to himself or his navigator was nothing short of miraculous. The flier had evidently been heading north along the west coast of the Lonely Island when the last sputter of his powerful engine informed him that at last the end, expected for the past four hours, had arrived.

He turned the plane sharply toward the coast and brought it crashing down on a narrow strip of tree covered beach, between the road and the sea.

Smith explained that if he had landed in the shallow water along the beach the plane would have turned over, probably killing Bronte in the rear cockpit. A few feet higher and the *City of Oakland* would have crossed the road to be met by a steep boulder strewn hillside, with certain destruction for its occupants.

The trees were the only alternative. A terrifying alternative—but the pilot had no time to waste in contemplation of the results.

Crashes in Tree

The Travelair machine crashed into the thicket on top of a kiawe whose trunk measured six inches through. Fortunately the nose of the plane missed the heavy trunks of the tree. The branches armed with thorns, clutched the wings and broke the fall of the ship.

The nose struck the ground and ended its long journey just four inches from a steep mound of sunbaked earth about five feet high. Another four inches of forward momentum and the plane would have stopped a great deal more suddenly and with probably serious consequences for its occupants.

The right wing of the ship was splintered, its shreds hanging on the trees at right angle to the other wing. The left wing, also badly smashed, remained attached to the plane.

Fuselage Partly Wrecked

The fuselage was not as badly wrecked as would be expected. One lower longeron (long central beam) was



buckled—the fuselage is of metal tubing construction—but the other three appeared to be uninjured.

One blade of the steel propeller was buried four or five inches in the ground apparently unhurt. The other blade pointed skyward, undamaged.

The thorny kiawes had taken care that very little of the silver painted covering on the wings and fuselage was not ripped and torn.

The powerful nine cylinder Wright-Whirlwind motor that had done its part faithfully while the gasoline lasted was not at all injured.

Covered With Branches

When Molokai residents who were near the scene rushed to the fallen plane, the *City of Oakland* was entirely covered with limbs of the trees she had chosen for her final resting place.

A heavy branch spread across the fuselage just to the rear of the navigator's seat and a few inches above the top of the cockpits. A few inches higher as she entered the grove and the branch would have torn off the heads of the airway pioneers.

Several minutes work with an ax cutting away the thorns and branches was necessary before the aviators could climb from their seats. Neither was hurt, though



each bore a tiny scratch on the cheek—an unnecessary reminder that they had landed.

An inspection of the plane yesterday left the observer at a loss to explain how it could have landed on that stretch of the coast without being totally destroyed and without death to pilot and navigator.

Few Feet From Tragedy

Due to the great size of the tree trunks—Molokai is noted for its husky kiawes or algarrobas—and the presence of the earth mound directly in front of the nose, a few feet right or left, forward or backward, up or down, would certainly have spelled death or serious injury for the bird men.

I've met many kinds of trees," Smith said, after climbing out of the thorn thicket, "but this is the first time I've made the intimate acquaintance of these watchamacal-lits. They are thorny and hostile but this old tree surely proved a godsend for us."

Smith took a branch of the kiawe with him as a souvenir of the end of his trans-Pacific flight.

Smith Crashed to Give Chance

"We took our chances together all the way across the Pacific and so you can bet your life that we were both



going to have the same chance of getting out when the plane cracked up," Thus did Ernie Smith explain today why he deliberately crashed into a kiawe tree yesterday in landing on the lonely island of Molokai.

"I could have landed in the mud," Smith said, "but there was a strong possibility that the plane would have turned over, and in that case it would have trapped Bronte. So I thought it was best to smash the ship in the tree where we would both have the same chance of coming through to tell about it."

Smith was asked if he was disappointed that he hadn't been able to get away the first time so that he would have had a chance to beat the army fliers in being the first to fly to Hawaii.

"Yes," he replied, "it was a big disappointment that my first start wasn't a success, but about these other

boys... Let me tell you, Maitland and Hegenberger are a couple of mighty fine boys and first-class aviators. I'm glad they made it."

Trip Well Worth While

"The trip was mighty well worth while in every way," Smith repeated several times as well wishes crowded about him to shake his hand and slap his back.

After the crowd had given him a chance to catch a breathing spell, Smith told interviewers that they had not had the least sign of motor trouble during the entire trip and that their only worries had been fog and the lack of gasoline.

"I want to say here and now that all the credit for this flight should go to Bronte. It was he who kept us on our course and plotted out our route."

Bronte denied the compliment with a smile, but Smith insisted before the assembled hundreds that it was the navigator who "pulled them through".

"We were exactly 24 hours in the air when we sighted Molokai and realized that our gasoline supply was exhausted. We picked out what looked like the 'softest' spot in the island made what we think was a successful landing under the circumstances, since neither of us was injured."

"The gas pump faltered for a while and that is when the plane was about 180 miles out of Oakland, at which position the receiving set refused to function properly.

"We were both pretty busy every minute I can tell," said Smith.

The pilot said the army radio beacon had worked satisfactory until first call for aid. We never saw water until 8:30 o'clock this morning. The first land we saw was the mountain tops on Hawaii. The land looked mighty good, too, for we didn't know at what moment our gas would give out.

Plane Is a Total Wreck

"It was sort of hard to have the ship wrecked after it had carried us so far, but we will never be able to fly her again. She is too badly wrecked to rebuild or salvage. But we're going to go back to Molokai and salvage the motor if we can."



Molokai's First Air Terminal Opened

Honolulu Advertiser

July 14, 1957

Thirty years ago tomorrow Emory Bronte and Ernest Smith crashed in kiawe trees on the dusty plains of Molokai.

Yesterday, Emory Bronte, newest member of the Hawaii Aeronautics Commission, took part in the dedication of the little island's first airport terminal.

His partner of more than a quarter of a century was scheduled to stand with him at the dedicatory service. But Ernie Smith was hospitalized on the West Coast.

The two were to judge 30 years of aviation progress since the history-making flight in 1927 when they became the first civilians to fly from California to Hawaii.

Mr. Bronte told more than 400 islanders packed in Molokai's new \$193,000 terminal at Homestead Field, that July 15, 1927 was "a bad luck day for us."

"We had no intentions of landing on Molokai," he said.

"As our motor quit, the thought flashed through my mind that this was a day of hard luck.

"And, I thought, if we're not killed in this crash, we'll be quarantined on Molokai for the rest of our lives."

He recalled that as they loped toward Kaunakakai in a dilapidated truck without benefit of windshield, Ernie Smith looked at him and said:

"Boy, doesn't that dirt feel good in your eyes?"

He reminisced that Judge Eddie McCorriston was holding court when he heard the crash.

"The judge adjourned court and hastened to the scene to hold an inquest. That was a long time ago. Today I am sure Ernie is much better and I am sorry he is not here to congratulate Molokai on the manner in which she has kept pace with aviation."

Wings Across the Pacific: Honolulu Chamber of Commerce, 1950 Annual Report

The first plane to make a non-stop crossing from North America to Hawaii came in under sail. Commander John Rodgers and a crew of four took off from San Diego on August 31, 1925, in a Navy Seaplane PN-9, bound for Pearl Harbor, Oahu. They ran out of fuel about 500 miles out of Honolulu, and had to bring the flying boat down on the water.

They tore fabric from the lower wings of the plane and rigged a sail. With the help of a fortunate current, they moved along at the rate of about two miles an hour. On the seventh day Lieutenant B. J. Connell devised lee boards which enabled them to crab off the wind about fifteen degrees and they were a great help in getting the "vessel" across Kauai channel. On the ninth day they reached Nawiliwili Harbor, Kauai, and a patrolling submarine towed them in.

Such was the beginning of trans-ocean aviation for Hawaii. The growth of aviation in the island has been just as spectacular.

Hawaii today is the most air-minded area under the American flag, judging from a January, 1950, report of the Civil Aeronautics Administration. The report indicates that in Hawaii in a single year one passenger enplanes for every one and one-quarter person in the Territory. For the entire United States the ratio is one to eleven. For Hawaii's nearest rival among the states, Florida, the ratio is about one to four.

The Honolulu Chamber of Commerce has shared in all the struggles implied by this picture of rapid development. The Chamber passed the hat to establish Honolulu's international airport, promoted airmail service between the islands and between Hawaii and the mainland. It founded the Honolulu Chapter of the National Aeronautical Association and the Honolulu Glider Club.

