

OVERSEAS DEPARTURES

..... BREAKING GROUND FOR THE JET AGE



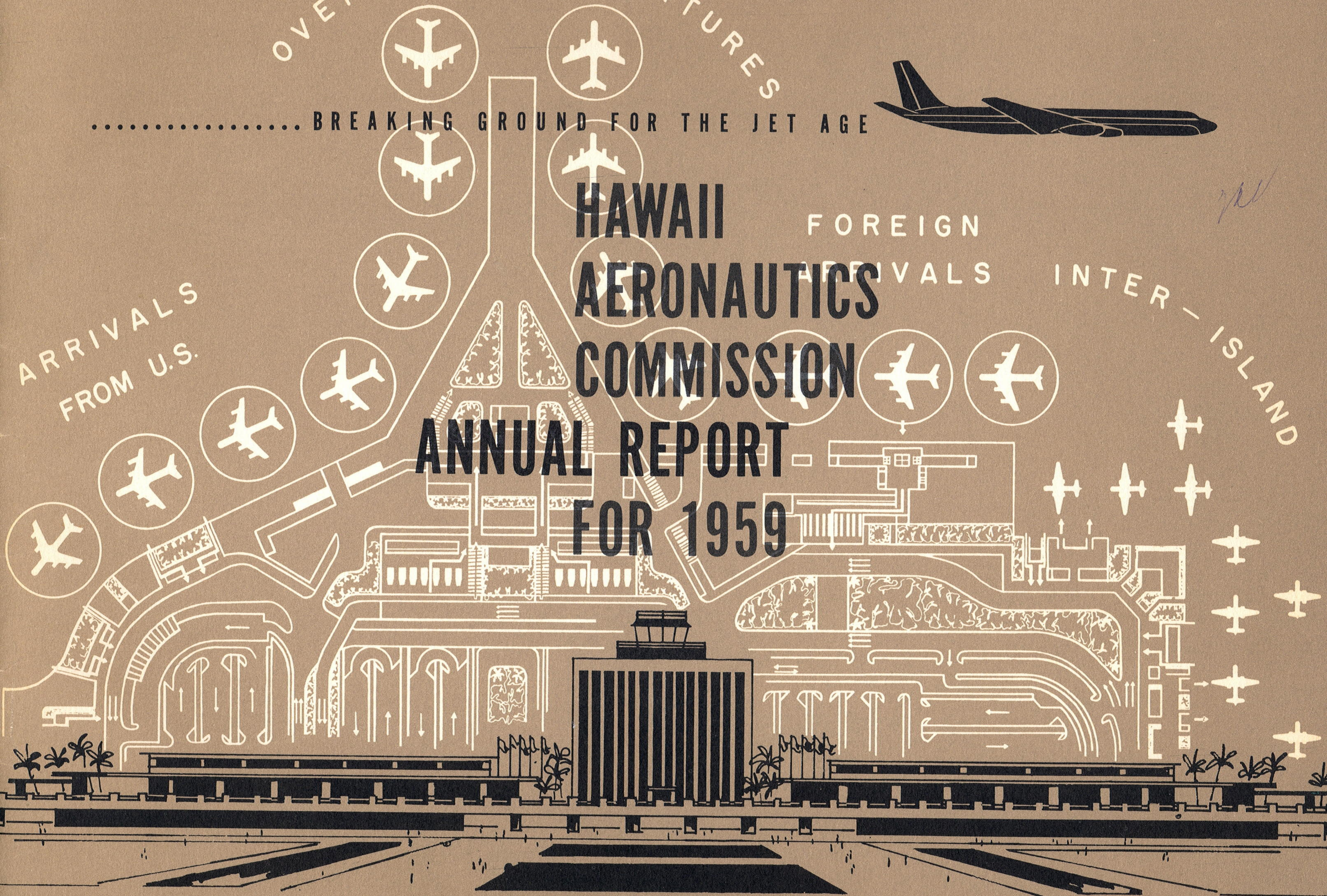
ARRIVALS FROM U.S.

HAWAII AERONAUTICS COMMISSION ANNUAL REPORT FOR 1959

FOREIGN

ARRIVALS

INTER-ISLAND



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**HAWAII
AERONAUTICS
COMMISSION
ANNUAL REPORT
FOR THE
FISCAL YEAR
1958/1959**



