

REPORT TO

HONORABLE JOSEPH B. POINDEXTER, GOVERNOR

TERRITORY OF HAWAII

IN RELATION TO THE

TERRITORY OF HAWAII AIRPORT DEVELOPMENT

AND IMPROVEMENT PROGRAM

1934

BY
ROBERT L. CAMPBELL
DISTRICT ADVISOR
AIRPORT SECTION
BUREAU OF AIR COMMERCE

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8. HILO AIRPORT: Physical Description:

This field is the eastern terminus of Inter-Island Airways and serves the second largest city in the Territory. The airport is roughly triangular in shape with a usable runway 2,500' long by 100' wide. Other usable length dimensions for crosswinds are 1,200' and 900' respectively. The main runway, running northeast-southwest, is the one used most of the time. Surface is coral fill covered by grass and moss which, when wet, becomes exceedingly slippery. Under the worst conditions the use of brakes is ineffective on the short runways, if not actually hazardous. A high tension line extends across the southwest approach to the northeast-southwest runway, and a house is being built on property adjoining the airport at the northeast end of the runway. Under the present program it is proposed to pave the northeast-southwest runway 3,000' long by 100' wide after extension is made to the southwest. It is also proposed to clear all approaches and extend the north-south runway and the east-west runway to 3,000' in length. The east-west runway may be relocated and limited to 150' in usable width because of lack of funds. The power line is to be moved by the County, and a restraining order should be obtained against property owners erecting buildings on land adjoining runway approaches. The Inter-Island hangar and administration buildings are to be moved to the west side of the field. No drainage is provided in this project. Paving is of the utmost importance and should be given priority.

Estimated Cost:

Since all the usable portion of the field has been graded previously and excellent material for additional fill is close by, the cost of extension will not be great. In addition, the County is contributing crushed rock from its own quarry as well as trucks, blades, and other road machinery. \$5,500.00 worth of oil has been purchased, and it is estimated that the total cost to Works Progress Administration will be about \$29,000.00. The project was started in December and is approximately seven percent complete.

Recommendations:

It is recommended for further improvement to give preference in the following order of priority.

1. Pave all three runways to the full distance of their respective lengths and 150' wide.
2. Install lights according to B. A. C. specifications.
3. As soon as field has been passed by the air line inspector application should be made to the Air Navigation Division, Bureau of Air Commerce for a radio range installation. The application should be made jointly by Inter-Island Airways and the Territory.
4. Construction of a suitable administration building and parking area.

Conclusion:

It is recommended that maintenance of all fields, and most particularly that of Hilo, should be mandatory as a

consideration for the permanent improvements made.

Attached is a runway layout map showing location and direction. Not shown on the sketch is the 100' paved landing strip for the full length of the north-east-southwest runway.

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SUMMARY AND GENERAL RECOMMENDATIONS:

In conducting this survey at the request of the Governor of Hawaii and the WPA Administrator, it has been the purpose of the Bureau of Air Commerce to lend impartial and unbiased assistance, in that the development of airports and airways facilities should be of permanent value to commercial aviation in the Hawaiian Islands.

The following recommendations should therefore be regarded as desirable improvements in order that Territorial airports and airways may be brought up to mainland standards:

Maintenance:

All airports under Territorial control should be maintained by the Territory. Special airport funds should be set up in the yearly budget for this purpose in order that the work done by Federal agencies may be preserved. This suggestion has been a mandatory requirement on all mainland airport projects. Sponsors have been required to sign a written agreement stating that they would maintain the field after completion for a minimum of five years.

Obsolete Airports:

The use of Lihue Airport on Kauai, Maalaea Airport on Maui, and Hana Airport on Maui should be discontinued because the physical characteristics of the land, and their location make expansion of the usable area imprac-

tical. The hazard attendant to the operation of modern transport equipment within restricted areas prohibits the use of Federal Funds for the permanent improvement of airports that cannot be enlarged sufficiently to meet minimum Bureau of Air Commerce requirements as to size, and usable area. Any moneys being expended for maintenance on these fields should only be continued so long as it is necessary for uninterrupted service, and when other facilities are available should be used on airports being developed that will meet these minimum requirements.

Lanai Airport:

No recommendations are made concerning the development of this field pending receipt of complete information as to importance commercially and the ownership of land. The Territory should submit complete information as to land status, use, and importance to the Bureau of Air Commerce for consideration.

Radio Range Beacons:

It is recommended that a radio range beacon be installed at John Rodgers Airport and Hilo Airport as an aid to air navigation. Range beacons are vitally important to uninterrupted schedules as well as to the safety in operation. With this aid and lighted airports at Rodgers and Hilo, the air line could operate more schedules and carry more passengers and mail with the same equipment, giving better service to the traveling public.

Cost:

In addition to the Works Progress Administration funds already allocated, complete modernization of island airports and airways exclusive of the Keehi Lagoon seaplane harbor would cost about \$1,500,000.00. This figure was determined from estimates made by army engineers, Public Works Division of the Territory, and personal inspection by Bureau of Air Commerce representative.

If by means of a bill introduced at the next session of the Legislature the Territory could appropriate one-third of this amount, it is believed the Territory could obtain reasonable assurance of the balance required from Federal sources such as Works Progress Administration or similar allied Federal agencies. Considering the commercial as well as the military importance of the airport program to the Islands, interested Federal and commercial agencies have signified their willingness to support such an application to the fullest extent of their abilities.