The Chamber has helped to pave the way for successive expansions of airline service. And Chamber officials have been on hand to celebrate each new plane and each inaugural flight. No official greeting party was on hand when Commander Rodgers and his crew secured their seaplane in Nawiliwili Harbor on September 10, 1925, but two days later they received the public reception their

dramatic arrival deserved.

More than 5,000 persons gathered at Iolani Palace grounds on September 12 for a public mass meeting and thanksgiving arranged by Governor Wallace R. Farrington, with the help of the Army and Navy Committee of the Chamber of Commerce, George H. Angus was committee chairman.

At the time of Commander Rodgers' arrival, the Chamber of Commerce was campaigning for money to establish a commercial landing field on Oahu. The Chamber's special Committee on the Oahu Airport and Landing Field, headed by W. F. Dillingham, was out to raise \$20,000. The legislature that year had passed a Chamber-sponsored bill providing \$45,000 on condition that an additional \$20,000 be raised by public subscription.

The Honolulu Chapter of the National Aeronautical Association, organized in 1923 by the Chamber's Trade, Commercial and Industrial Development Committee, was assisting in the fund drive. Probably the most active campaigner was A. W. Van Valkenburg, a member of the Dillingham Committee and chairman of the Airways and Landing Field Committee of the Honolulu Chapter of the N.A.A.

Solicitors traded on the romance of the Rodgers flight, and the money came rolling in from banks, businesses, sugar agencies, and from ranch hands.

On Tuesday, September 15, five days after his arrival, Commander Rodgers and his four crew members were guests of honor at a history-making luncheon at the roof garden of the Alexander Young Hotel. The sponsors were the Chamber of Commerce, the Honolulu Chapter of the N.A.A., the Rotary Club and the Ad Club.

The fleet was then maneuvering in Pacific waters, and many ranking Navy officers added the glitter of their brass to the gathering of clubmen and government officials. There were 638 persons present. Governor Farrington, as president of Honolulu Chapter, N.A.A., was honorary chairman.

President John R. Galt of the Chamber of Commerce, who presided, extolled the "voyage" of the PN-9, and lauded the "pluck and courage" of the aviators turned

sailors.

Commander John Rodgers and his crew members each received an engraved watch as a trophy of their exploit.

Mr. Dillingham reported on plans for the proposed new airport.

Stanley McKenzie, chairman of the City-County Water and Sewer Commission, introduced a resolution calling for a standing vote by those in favor of naming the proposed new field, "John Rodgers Airport."

Then, as Mr. Van Valkenburg recalled later, "most of the men were on their feet at once. The Navy officers looked at one another oddly, and finally they, too, stood up. The vote was unanimous. "One officer said to me, somewhat joshingly, 'In the Navy we don't name fields for people until after they're dead.' "I told him, 'we civilians will do as we please.'"

In 1926 Mr. Van Valkenburg went to Pennsylvania to meet Commander Rodgers for the air races at Philadelphia. The flyer was on his way from Anacosta Naval Air Station field near Washington, D.C. when his plane fell into the Delaware River. He died of injuries August 27, 1926. He did not live to see the dedication of John Rodgers Airport.

The site for John Rodgers Airport was in the Moanalua district about 15 minutes from Honolulu. From the beginning its promoters expected that the airport would eventually serve both land planes and seaplanes.

At dedication ceremonies March 21, 1927, Mrs. Wallace R. Farrington, the wife of the governor, unveiled an ornamental tablet bearing the inscription, "John Rodgers Airport—1927."

(Editor's Note: The tablet is now situated in the Hawaiian Gardens in the middle of the Central Concourse at Honolulu International Airport).

A Little Geologic Background

When the ancestors of the native Hawaiians came from the Marquesa and Society Islands in the 700s and from the vicinity of Tahiti in the 1400s they probably found a fairly barren landscape compared to the lush imported growth that we come to expect today.

The Hawaiian Islands are a few of the 10,000 volcanoes in the Pacific Ocean area. They were formed about a million years ago. The geology of Hawaii reflects the four major polar ice cap advances which lowered the oceans 450 feet. Thus coralline limestone evidence of the Kipapa

reef is visible at several hundred feet elevation around Oahu and has been dated at about 4,000 years ago.

The several extinct volcanic craters on Oahu are dramatic evidence of an active past. The crater closest to Honolulu International Airport is the Salt Lake crater which is younger than the nearby Aliamanu crater which once contained a lake which was drained in 1903 to provide land for growing sugar cane.

A deep core taken in the Pearl Harbor vicinity in the 1960's showed 15 different reef levels to 1,071 feet below

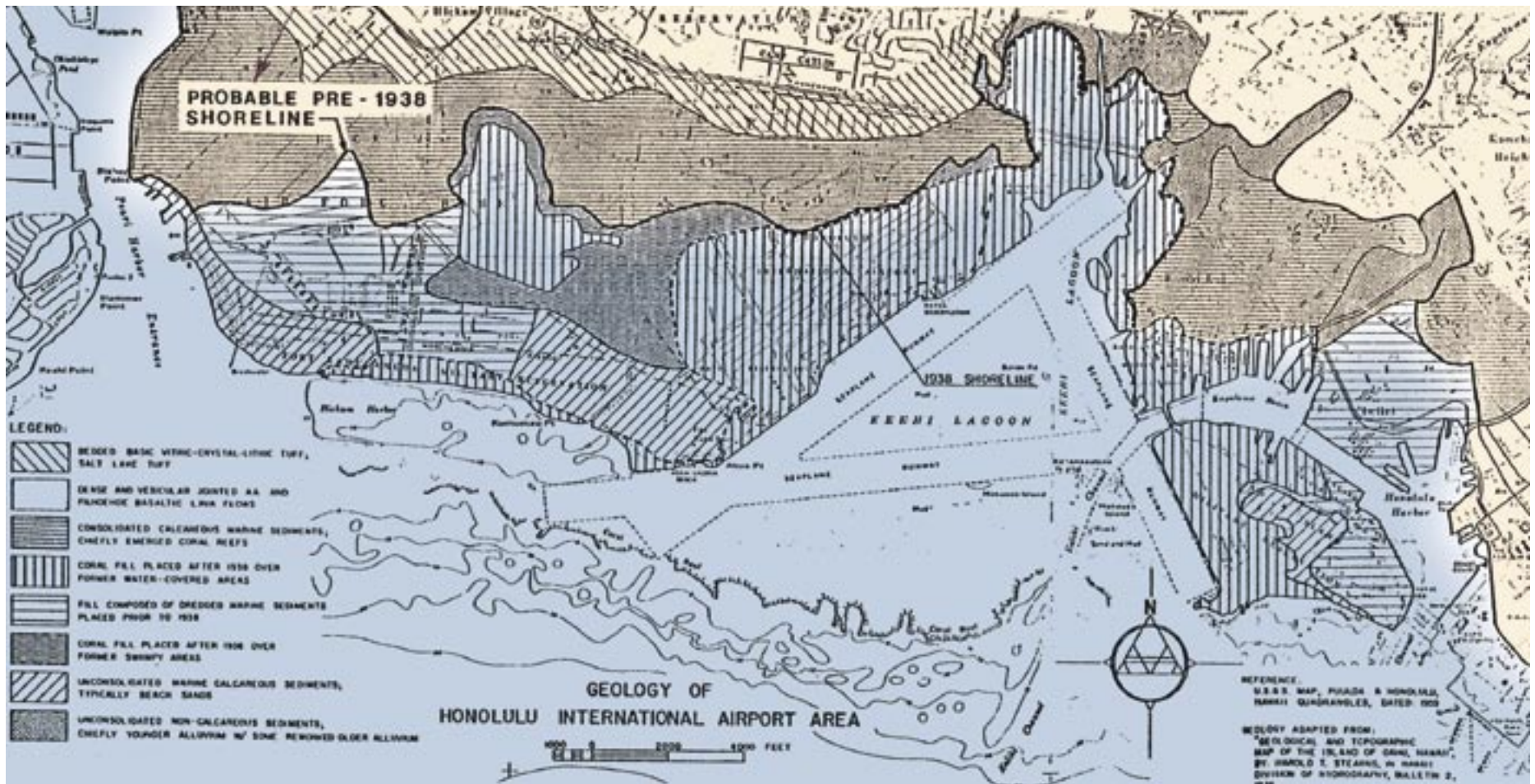
the surface. There are layers of marine mud, lignite, marl beach rock, gravel, basaltic sand and fossil soils on top of the base rock which is basalt.