HAC

OVERSEAS TERMINAL BUILDING / HONOLULU INTERNATIONAL AIRPORT

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COMMISSIONERS



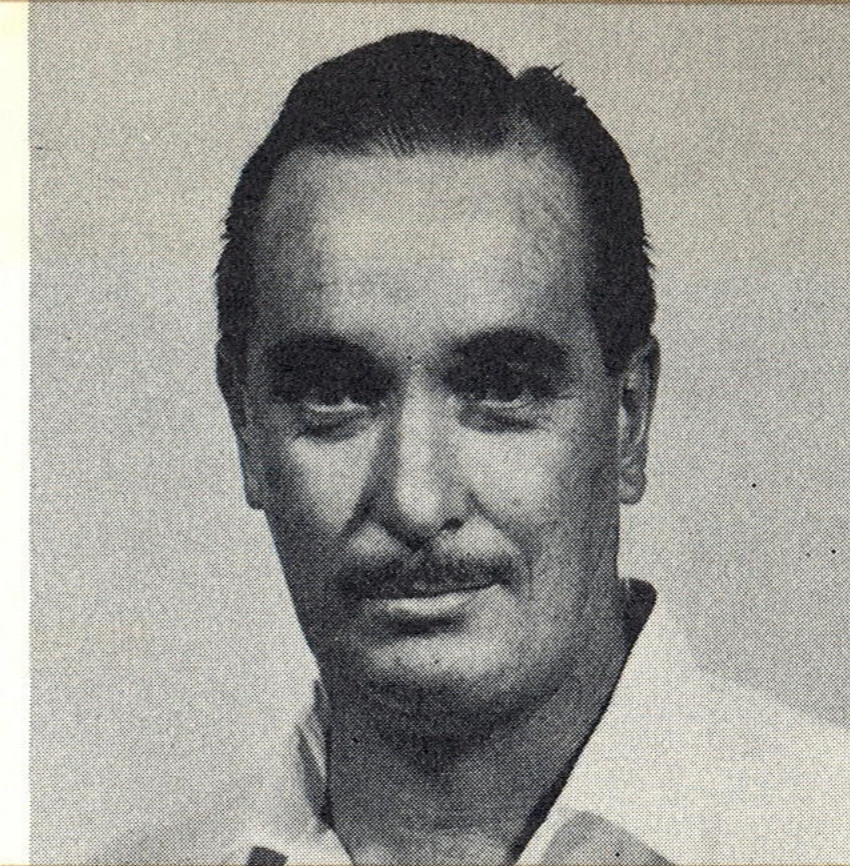
DR. FRANCIS K. SYLVA
Oahu, Chairman



MR. DORSEY W. EDWARDS
Kauai, Vice Chairman



MR. RALPH C. HONDA
Oahu, Secretary



MR. DAVID FURTADO
Hawaii, Vice Secretary



MR. JOSEPH V. HODGSON
Oahu, Member

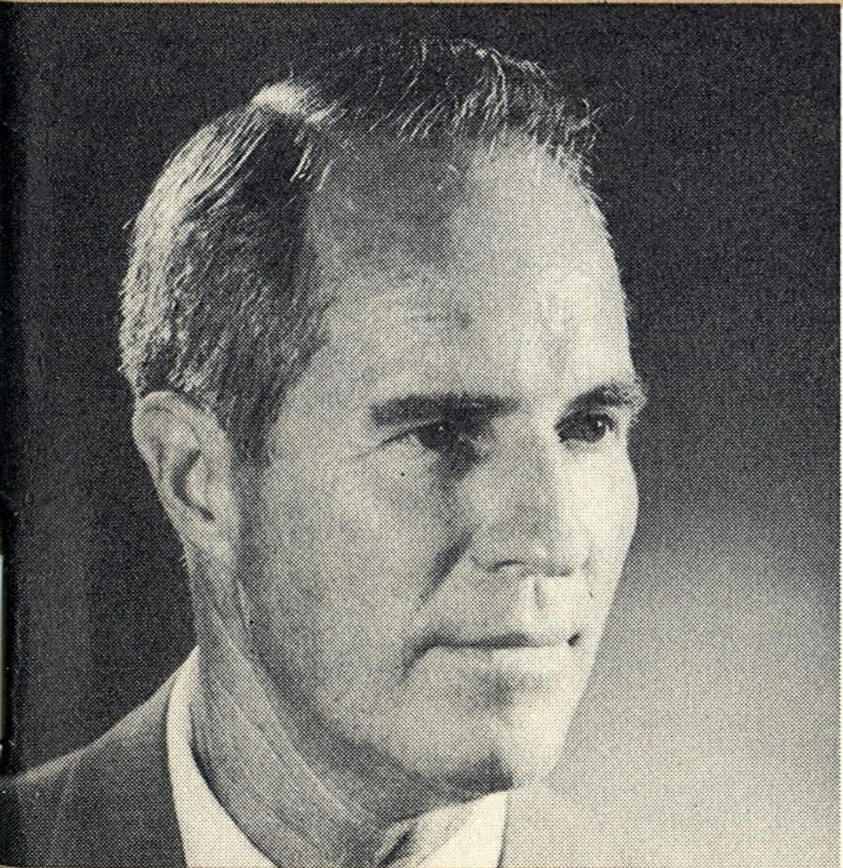
MR. EMORY B. BRONTE
Oahu, Member

MR. TADASHI FUKUSHIMA
Oahu, Member
(From Jan. 5, 1959)

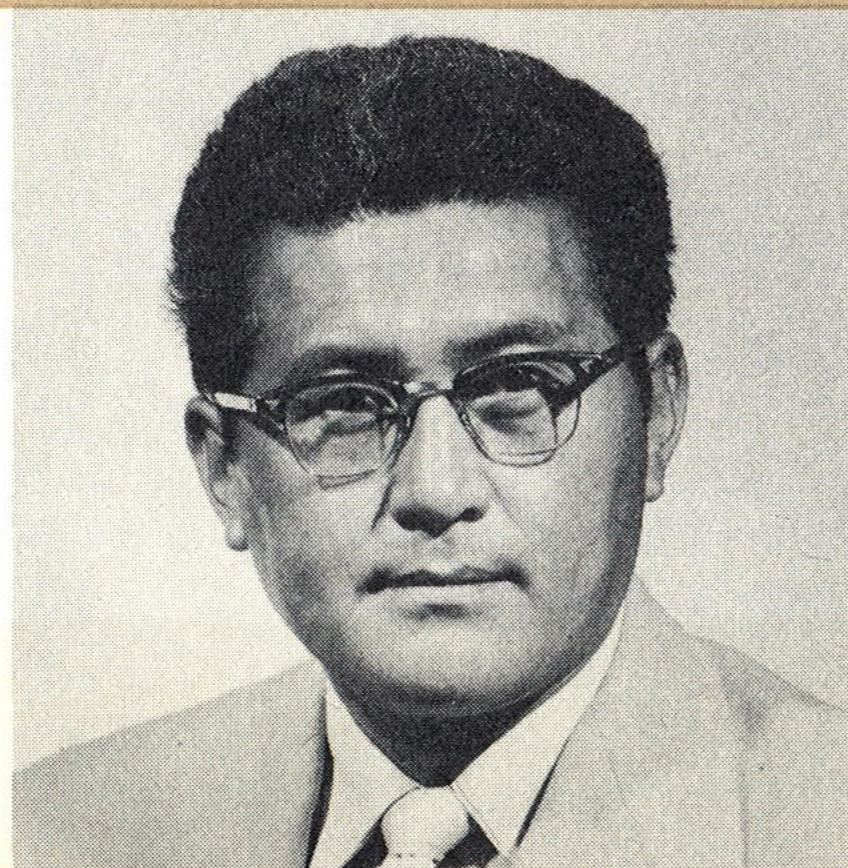
MR. LIONEL V. DUPONTE
Maui, Member

DR. ABRAHAM NG KAMSAT
Oahu, Member
(From Jan. 5, 1959)

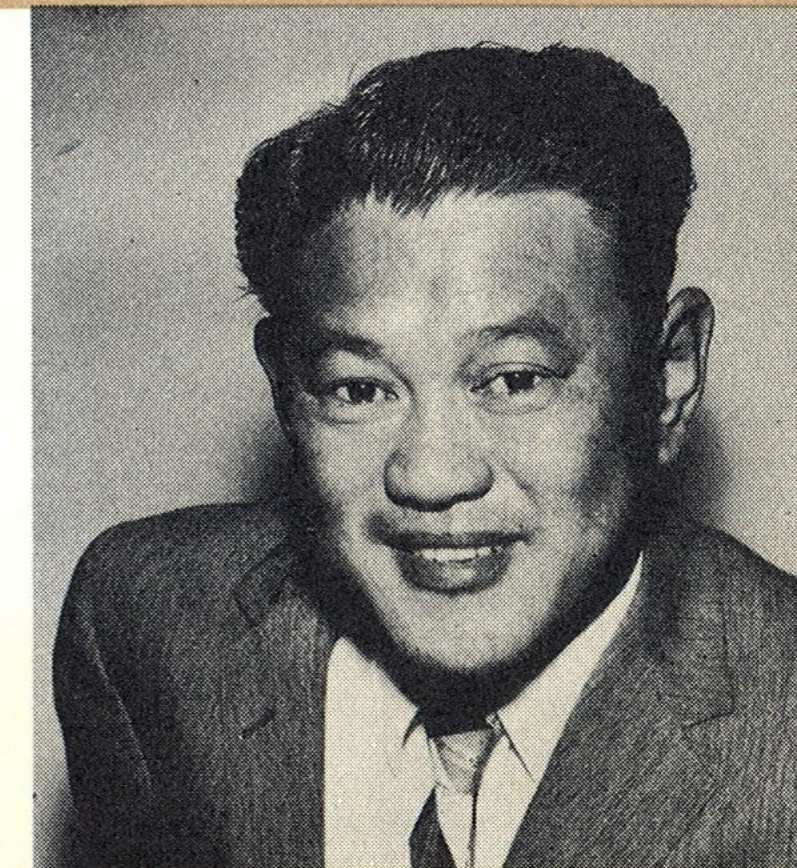
MR. TIM HO
Superintendent of Public Works
Ex-Officio Member