The foundation of the Honolulu International Airport is alternating beds of coral limestone, volcanic tuff (locally known as "mud rock"), alluvium and marine clays. Most of it was sorted by Mother Nature over hundreds of thousands of years with man topping it off.

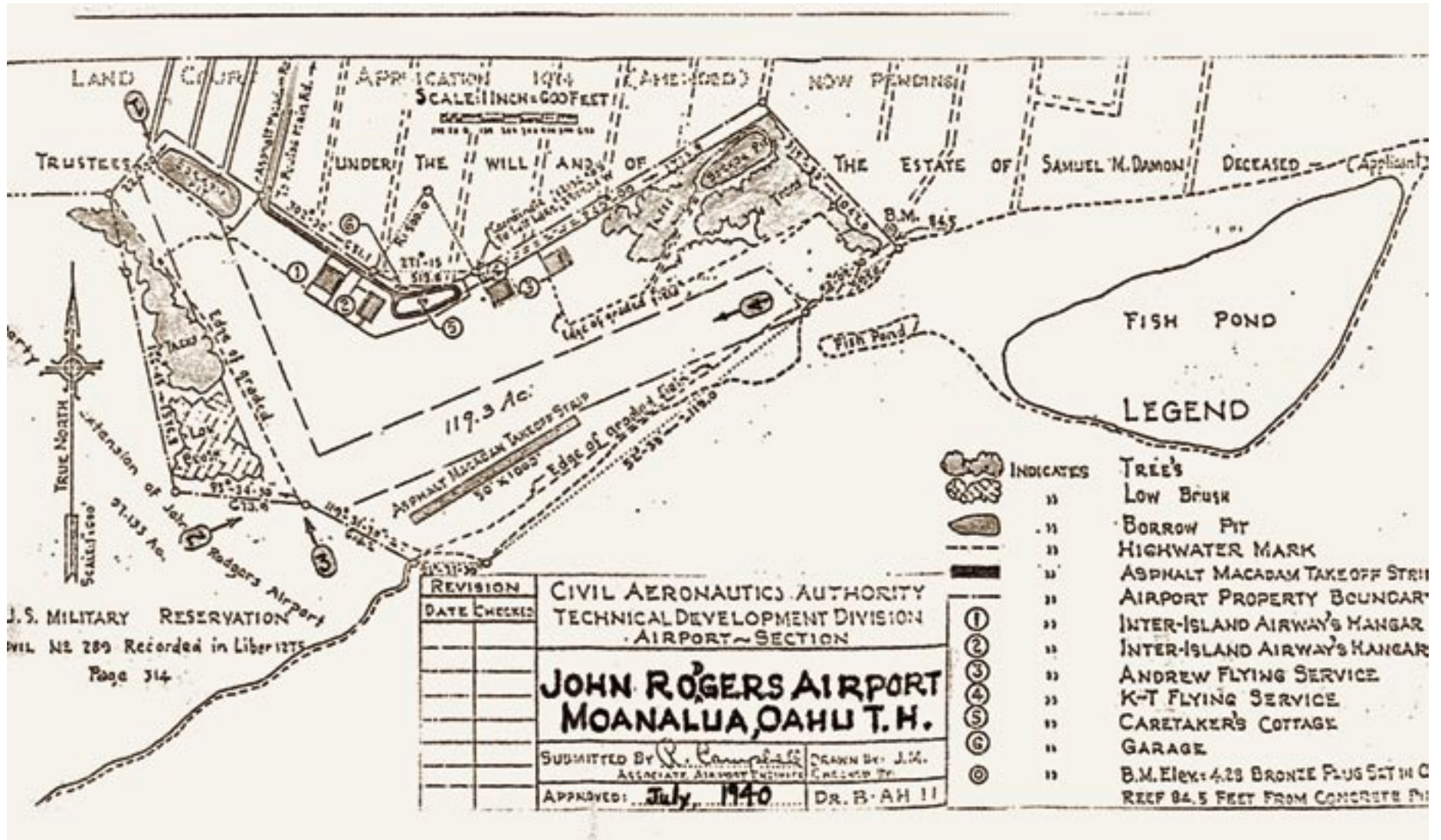
Below: U.S. Geological Survey map dated 1959.

Opposite: Aerial of HNL, 2001.

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Above: 1940 Master Plan.
Opposite: 1927 Master Plan.

Master Planning at Honolulu International Airport

By Benjamin R. Schlapak, P.E.
Oahu District Manager

The Army and Navy had progressively pioneered aviation on Oahu from 1913, with Luke Joint Flying Field in Pearl Harbor in 1919 and Wheeler Field established in 1922. The Territorial Legislature appropriated funds in 1925 to purchase the land for John Rodgers Field, which was dedicated on March 21, 1927. The Territorial Aeronautical Commission had its first meeting on June 2, 1927. Initial planning appears to have been focused on extending the trade wind coral runway from 1,000 feet to 2,050 feet by 300 feet in 1929 and providing a 2,200 foot crosswind runway.

Inter-Island Airways was flying S-38 amphibians from John Rodgers Field beginning on November 11, 1927 and a hangar had been built. In 1932, the Legislature transferred the duties of the Aeronautical Commission to the Superintendent of Public Works and by 1937 there was a Superintendent of Airports.

Not much work was done on the airport during the

depression (1929-1933) but some WPA money and prison labor was applied to runway work in the period 1935-1937.

The first planning document after the map which accompanied the 1925 deed appears to be the Civil Aeronautics Authority's map of John Rodgers Airport, Moanalua, Oahu, T.H., July 1940. The title block spelled Rogers incorrectly but the map shows two graded runway areas, an asphalt macadam takeoff strip (50 feet by 100 feet), four hangars and a borrow pit. The elevation of the field is given as 4.28 feet. The only hint of future planning is a note on the southwest side of the map which says extension of John Rodgers Airport.

The CAA had been established by the Air Commerce Act of 1926. Air Mail Acts of 1925 and 1934 and the CAA Act of 1938 also assisted in early airport development, primarily on the Mainland USA.



The Hawaii Department of Public Works Map of May, 1944 shows the majority of the World War II work done on the three seaplane runways and construction of four major runways with the initial John Rodgers Airport runway as an almost parallel taxiway. This map is endorsed by the CAA in 1947. The only planned projects are a location for a proposed Interisland Terminal and a proposed breakwater at the makai end of seaplane runways A and B. A note says land to be acquired.

The Master Plan of 1950 was done by Clark M. Kee. It has three sets of parallel runways 8-26, 4-22 and 14-32. It enlarges the fuel farm which handled NAS Honolulu during World War II, has a golf course between Aolele Street (then called North Road) and Lagoon Drive (then called Keehi Lagoon Road), and develops a marina and hotel in and adjacent to Keehi Lagoon.

The 1955 Master Plan is extracted from the annual report by the Territorial Aeronautics Commission (*Airports at the Crossroads*). It shows \$26 million of improvement projects under consideration including a new terminal building, maintenance building, hangars, flight kitchen, aprons, runway lights, roads, fencing and a new runway (11-29). Runway 8L-26R is shown at 13,104 feet in length and what we now know as Aolele Street is named Kai-mana Road and Yorktown Avenue (map on page 179).

The major event of the 1950s and 1960s at HNL was the move of the main overseas terminal from Lagoon Drive, South Ramp to the North side, in order to get the airport into the jet age. The terminal building and tower were designed by Architect T. Vierra and have no resemblance to the master plans of 1950 or 1955. By 1963, Austin Tsutsumi & Associates had done a preliminary engineering study for a new runway 11-29 and a parallel seaplane runway. This concept would have taken a considerable portion of Fort Kamehameha and Hickam Air



Force Base and was not popular.

In the mid-1960s, Leigh Fisher Associates, Inc. was hired as the planning consultant for HNL. They produced a master plan for 1985 which envisioned major economic growth and aviation activity increases. They noted that passenger volumes had increased from 1.6 million in 1960 to 3.4 million in 1966 and predicted 18.5 million in 1985 along with 400,000 tons of cargo and 143,000 tons of mail.

They looked ahead to the B747 and provided a gate layout around the existing Central Concourse and expanded on both sides to provide up to 38 wide body gates, 35 interisland gates and ten commuter gates. They envisioned a parallel runway 8-26 with two seaward 8-26 runways and a mid-field satellite terminal. They envisioned runway 4-22 being phased out.

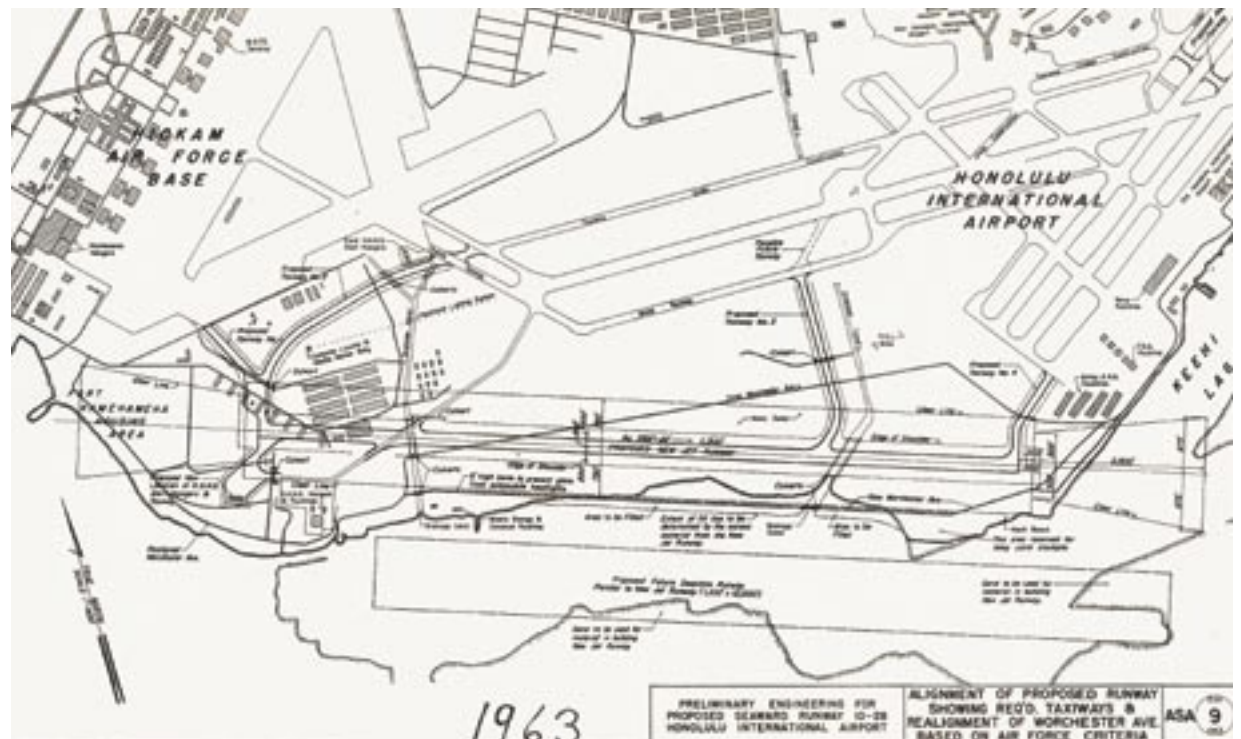
In 1967 a private citizen proposed filling in Keehi Lagoon which would have another runway 4-22 as well as a new runway 11-29 on the reef and a cargo city next to Honolulu Harbor. The local papers thought this was an interesting concept.

In the early 1970s the Ralph M. Parson Company was hired to manage airport development at HNL and by 1975 had designed a revised central concourse along with Ewa and Diamond Head Concourses and was in construction on the Reef Runway.

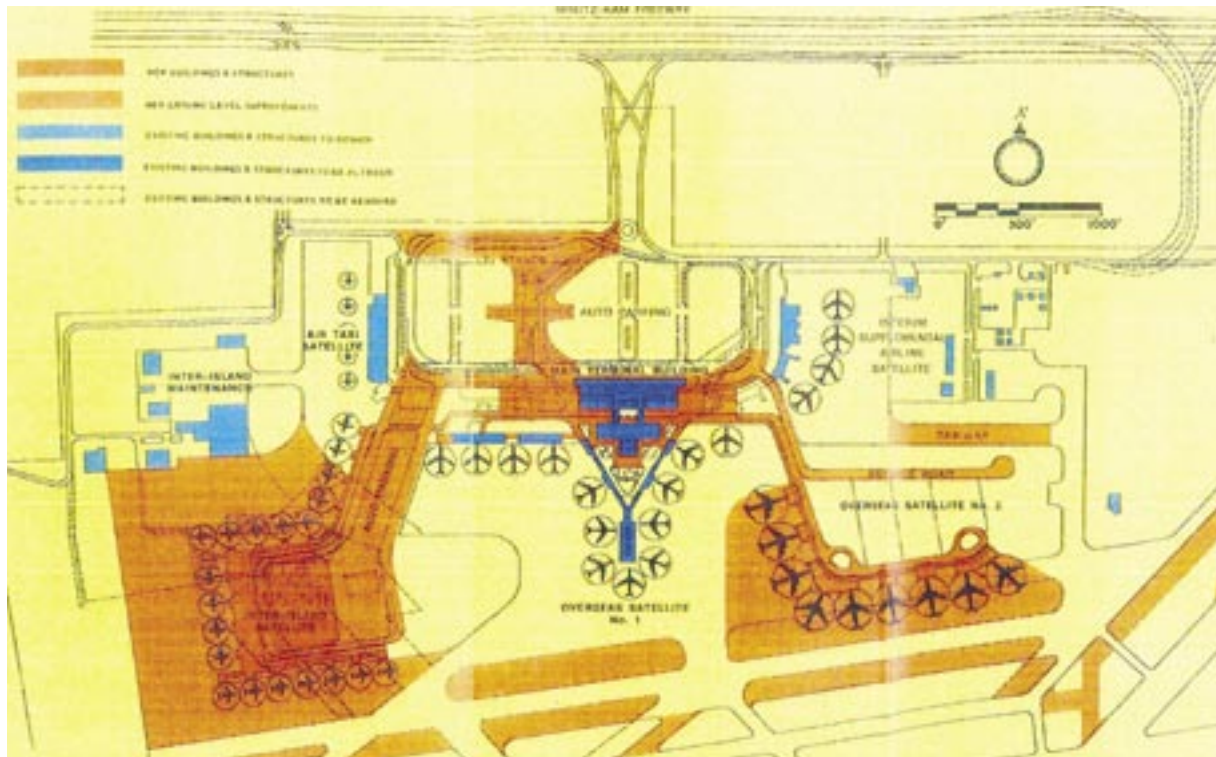
In 1971, LFA, which had become Peat Marwick & Mitchell & Co., did a study on locations for an Interisland Terminal. The Central Concourse was evaluated against the Ewa mauka area and the conclusion was that the Central Concourse location would save 1.2 minutes per aircraft arrival or departure taxi time.

The design of the H-1 Freeway over Nimitz Highway affected planning at HNL in the mid 1970s. The location of airport access ramps to and from the H-1 Freeway at John Rodgers Boulevard and Paiea Street connected to the airport ground level and second level roads but also allowed for an Interisland Terminal on the South Ramp off Lagoon Drive. These airport access roads were partially funded from airport funds.

The Ewa and Diamond Head Concourses were built in the 1970s. The Reef Runway was constructed from 1973



Top right: 1950 Master Plan.
Right: 1963 Master Plan.
Opposite: 1967 Master Plan



to October 1977 and increased the airfield capacity from 70 to 110 air operations per hour while increasing aviation safety and taking noise away from Honolulu.

In mid-1981 PMM worked up an Airport Development Plan for HNL which looked ahead to needed expansion by 1985 and 2000. This plan laid out what exists today with the exception of having the interisland parking garage separate from the Interisland Terminal. It also showed the County Rapid Transit System coming through the airport. The 1985 expansion would have expanded the International Arrivals Facility to the west and the 2020 expansion would have expanded the main terminal to the east and added Diamond Head gates all the way to Aolele Street.