MR. CHARLES J. PIETSCH, *Oahu, Member (Until Dec. 31, 1958)*



MR. JOSEPH R. ITAGAKI, *Oahu, Member (Until Sept. 30, 1958)*



EXECUTIVE OFFICERS

MR. A. P. STORRS, *Director of Aeronautics*

MR. R. M. WALTON, *Assistant Director of Aeronautics*

ADMINISTRATIVE STAFF

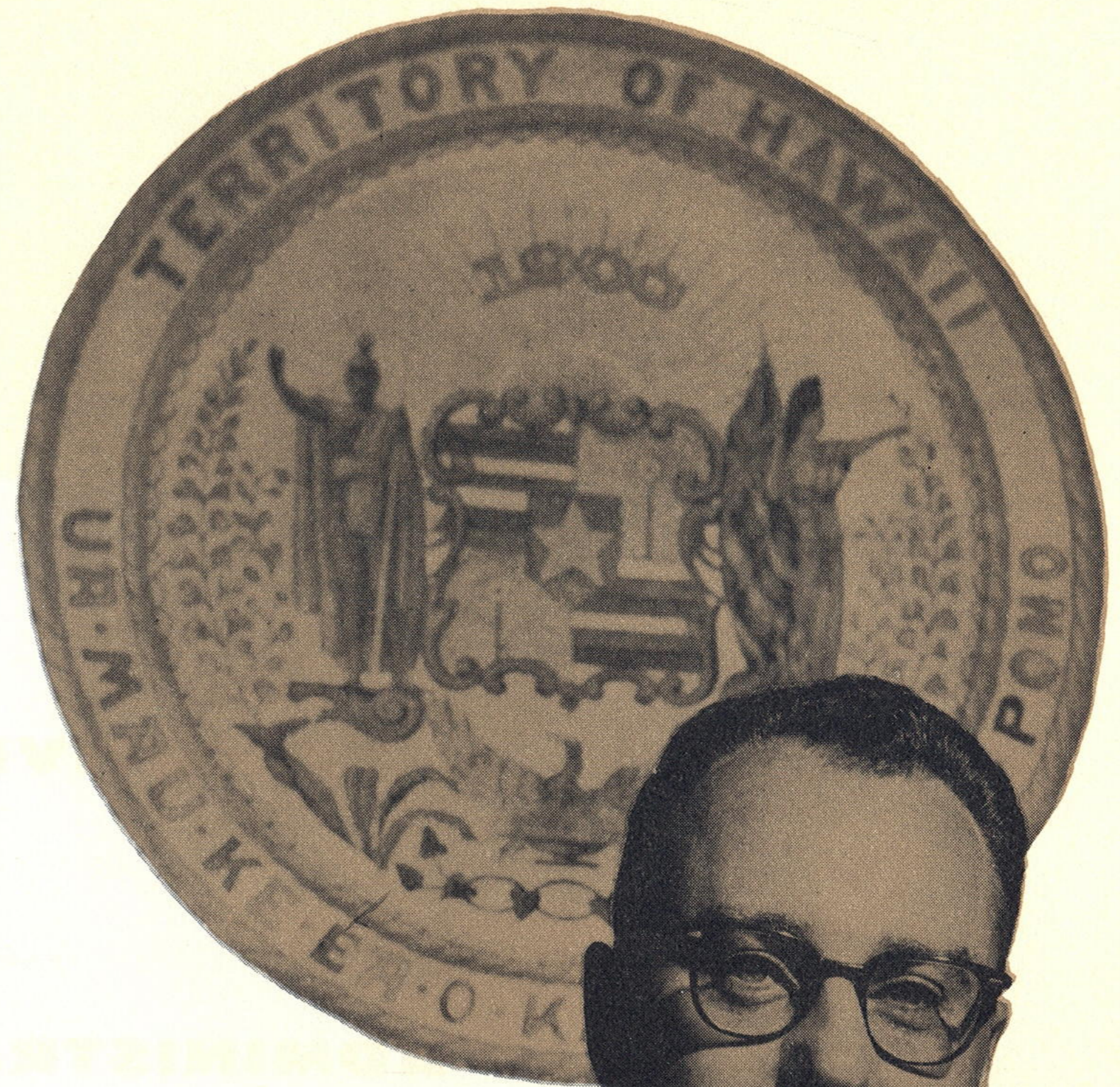
MR. GILBERT L. LIVINGSTON, *Manager, Honolulu International Airport*

MR. CHARLES W. DAHLBERG, *Manager, Hawaii County Airports*

MR. WILLIAM NEILSON, *Manager, Maui County Airports*

MR. COIN E. PERIN, *Manager, Kauai County Airports*

MR. BO TONG WAT, *Department Fiscal Officer*



Honorable William F. Quinn

Governor of Hawaii

Iolani Palace

Honolulu, Hawaii

Dear Sir:

Transmitted herewith is the annual report of the Hawaii Aeronautics Commission, covering the highlights of the Commission's activities for the Fiscal Year 1959.

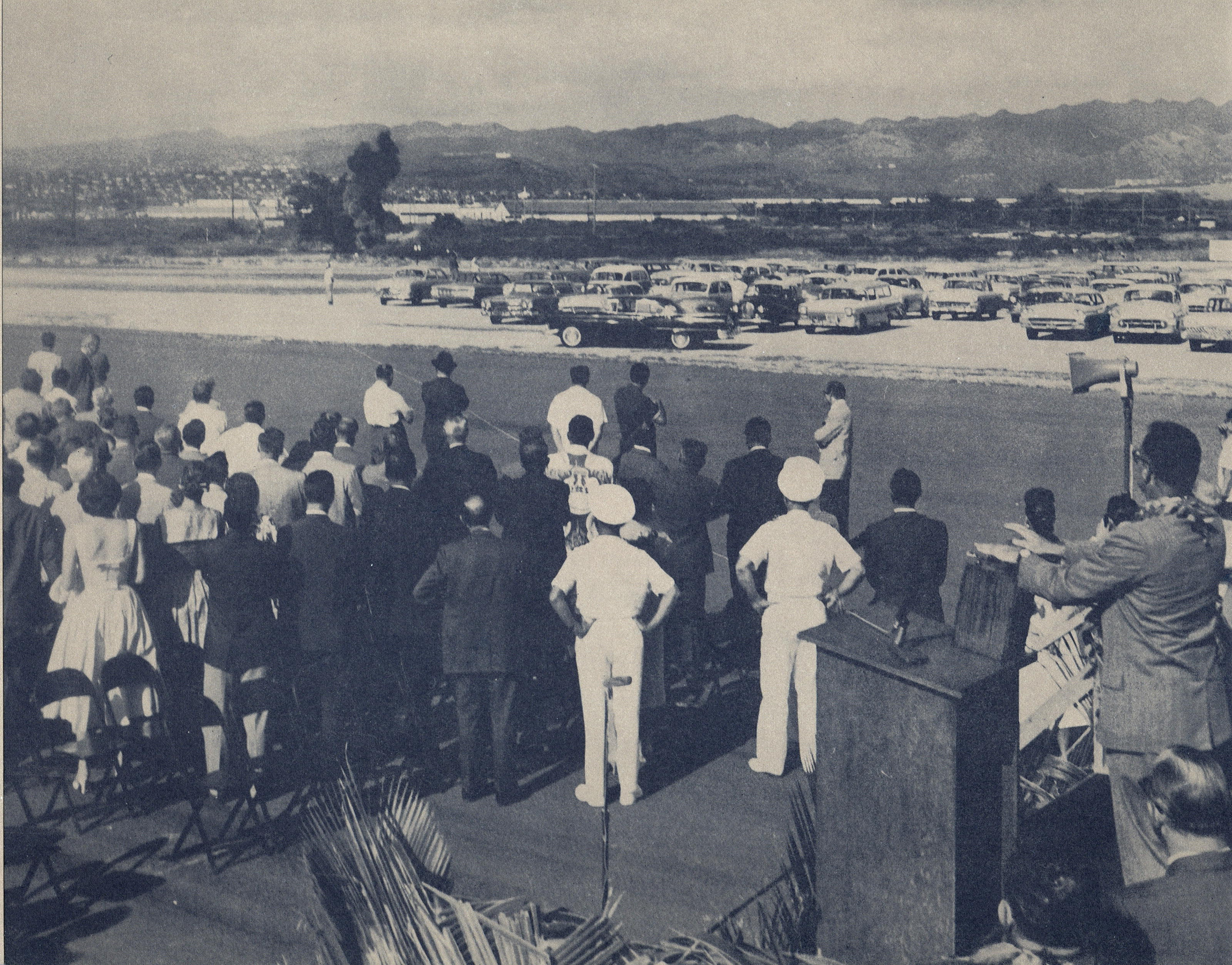
Respectfully yours,

A handwritten signature in cursive script that reads "Francis K. Sylva".

Francis K. Sylva, Chairman

Hawaii Aeronautics Commission

GOVERNOR WILLIAM F. QUINN



HIGHLIGHTS OF 1958/1959

Construction of the jet-age facilities for Honolulu International Airport which will replace the present inadequate terminal, was started by the Hawaii Aeronautics Commission on February 11, 1959. Work is now progressing on the Site Preparation, Stage 1 of the project, under contract to Hood Construction Company for \$1,079,150. This project, scheduled for completion in November 1959, is now 53 percent complete.