The 1989 Airport Development Plan for HNL was done by KFC Airport, Inc. and had a westward expansion of the International Arrivals Building; a new Interisland Terminal with two piers; property to be acquired from Hickam AFB, Kapalama Military Reservation, and from Aolele to Koapaka Street; and a spur connection to the County Rapid Transit line which was to parallel Salt Lake Boulevard.

By 1990 this plan was obsolete, having been overtaken by a new approach framed by KPMG-Peat Marwick for the Airports Division. International arrivals, as high as 12,000 per day, were overwhelming the International Arrivals building. Gate holds of hours were occurring. Additional immigration inspectors were needed and the intra-terminal transportation system was deemed outmoded and unable to handle the demand.

A new International Terminal Complex was designed including an arrival and departure terminal to handle 4,000 passengers per hour, seven additional wide-body gates, an AEG-Westinghouse People Mover and a cargo city expanding on to the makai side of Ualena Street. A new Interisland Terminal with a combined 1,800 car parking garage was also designed.

These improvements were estimated to cost \$800 million and be in place by the end of 1994. These massive changes were incorporated into the HNL Master Plan for 2010 which was done by E. K. Noda & Associates in 1994. A programmatic Environmental Impact Statement was

done for the major projects in 1991.

The 1994 Master Plan for 2010 included new interisland maintenance facilities, realigned interisland taxiways, relocation of the fuel farm, development of a marina in Keehi Lagoon along with filling in the center triangle, a ground transportation center, cargo, and general aviation development on South Ramp.

HNL and the FAA did a Capacity Enhancement Plan for the airfield in 1992. It recommended 18 alternatives including another runway (8C-26C) or finding a reliever airport.

The airlines fought the International Terminal Building and Automated People Mover concepts and got the Governor to cancel the projects in 1993.

Reduction in Duty Free revenues after the Persian Gulf War caused the airlines to fund more airport costs upon partial renegotiation of the signatory carrier lease in 1994. Additional gates 31-34 were built in 1994 after the new Interisland Terminal was completed in 1993.

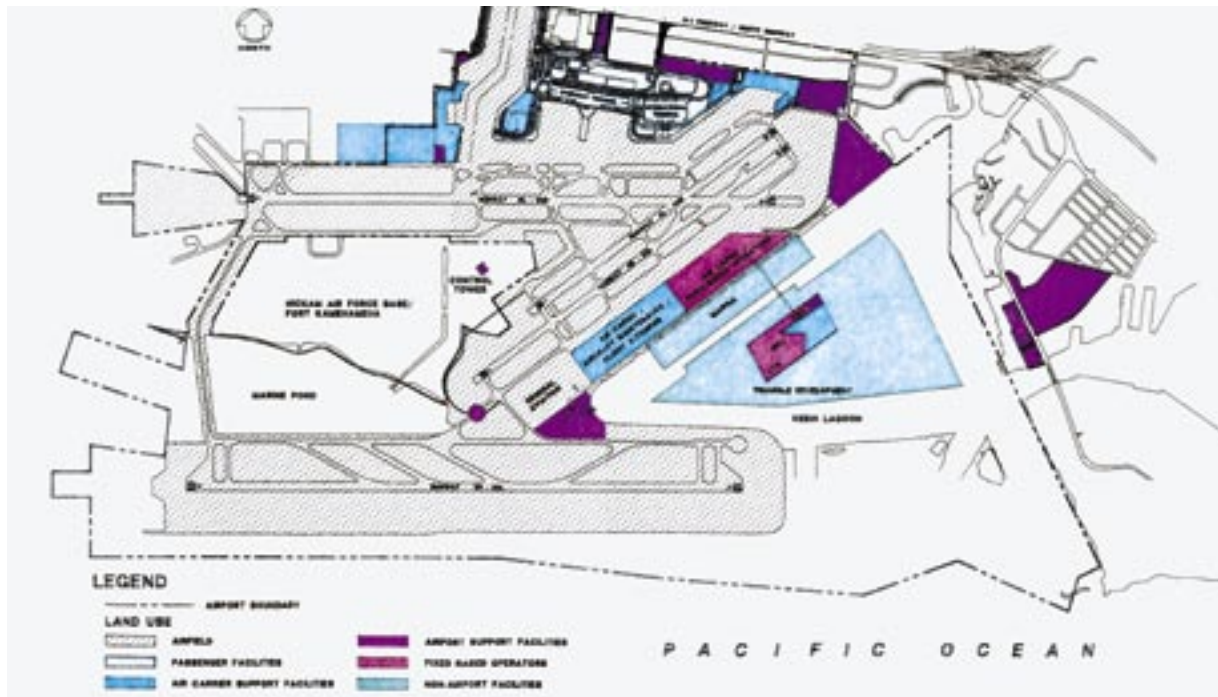
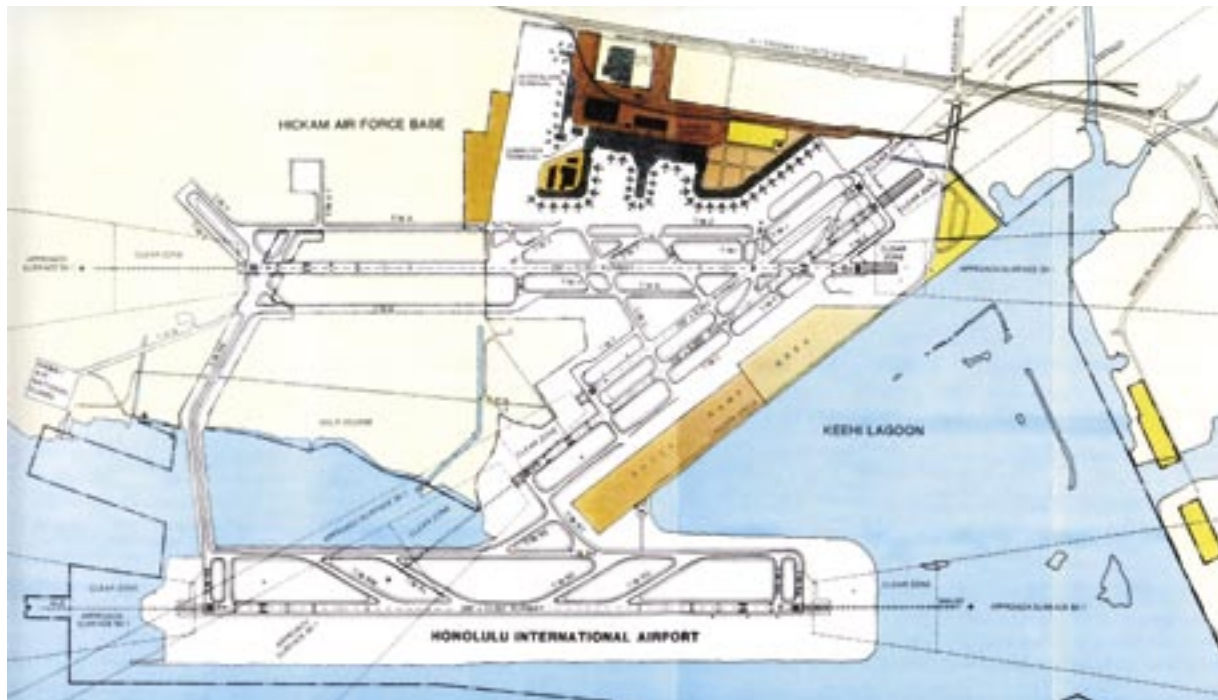
The Airlines Committee of Hawaii effectively blocked all major airport development at HNL for the next decade.

A State Airport Systems Plan (SASP) was updated in 1998 by R. M. Towill Corp. under Airports Division direction. The SASP looked ahead to 2020 and included an aviation demand forecast. The new Interisland Terminal, Automated People Mover and most of the 1994 Master Plan projects were retained along with additional airfield and ground transportation projects. The airlines fought the SASP completely and lobbied with the Governor for low rates and no changes. FedEx, UPS, and AIC/Kitty Hawk/Kalitta developed cargo facilities on the South Ramp.

In July 1999, HNL achieved a 30-year-old goal of finding a general aviation reliever airport at Kalaeloa through the Navy's closure of Barber's Point Naval Air Station. Thus a 757 acre airport was added to the Oahu District at no cost except the annual maintenance cost.

In 2000 Hickam AFB declared 329 acres of their portion of Runway 8L and corresponding area surplus to their needs. This land was added to HNL at no cost except annual maintenance costs.

In the late 1990s, Continental Airlines built a large aircraft hangar at South Ramp, HNL, and United Airlines built a cargo building on Aolele Street using airport special facility revenue bonds. The FAA built a new Center Radar



Approach Facility in 2000 next to the Air Traffic Control Tower on leased land from Hickam AFB to relocate the function from Diamond Head Crater.

The only significant airport development projects accomplished by the Airports Division in the time period 1997-2006 were a large culvert extension creating more useable ramp, a peripheral road linking North Ramp and South Ramp with two bridges and a renovation of the existing International Arrivals building, along with several maintenance and minor improvement projects.

The Federal Detention Center was not master planned. The U.S. Department of Justice looked at 50 sites on Oahu. Nobody wanted a jail in their backyard. When Kapolei turned down a proposed site at Kalaeloa, the airport was approached as a last resort. The DOJ condemned four acres of land on Elliott Street, which had been a parking lot. The airport allowed the Federal Detention Center to use its water, sewerage and drainage systems. An EIS was prepared. The FDC opened in August, 2001.

In 2002 a Financial Strategic Plan was done by Leigh Fisher & Associates. It recommended negotiation of a new signatory agreement with the airlines which would involve a hybrid residual-compensatory airport financing mechanism. Taking more advantage of federal grants and passenger facility charges and optimizing revenues were the major recommendations. This document has a thorough summary of airport compliance requirements, aviation trends, and Hawaii activity, financial performance and potential development. It shows Hawaii's cost per enplaned passenger to be \$4, which is low compared to many other mainland airports.

In 2002-2003 a new HNL Master Plan Update was started. The aviation demand forecast showed that post-September 11th, HNL has lost 18 percent of its passengers and won't get them back until 2020 because of the trend of direct flights to the Neighbor Islands. The ground traffic study indicated vehicular traffic at HNL is about the same as it was in 1994.

When the new International Terminal Building and Automated People Mover will be built at HNL remains to be seen. Whether the 2003-2004 HNL Master Plan for 2020 is completed also remains to be seen.

Top left: 1981 Master Plan

Bottom left: 1994 Master Plan for 2010

1955-1956 Honolulu International Airport Master Plan - Agreement for Mutual Transfer of Real Estate

It is mutually agreed from the undersigned that the land areas comprising Hickam Air Force Base, Honolulu International Airport, Honolulu Naval Air Station Facility, and Fort Kamehameha should be developed for future use as a single airfield complex.

It is further agreed that, in order to develop such a single airfield complex, it is necessary for the parties to this agreement to mutually transfer certain parcels of real estate in fee simple.

It is also agreed that the mutual transfer of this real estate will give consideration to the real estate requirement of all interested and/or participating agencies. These agencies are:

- USAF, represented by COMPACAF.
- USN, represented by COMFOURTEEN.

- US Army, represented by CGUSARPAC.
- Territory of Hawaii, presented by the Chairman, Hawaii Aeronautical Commission.
- CAA, represented by the Regional Administrator, 4th Region, CAA.

The USAF has proposed a master plan for the development of a joint airfield runway and supporting pavement system which is acceptable to the other interested agencies. The proposed airfield runway and supporting pavement system is not intended to restrict individual internal developments within the land areas controlled or to be controlled by the various agencies, but it is agreed that individual development plans will conform to applicable USAF, Navy and CAA airfield zoning and clearance criteria. This proposed Master Plan development is delineated in

the map attached as Appendix A to this agreement.

Initial implementation of this agreement will be undertaken by a Joint Real Estate Transfer Committee. This committee will be formed immediately and will be composed of one representative from each of the participating agencies.

The Joint Real Estate Transfer Committee will determine the real estate actions required to carry out this agreement, and the undersigned agree to take action necessary to implement the Committee's determinations.

Any of the represented agencies shall have the right to request a meeting of the Joint Real Estate Transfer Committee. Upon completion of the required real estate action, the Committee will be desolved.

Other agreements for the joint usage of operational facilities will be desolved between the agencies concerned.

This agreement confirms prior mutual understandings and will be effective when signed by all parties.

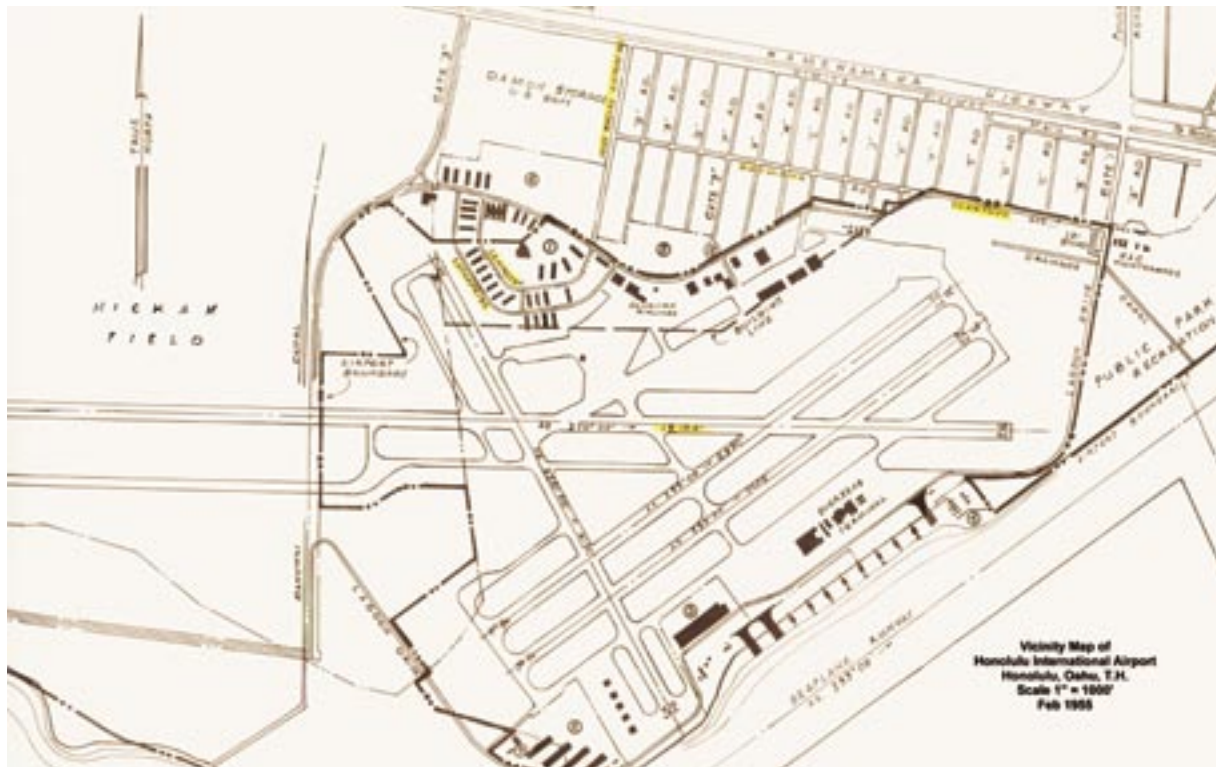
BRUCE C. CLARKE
Lieutenant General, USA
Commanding General, USARPAC

SORY SMITH
Major General, USAF
Commander, PACAF

C. E. OLSEN
Rear Admiral, USN
Commandant, 14nd

FRANCIS K. SYLVA
Chairman
Hawaii Aeronautical Commission

EDGAR W. SMITH
Regional Administrator
CAA



Left: 1955 Master Plan.

Airport Leadership

The first civilian airport in Honolulu was established by the Territory of Hawaii through Act 176, Session Laws of Hawaii 1925. The airport was dedicated on March 21, 1927 as John Rodgers Airport. The name was changed on May 2, 1947 to Honolulu Airport to reflect the location of the airport (Act 31, Session Laws of Hawaii 1947). On April 11, 1951 The Territorial Legislature passed Act 3, Session Laws of Hawaii 1951, changing the name of the Honolulu Airport to Honolulu International Airport.