On February 5, a ground-breaking ceremony was held to mark inauguration of this long-awaited construction project which will ultimately end in the Master Plan development of this airport. Following the blessing of the ground by the Reverend Abraham K. Akaka, pastor of Kawaihao Church, a small charge of dynamite was set off by William F. Quinn, governor of Hawaii, to blast Honolulu into the commercial jet-age.

Governor Quinn stated that this new "jet-age facility is the first of our major public improvements when Hawaii becomes a state" and "a facility which Hawaii will be proud of."

Voicing the sentiment of the people of Hawaii, Dr. Francis K. Sylva, chairman of the Commission, declared, "This is the day we have been waiting for, for a long, long time." He added that the delay until now in starting construction was a "blessing in disguise" in that the Commission "has been able to avoid making mistakes of other airports. . . . The new terminal facilities will be the first in the nation to be built for the commercial jet-age from the ground up."

Land required for the site of the new terminal facilities on the north side of the airport was acquired by condemnation of 67.288 acres of Damon Tract land. Eminent domain proceedings in this condemnation suit were settled by an out-of-court compromise by the Attorney General's office. Price paid for the land was \$4,950,000, exclusive of appraisal, legal, court fees, and other

costs. Deed to this land was received by the Commission in October 1958.

Construction of the jet-age facilities will be financed by the proceeds from the sale of \$14,000,000 Aviation Revenue Bonds and a \$2,875,000 grant from the Federal Aviation Agency as federal aid participation. The aviation revenue bonds were sold in New York on March 31, 1959.

The site preparation work includes clearing, excavating, grading and getting the area ready for the construction of the inter-island unit of the new terminal facilities.

Final plans for the next several stages of this ultra-modern, multi-million-dollar undertaking have been completed by the Commission and transmitted to the Federal Aviation Agency for their approval. These stages are:

Site Preparation, Stage 2

Inter-Island and Foreign Arrivals Section, Stage 3

Drainage and Underground Utilities, Stage 4

Administration and Overseas Departure Section, Stage 5

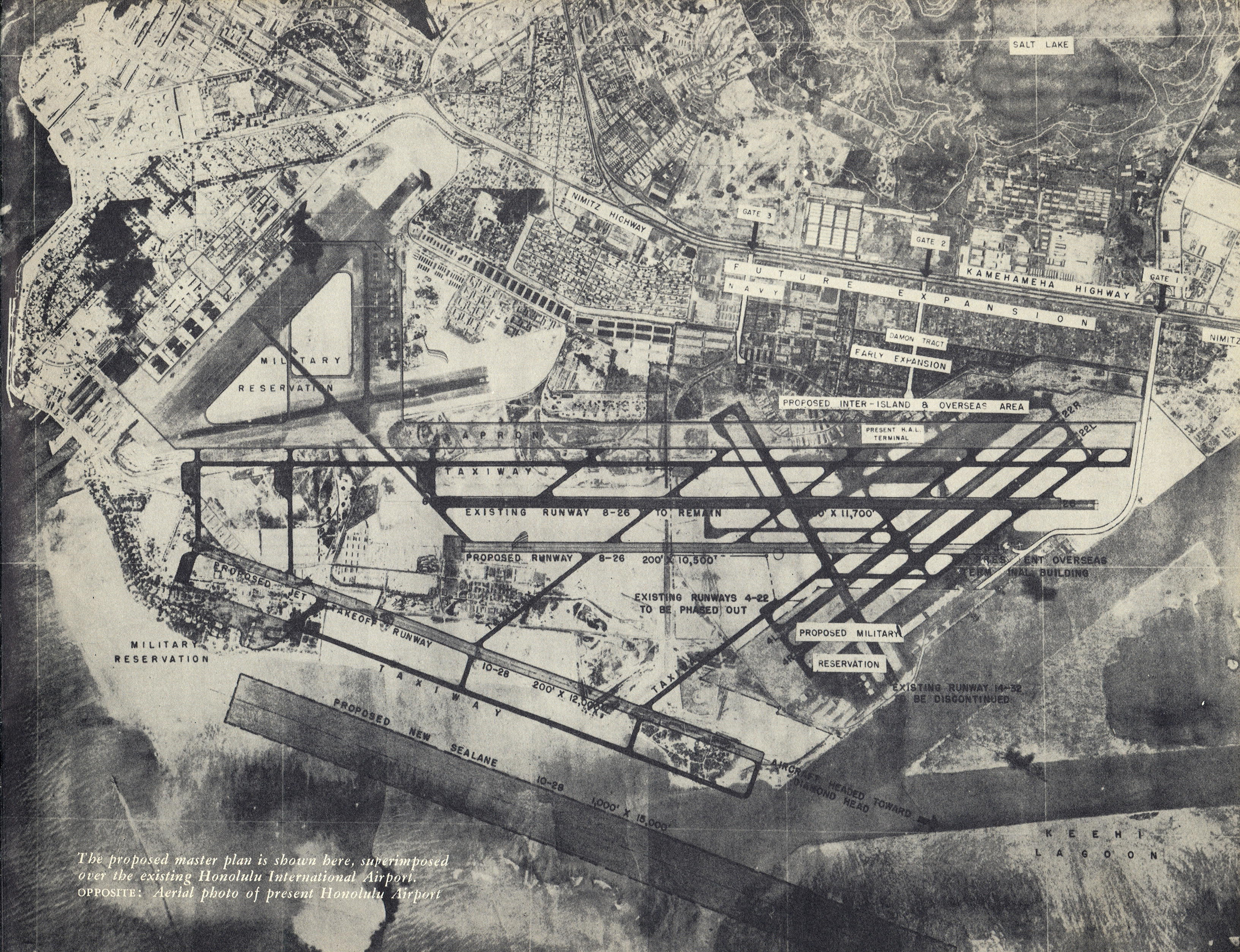
Meanwhile, in preparation for the imminent advent of commercial jet aircraft operation to Hawaii, the Commission authorized and completed certain improvements at the airport.

For instance, the fiscal year witnessed a sharp rise in foreign arrivals, both by commercial and military charter airlines. This resulted in a slow down of U. S. Public Health, Immigration and Customs inspection because of inadequate space. In order to remedy this situation and speed up the processing of foreign arrivals, the Commission undertook the expansion and modernization of this area. As a result, planeloads of foreign arrivals are now processed with less delay and in about half the time required heretofore.