On April 27, 1927 the Territorial Legislature created the Territorial Aeronautical Commission through Act 238, Session Laws of Hawaii 1927. The commission was empowered to operate all airports owned or leased by the Territory through the efforts of seven appointed commissioners.

On July 12, 1930, the Governor approved the first Territorial Airport Rules and Regulations as written by the Commission.

With the passing of Act 17, Special Session of the Territorial Legislature 1932 on April 22, 1932 the Territorial Aeronautical Commission was abolished and its duties transferred to the Superintendent of Public Works.

John Rodgers Airport was administered by the U.S. Navy from June 24, 1943 until the end of the World War II. The Airport was returned by the Navy to civilian control on October 1, 1946.

On July 1, 1947, a new Hawaii Aeronautics Commission was created by the Legislature with the passing of Act 32, Session Laws of 1947. All powers previously vested in the Superintendent of Public Works were transferred to the seven-member appointed Commission.

Acting Governor Oren E. Long approved new rules and regulations for the Territorial Airport System on June 2, 1948. This was the first revision of the rules since 1930.

Under the State Government Reorganization Act of 1959, the Hawaii Aeronautics Commission was placed in the Department of Transportation and all commissioners' terms of office expired on December 31, 1959. The Reorganization Act abolished the HAC on July 1, 1961.

The State of Hawaii Department of Transportation (HDOT) was created on July 1, 1961.

The Airports Division is one of three divisions of the Department of Transportation. The Airports System is operated as a single system by the Department of Transportation. The Airports Administrator directs the management, operation, maintenance and construction of all 15 state airports and aviation facilities.

Each County has a District Manager who reports to the Airports Administrator. The Oahu District Manager operates and maintains Honolulu International Airport as well as Kalaeloa Airport and Dillingham Field.

Leadership Chronology

Territorial Aeronautical Commission (TAC)

Colonel Perry M. Smoots, Chairman, June 2, 1927

R. Alexander Anderson, Chairman, August 20, 1929

Dr. R. H. Hagood, Acting Chairman, September-December 1929 (Flight Surgeon of the Territory, December 12, 1929)

R. Alexander Anderson, Chairman, December 1929 to 1935

Territorial Airport Superintendents

E. L. Peacock, Superintendent of Airports, March 27, 1930

Emil Williams, Superintendent 1937

Superintendents of Department of Public Works

Will C. Crawford, 1928-1929

Lyman H. Bigelow, October 8, 1929

Louis S. Cain, 1937-1941

D. F. Bolch, 1941-1947

Hawaii Aeronautics Commission (HAC)

G. T. Belcher, Chairman, July 7, 1947

Chauncey B. Wrightman, Chairman, December 1, 1947 to 1949

Roy R. Bright, Acting Chairman, June 6, 1949

Roy R. Bright, Chairman, August 1, 1949

Francis K. Sylva, D.D.S., Chairman, July 24, 1950 until December 31, 1959

Hawaii Aeronautics Commission, June 30, 1949

Roy R. Bright, Chairman

Ralph C. Honda, Secretary and Member

R. Alexander Anderson, Member

Oscar J. Burnett, Member

Francis K. Sylva, D.D.S., Member

Charles J. Pietsch, Jr., Member

Harold W. Rice, Member, County of Maui

Glenn T. Belcher, Director of Aviation

Colin Perin, Airport Superintendent, Honolulu Airport

Mark Martin, Superintendent of Airports, County of Hawaii

William Neilson, Superintendent of Airports, County of Maui

John H. Batchelder Jr., Airport Superintendent, County of Kauai

Hawaii Aeronautics Commission, June 30, 1950

Roy R. Bright, Chairman

Francis K. Sylva, D.D.S., Vice Chairman

Ralph C. Honda, Secretary and Member

Charles J. Pietsch Jr., Member, Oahu

R. Alexander Anderson, Member, Oahu

O. J. Burnett, Member, Oahu

Dorsey W. Edwards, Member, Kauai

Harold Rice, Member, Maui

George J. Silva, D.D.S., Member, Hawaii

Peyton Harrison, Director of Aviation

Mark E. Martin, Manager, Hawaii County Airports

Colin E. Perin, Manager, Honolulu Airport

William Neilson, Manager, Maui County Airports

John E. Batchelder Jr., Manager, Kauai County Airports

Hawaii Aeronautics Commission, June 30, 1954

Francis K. Sylva, Chairperson
Charles J. Pietsch Jr., Vice Chairman
Ralph C. Honda, Secretary
O. J. Burnett
Roy A. Vitousek Jr.
Richard H. Wheeler
Harold W. Rice
David Furtado
Dorsey W. Edwards
Randolph M. Lee, Director of Aviation
John E. Batchelder, Assistant Director of Aviation
Mark E. Martin, Manager, Honolulu International Airport
Henry C. Peters, Assistant Manager, Honolulu International Airport
Charles W. Dahlberg, Manager, Hawaii
Colin E. Perin, Manager, Kauai
William Neilson, Manager, Maui
Bo Tong Wat, Finance Executive

Hawaii Aeronautics Commission, February 1955

Francois K. Sylva, D.D.S., Chairman
Dorsey W. Edwards, Vice Chairman, Member, Kauai
Ralph C. Honda, Secretary, Member, Oahu
O. J. Burnett, Member, Oahu
Charles J. Pietsch Jr., Member, Oahu
Roy A. Vitousek Jr., Member, Oahu
Richard H. Wheeler, Member, Oahu
David Futado, Member, Hawaii
Randolph M. Lee, Director of Aeronautics
John E. Batchelder, Assistant Director of Aeronautics
Mark E. Martin, Manager, Honolulu
Charles W. Dahlberg, Manager, Hawaii
William Neilson, Manager, Maui
Colin E. Perin, Manager, Kauai
Bo Tong Wat, Finance Executive
Cable A. Wirtz, Member, Maui

Airport Zoning Board

George Houghtailing, Chairman, August 15, 1952 to August 5, 1959

Directors of Transportation

Tim Ho, 1960 to 1962
Fujio Matsuda, P.E., Ph.D, 1962 to 1972
Rear Admiral (Ret.) E. Alvey Wright, P.E., 1972 to 1976
Ryokichi Higashionna, P.E., Ph.D., 1976 to 1984
Wayne Yamasaki, 1984-1986
Edward Hirata, P.E., 1987-1992
Rex Johnson, 1992-1994
Kazu Hayashida, P.E., 1995-2001
Brian Minaai, 2001-2002
Rodney Haraga, P.E., 2003-2007
Barry Fukunaga, 2007 to present

Deputy Director for Airports

Douglas S. Sakamoto, 1978-1979
Dr. Jonathan Shimada, 1980-1986
Brian Sekiguchi, 2003-Present

Airports Division Administrators

A. P. Storrs, 1962-1964
Oswald A. Byrne, 1965-1969
Owen Miyamoto, P.E., 1969-1995
Jerry M. Matsuda, P.E., 1995-2001
Roy Sakata, 2002 (Acting)
Davis Yogi, November 2002-Present

Oahu District Managers

Cyrenus Gillette, 1951-1952
Mark Martin, 1952-1959
Gilbert Livingston, 1959-1966
William Kraft, 1966-1982
Barry Fukunaga, 1982-1999
Stanford Miyamoto, 1999-September 2002
Benjamin R. Schlapak, October 2002-Present