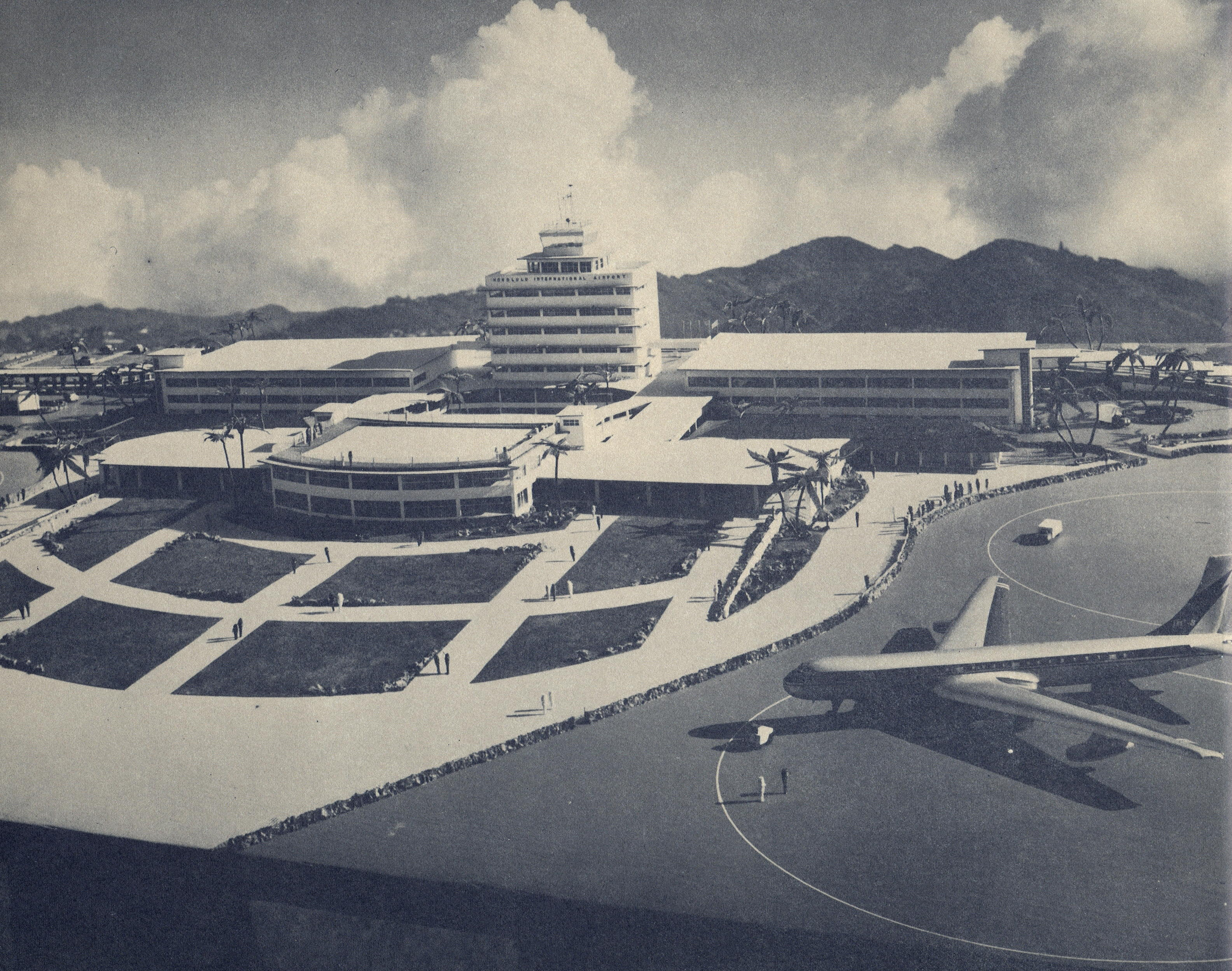
Also, the aircraft parking apron and taxiway in front of the present terminal building were widened to provide essential room



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The proposed master plan is shown here, superimposed over the existing Honolulu International Airport.
OPPOSITE: Aerial photo of present Honolulu Airport



for jet aircraft parking and taxiing, and to prevent injection of harmful materials by the jet engines.

Other projects completed at Honolulu International Airport are as follows:

Pavement rehabilitation, Runway 4R-22L.

Enclosed auto parking area.

The Federal Aviation Agency completed installation of an instrument landing system (ILS) on the northeast end of the 13,104-foot Runway 8-26 as an aid to aircraft operational safety.

On the neighbor islands, a number of airport projects were completed. The most important of these are the construction of a new control tower (TOWAC) building and installation of medium intensity lighting system for Runway 2-20 at Kahului Airport. Both projects were undertaken and completed with HAC and federal funds. The new tower was commissioned and put into operation by the Federal Aviation Agency in December 1958.

Other Kahului Airport projects completed are construction of T-hangars for small planes and resurfacing of Runway 5-23.

At Lihue Airport, alteration and expansion of the terminal building and enlargement of the auto parking area were completed. These were federal aid participation projects.

A land exchange between the Territory of Hawaii and Lihue Plantation Company was concluded to acquire land for additional aircraft parking and future master plan development in return for land not needed for airport purposes.

Approach zone hazards at the end of Runway 3-21, General Lyman Field, Hilo, Hawaii, were removed to meet Federal Aviation Agency requirements governing aircraft landing and takeoff operational safety.

Approach light beacons were installed at Kamuela Airport as navigational aids.

Kona Airport relocation survey, authorized by the 1957

session of the legislature, was completed. The report and recommendations of the engineering firm which conducted this study were adopted by the Commission and transmitted to the Thirtieth Legislature.

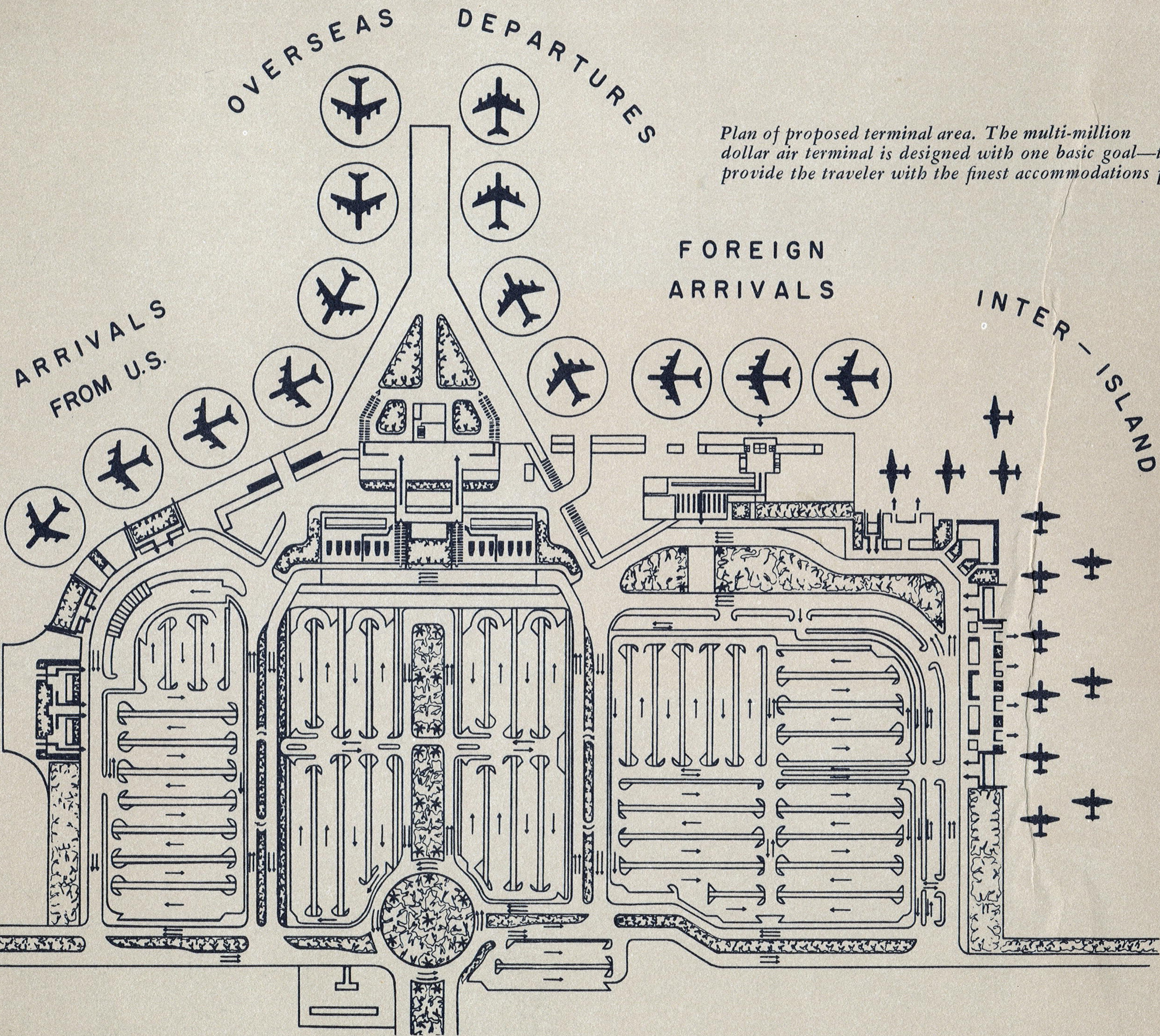
A release from the Federal government, releasing the Territory from the covenants and restrictions contained in the Quitclaim Deeds returning Maui (Puunene) Airport, was accepted in September 1958. The Commission is now permitted to sell the land and improvements on this former principal airport on Maui. Money derived from this sale must be used for airport purposes, including the construction of a new terminal building for Kahului Airport.