Honolulu International Airport - Passengers, Interisland and Overseas

182

YEAR	INTERISLAND enplaned and deplaned	OVERSEAS enplaned, deplaned and transits	TOTAL INTERISLAND & OVERSEAS enplaned, deplaned and transits	YEAR	INTERISLAND enplaned and deplaned	OVERSEAS enplaned, deplaned and transits	TOTAL INTERISLAND & OVERSEAS enplaned, deplaned and transits	YEAR	INTERISLAND enplaned and deplaned	OVERSEAS enplaned, deplaned and transits	TOTAL INTERISLAND & OVERSEAS enplaned, deplaned and transits
1931	12,206		12,206	1962	826,984	1,084,076	1,911,060	1987	7,829,876	12,550,166	20,380,042
1938	28611	NA	28,611	1963	929,828	1,295,740	2,225,568	1988	8,011,773	13,565,768	21,577,541
1939	21861	NA	21,861	1964	1,080,071	1,476,259	2,556,330	1989	8,612,016	14,005,324	22,617,340
1940	28,624	NA	28,624	1965	1,225,534	1,794,255	3,019,789	1990	8,915,177	14,452,593	23,367,770
1941	35,134	1,965	37,099	1966	1,408,971	2,125,479	3,534,450	1991	8,404,907	13,819,687	22,224,594
1942	82,397	NA	82,397	1967	1,663,694	2,699,978	4,363,672	1992	8,621,097	13,987,091	22,608,188
1943	107,945	NA	107,945	1968	1,782,570	2,849,656	4,632,216	1993	8,513,267	13,548,686	22,061,953
1944	110,242	NA	110,242	1969	2,073,753	3,464,518	5,538,271	1994	9,030,062	13,965,914	22,995,976
1945	170,437	NA	170,437	1970	2,297,200	4,937,394	7,234,594	1995	9,464,172	14,208,722	23,672,894
1946	272,513	NA	272,513	1971	2,594,837	5,010,155	7,604,992	1996	9,676,304	14,650,433	24,326,737
1947	372,888	99,056	471,944	1972	3,159,586	5,544,417	8,704,003	1997	9,492,247	14,388,099	23,880,346
1948	357,909	111,940	469,849	1973	3,736,411	6,373,072	10,109,483	1998	9,100,206	13,536,148	22,636,354
1949	350,745	116,652	467,397	1974	4,060,005	6,579,498	10,639,503	1999	9,186,846	13,737,553	22,560,399
1950	398,223	118,738	516,961	1975	4,260,814	7,045,629	11,306,443	2000	9,424,513	13,603,161	23,027,674
1951	445,278	137,003	582,281	1976	4,686,924	7,495,595	12,182,519	2001**	8,402,777	11,749,158	20,151,935
1952	492,421	168,768	661,189	1977	5,188,393	7,734,502	12,922,895	2002	7,973,828	11,543,271	19,749,902
1953	501,964	182,595	684,559	1978	5,970,705	8,733,059	14,703,764	2003	7,362,198	11,203,413	18,690,888
1954	514,193	205,840	720,033	1979	6,359,510	9,146,659	15,506,169	2004	7,273,508	12,494,167	19,334,674
1955	520,020	255,421	775,441	1980	5,761,874	9,393,463	15,155,337	2005			20,179,634
1956	559,064	322,750	881,814	1981	5,860,090	9,516,399	15,376,489	2006			NA
1957	575,487	375,396	950,883	1982	6,418,516	10,075,071	16,493,587	GRAND TOTAL	262,622,088	402,737,979	685,100,770
1958	568,371	412,651	981,022	1983	6,199,495	9,835,968	16,035,463				
1959	613,317	456,206	1,069,523	1984	6,703,689	10,583,931	17,287,620				
1960	823,714	785,589	1,609,303	1985	6,956,085	10,541,119	17,497,204				
1961	797,907	926,072	1,723,979	1986	7,360,304	11,716,091	19,076,395				

**September 11, 2001 - Terrorist attacks on the U.S. led to the closing of all U.S. Airports

Honolulu International Airport - Cargo and Mail, Interisland and Overseas

(U.S. Tons)

Year	CARGO enplaned and deplaned	MAIL enplaned and deplaned	TOTAL CARGO + MAIL enplaned and deplaned	Year	CARGO enplaned and deplaned	MAIL enplaned and deplaned	TOTAL CARGO + MAIL enplaned and deplaned
1960	21,155	10,226	31,381	1987	266,495	34,784	301,279
1965	51,376	29,196	80,572	1988	312,921	38,588	351,509
1970	60,798	26,644	87,442	1989	359,132	41,036	400,168
1971	106,950	28,241	135,191	1990	366,461	46,425	412,886
1972	99,394	26,819	126,213	1991	370,097	50,792	420,889
1973	91,485	26,430	117,915	1992	354,013	65,427	419,440
1974	109,359	26,799	136,158	1993	330,594	95,824	426,418
1975	126,562	27,118	153,680	1994	374,139	98,904	473,043
1976	152,063	29,011	181,074	1995	362,037	97,372	459,409
1977	162,920	26,691	189,611	1996	384,324	96,033	480,357
1978	171,292	25,834	197,126	1997	455,393	96,182	551,575
1979	163,368	24,699	188,067	1998	387,481	101,462	488,943
1980	176,339	26,926	203,265	1999	430,476	108,631	539,107
1981	183,451	28,088	211,539	2000	389,207	107,635	496,842
1982	180,669	33,513	214,182	2001*	275,940	95,899	371,839
1983	203,397	33,673	237,070	2002	404,537	74,954	479,491
1984	219,618	34,115	253,733	2003	363,203	83,449	446,652
1985	208,673	29,676	238,349	2004	352,205	82,555	434,760
1986	240,601	31,465	272,066	2005	399,537	103,817	503,354
				2006	NA	NA	NA

* September 11, 2001 -- Terrorist attacks on the U.S. led to the closing of all U.S. airports.

Honolulu International Airport - Aircraft Operations by Type

184	Year	Air Carrier	Air Taxi	General Aviation	Military	Total	Year	Air Carrier	Air Taxi	General Aviation	Military	Total
		1938	3,858				3,858	1978	121,056	85,552	137,593	34,905
	1947	12,007	9,641	45,308	6,518	73,474	1979	133,653	85,177	162,055	31,854	412,739
	1949	13,727	9,081	53,851	7,866	84,525	1980	121,528	76,273	145,215	32,392	375,408
	1950	16,166	6,429	54,671	3,301	80,567	1981	125,321	73,057	110,416	30,565	339,359
	1951	19,520	12,302	56,435	20,998	109,255	1982	128,558	70,574	80,737	28,859	308,728
	1952	22,292	13,292	52,301	12,638	100,523	1983	139,875	75,297	88,657	29,209	333,038
	1953	23,866	12,560	33,738	26,898	97,062	1984	154,121	75,445	82,961	31,291	343,818
	1954	18,839	13,604	17,900	77,347	127,690	1985	167,154	79,329	81,103	29,925	357,511
	1955	38,990	1,698	39,563	133,405	213,659	1986	191,890	69,918	78,985	27,256	368,049
	1956	41,556	3,442	41,247	108,214	194,459	1987	216,044	62,172	83,558	23,501	385,275
	1957	81,049		24,951	139,046	245,046	1988	185,282	60,628	91,971	40,038	377,919
	1958	95,860		32,416	151,239	279,515	1989	194,347	64,348	100,287	44,653	403,635
	1959	87,719		36,816	138,061	262,596	1990	194,357	57,506	122,349	32,836	407,048
	1960	87,985		42,264	136,005	266,254	1991	196,037	65,390	113,799	28,340	403,566
	1961					NA	1992	202,559	58,782	113,623	28,664	403,628
	1962					NA	1993	185,959	53,742	96,504	22,300	358,505
	1963	83,701		61,642	110,692	255,855	1994	193,615	56,067	87,986	21,901	359,569
	1964	87,834		63,667	144,697	296,198	1995	198,248	71,703	80,522	23,453	373,926
	1965	95,385		93,689	99,214	288,288	1996	203,671	62,516	82,541	23,540	372,268
	1966	94,096		107,114	85,989	287,199	1997	185,557	61,894	87,584	23,749	358,784
	1967					NA	1998	182,795	39,179	90,135	21,937	334,046
	1968	188,458		NA	67,752	326,292	1999	197,839	36,985	91,743	20,042	346,609
	1969	124,585		131,632	76,019	332,236	2000	206,870	31,539	91,484	15,878	345,771
	1970	122,202		111,225	67,202	300,629	2001	186,000	37,676	86,283	17,047	327,006
	1971					294,874	2002					323,726
	1972					297,861	2003					301,919
	1973					NA	2004	174,944	57,567	66,812	16,751	320,520
	1974					NA	2005	183,121	65,728	66,852	14,805	330,506
	1975	108,446	42,260	111,813	51,257	319,776	2006					316,243
	1976	108,404	60,614	113,952	37,595	320,565						
	1977	114,174	68,234	114,484	33,034	329,926					Total	2,265,691