Several changes took place in Commission membership during the year. Mr. Joseph R. Itagaki resigned in September 1958, and the term of Mr. Charles J. Pietsch, Jr. expired December 1958. They were replaced in January 1959 by Mr. Tadashi Fukushima and Dr. Abraham Ng Kamsat. Act 132, passed by the 1959 session of the legislature, increased the Commission to 10 members by the addition of the superintendent of public works as ex-officio voting member.

The fiscal year witnessed the introduction of new type commercial aircraft in Hawaii. Canadian Pacific Airlines introduced its Bristol Britannia jet-prop aircraft in December 1958 for service between Vancouver, B. C., and Australia, via Hawaii.

Aloha Airlines introduced the jet-prop Fairchild F-27's in June 1959 for service between the islands.

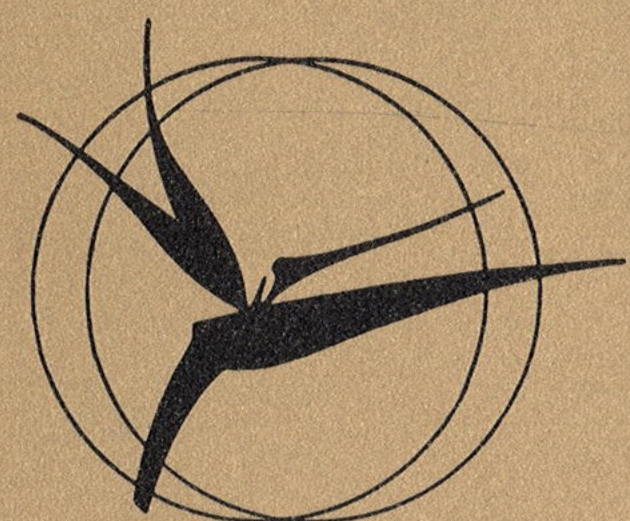
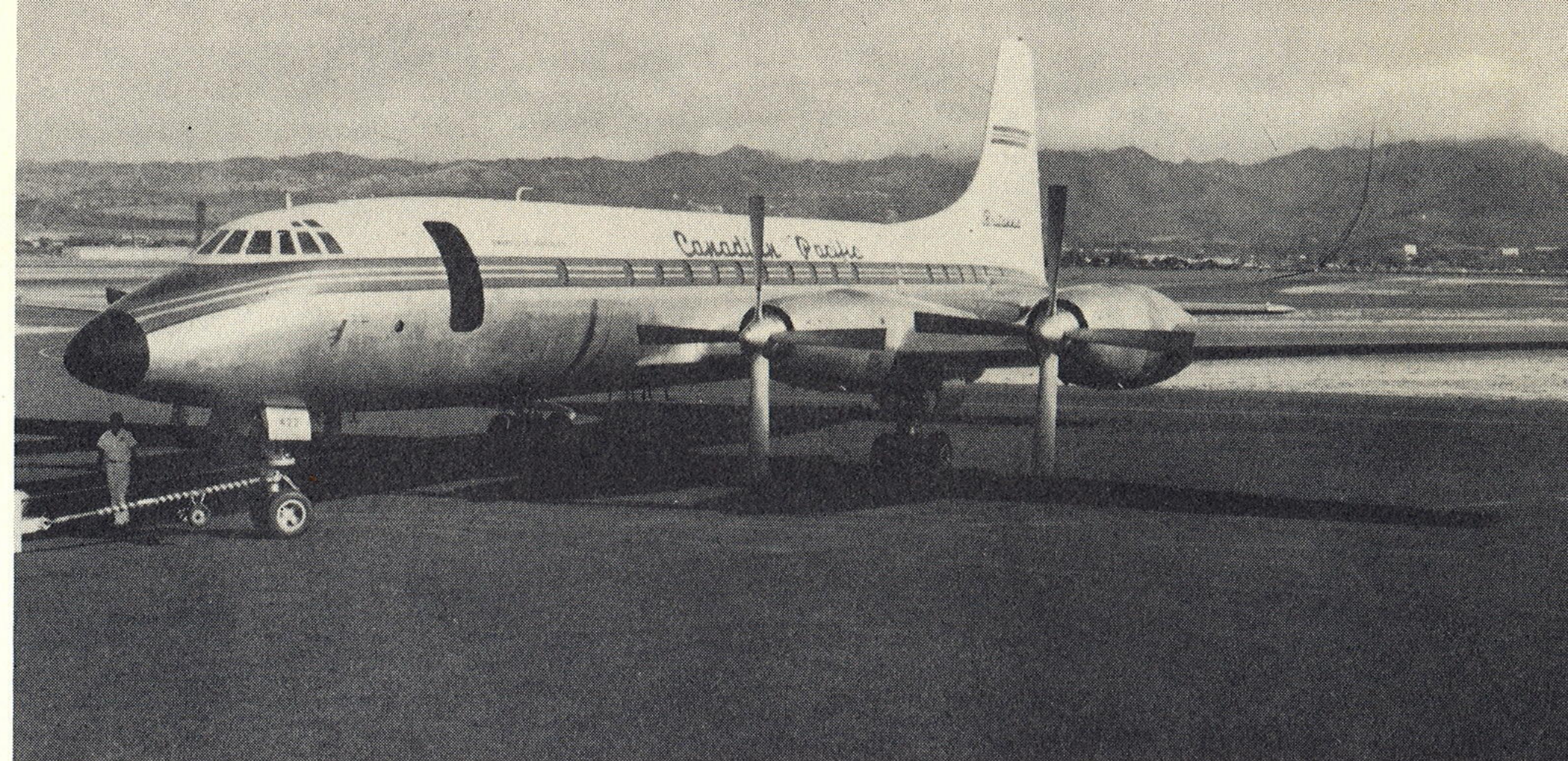
On June 30, 1959, Qantas Empire Airways' Boeing 707 commercial jet plane landed at Honolulu on its delivery flight from San Francisco to Sydney, Australia. The flight from San Francisco to Hawaii was made in 4 hours and 50 minutes. This is the first of seven Qantas B-707's which will call regularly in Hawaii.



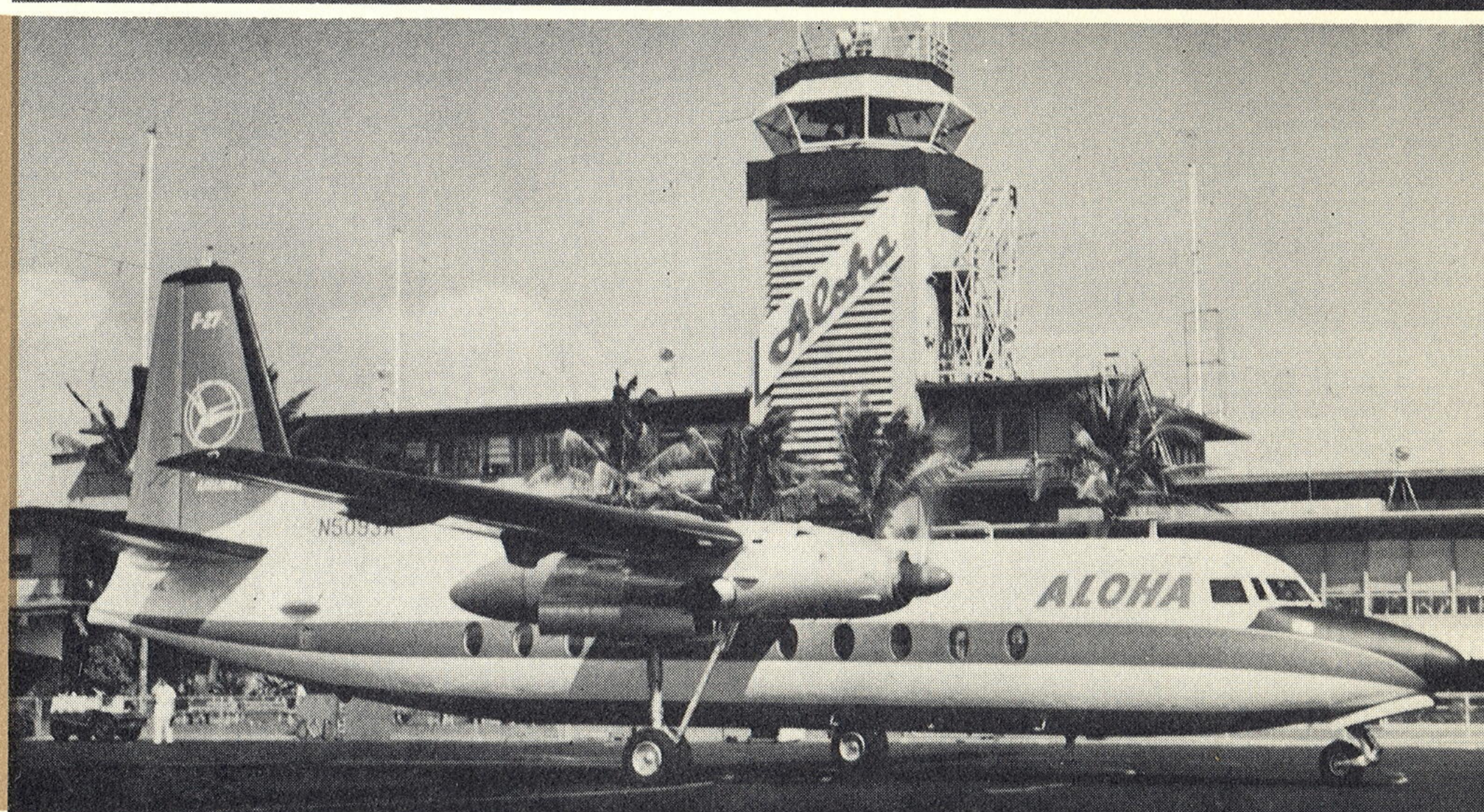
Plan of proposed terminal area. The multi-million dollar air terminal is designed with one basic goal—to provide the traveler with the finest accommodations possible.



Canadian Pacific Airlines' Bristol Britannia jet-prop aircraft went into service between Vancouver, B.C. and Australia, via Hawaii, in December of 1959.



Aloha Airlines began using their jet-prop Fairchild F-27's between the islands in June, 1959. The aircraft's high wing design gives each passenger an unobstructed view of Hawaii's beauty.



QANTAS

Qantas Empire Airways inaugurated regular commercial jet plane service through Hawaii in June, 1959, with their fast and sleek Boeing 707's. Their first jet flight from San Francisco to Hawaii took 4 hours 50 minutes.



HAC GOES TO WALL STREET

The \$14,000,000 Aviation Revenue Bonds, Series A, which were sold on March 31, 1959, to finance construction of the new terminal building complex for Honolulu International Airport, were authorized by J. R. 32, Session Laws of Hawaii 1957, and P. L. 85-534, approved by Congress and signed by the President on July 18, 1958.

By the provisions of the bond issue authorization, the bonds are not a general obligation of the Territory of Hawaii, and all revenues derived from the operation of the Territorial Airport System are pledged to the retirement of the bonds. This pledge constitutes a paramount charge over and ahead of all other obligations of the Commission. Accordingly, amounts necessary to fulfill this pledge are set aside from each month's revenues for interest payment and bond redemption purposes.

After this has been done, the Commission may use or set aside the balance of the revenues for the operation and maintenance of the airport system, construction of other improvements for the betterment of the airports, repairs, renewals and replacements of aviation properties, and to meet other legal obligations.

Moneys not required for immediate disbursements may be invested by the Commission to realize additional income.

Sale of the bonds was handled for the Commission by Eastman Dillon, Union Securities & Co. Wood, King & Dawson, attorneys, acted as bond counsel.

The entire issue was purchased by C. J. Devine & Co. and Associates, and later sold to the public.

The bonds carry an interest rate of 4.30 percent per annum, payable semi-annually beginning Jan. 1, 1960, and will mature on July 1, 1984, unless recalled earlier by the Commission.



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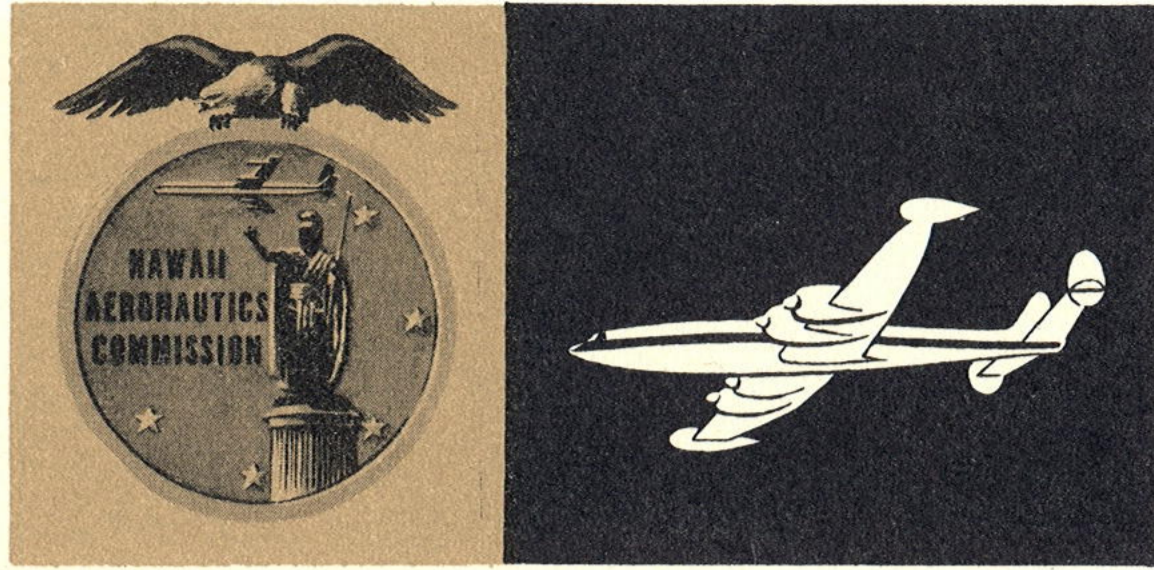
KAM TAI LEE, Treasurer of Hawaii

D. S. MacFADDEN, Eastman Dillon, Union Securities & Co.

JOHN DAWSON, Wood, King & Dawson

JACK MIZUHA, Attorney General of Hawaii





LOCKHEED'S CONSULTATION SERVICES

In order to determine ways and means of financing the expansion program for Honolulu International Airport, the Commission decided in 1956 to obtain the services of Lockheed Air Terminal, Inc. of Burbank, California, to conduct a study of the Commission's operation of the Territorial Airport System.

Main purposes of this study were to analyze the expansion program and to prepare a financial report to assist the Commission in establishing a plan to finance the construction of the proposed terminal building complex.

The Lockheed study found that the expansion program was soundly formulated, the planned facilities of the terminal building complex were adequate to handle increase in passenger traffic and aircraft movements, the entire design had reasonable expansion capabilities, immediate action was urgently needed to handle jet aircraft service, and projected revenues over expenditures were sufficient to finance this expansion program.

Besides this phase of the study, Lockheed also prepared a schedule of rates and charges to be applied to the new terminal

building complex, and rules and regulations for the operation of the airport.

Upon completion of this study, Lockheed was retained by the Commission for consultation and guidance services relating to the planning, operation and maintenance of the Territorial Airport System, in negotiations with airlines and other users of airport facilities, in legislative matters, and in the sale of the aviation revenue bonds.

Agreement between the Commission and Lockheed for these services was terminated June 30, 1959 by mutual consent since Lockheed is planning expansion of its activities at the airport, represented by Lockheed Air Terminal and Lockheed Aircraft Service. This termination was requested by Lockheed in order that it may not be in a position involving conflict of interest by acting as consultants to the Commission while at the same time being an important user of airport facilities. Lockheed has, however, agreed to act as special consultants when requested to do so by the Commission in matters involving specific problems.

The Commission has been fortunate in receiving Lockheed's services during the financial planning of the airport expansion program. Appreciation for these services was expressed by the Commission with the adoption of a resolution to this effect.

ENCLOSED AUTO PARKING

At the advice of Lockheed Air Terminal, Inc., HAC consultants, the Commission decided to discontinue operation of the metered auto parking facility in front of the present terminal building at Honolulu International Airport and replace it with an enclosed facility to be let out as a concession.

Under this new system, the Commission will realize more revenue from auto parking at the airport.

Work of constructing the enclosed auto parking facility also included realignment of the road in front of the terminal building.

Airport Parking Co. began operating this new parking system as a concession with a minimum guarantee of \$75,000 per year to the Commission.

For the benefit of employees at the airport, the Commission has provided a free parking area not too far distant from the terminal building.

New parking concession replaced metered system. It guarantees \$75,000 per year income to commission.



HONOLULU AIRPORT TRAFFIC

Aircraft operations at Honolulu International Airport totalled 262,596 landings and takeoffs during the fiscal year, according to figures compiled from the FAA control tower reports. This is a decrease of 6.1 percent from the preceding year.

The current total is broken down as air carriers 87,719 operations (down 8.5 percent from the preceding year), general aviation 36,816 (up 13.6 percent) and military aircraft 138,061 (down 8.7 percent).

From the standpoint of aircraft operations, Honolulu is one of the busiest airports in the nation. For instance, during calendar year 1958, there were 275,376 landings and takeoffs which ranked Honolulu in 8th place among all U. S. airports.

Passenger traffic totalled 1,069,523 inter-island and overseas passengers for a gain of 9 percent over the preceding year. This total does not include military service personnel and their dependents transported by MATS contract carriers.

Air cargo amounted to 34,078,013 pounds for a gain of 9.9 percent.

Air mail totalled 10,559,552 pounds, showing a gain of 24.1 percent.

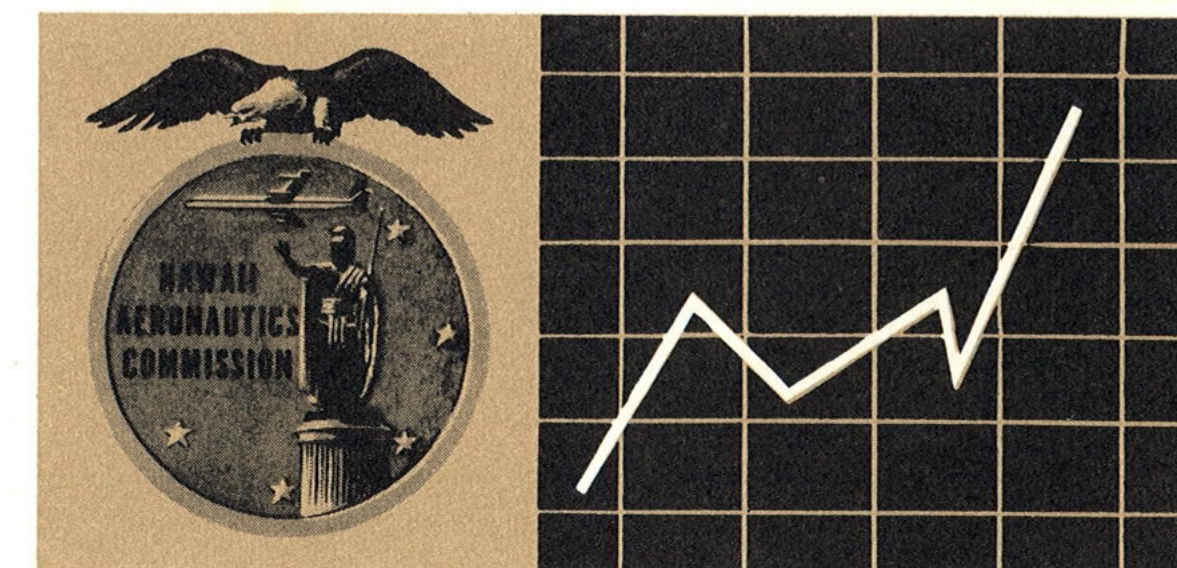
Following tables show aircraft operation totals by months and passenger, cargo and air mail volumes for Honolulu International Airport for the fiscal year.

Honolulu International Airport

AIRCRAFT OPERATION SUMMARY

Fiscal Year July 1, 1958 to June 30, 1959

	AIR CARRIER	GENERAL AVIATION	MILITARY AIRCRAFT	TOTAL OPERATIONS
1958 July	8,860	3,440	12,924	25,224
August	8,104	2,945	10,327	21,376
September	8,496	3,260	13,171	24,927
October	8,135	3,463	12,298	23,896
November	7,300	3,558	12,254	23,112
December	7,619	2,785	13,174	23,578
1959 January	6,805	2,343	11,179	20,327
February	5,963	3,166	10,585	19,714
March	6,680	3,124	11,303	21,107
April	5,975	2,488	9,673	18,136
May	6,875	3,515	11,139	21,529
June	6,907	2,729	10,034	19,670
TOTALS	<u>87,719</u>	<u>36,816</u>	<u>138,061</u>	<u>262,596</u>
PRECEDING FISCAL YEAR TOTALS	95,860	32,416	151,239	279,515
PERCENT GAIN OR LOSS FROM PRECEDING FISCAL YEAR	— 8.5	13.6	— 8.7	— 6.1



Honolulu International Airport

REVENUE PASSENGER, CARGO, AIR MAIL SUMMARY

Fiscal Year July 1, 1958 to June 30, 1959

PASSENGERS	OUTGOING	INCOMING	THROUGH	TOTALS
INTER-ISLAND	305,317	308,000		613,317
OVERSEAS	187,579	186,017	82,610	456,206
TOTAL PASSENGERS	<u>492,896</u>	<u>494,017</u>	<u>82,610</u>	<u>1,069,523</u>
PRECEDING FISCAL YEAR TOTALS	451,509	452,122	77,391	981,022
PERCENT GAIN OR LOSS FROM PRECEDING FISCAL YEAR	9.2	9.3	6.7	9.0
<hr/>				
CARGO	OUTGOING POUNDS	INCOMING POUNDS	THROUGH POUNDS	TOTAL POUNDS
INTER-ISLAND	13,469,421	7,056,893		20,526,214
OVERSEAS	1,786,669	4,054,972	7,710,158	13,551,799
TOTAL CARGO	<u>15,256,090</u>	<u>11,111,865</u>	<u>7,710,158</u>	<u>34,078,013</u>
PRECEDING FISCAL YEAR TOTALS	13,894,502	11,666,370	5,453,499	31,014,371
PERCENT GAIN OR LOSS FROM PRECEDING FISCAL YEAR	9.8	— 4.8	41.4	9.9
<hr/>				
AIR MAIL	OUTGOING POUNDS	INCOMING POUNDS	THROUGH POUNDS	TOTAL POUNDS
INTER-ISLAND	458,590	475,992		934,582
OVERSEAS	2,190,920	2,871,244	4,562,806	9,624,970
TOTAL AIR MAIL	<u>2,649,510</u>	<u>3,347,236</u>	<u>4,562,806</u>	<u>10,559,552</u>
PRECEDING FISCAL YEAR TOTALS	2,439,366	2,812,928	3,258,180	8,510,474
PERCENT GAIN OR LOSS FROM PRECEDING FISCAL YEAR	8.6	19.0	40.0	24.1

THE TERRITORIAL AIRPORT SYSTEM

under the management and operation of the Hawaii Aeronautics Commission is comprised of 13 airports located on six of the eight Hawaiian islands. The remaining two islands—Niihau which is privately-owned, and Kahoolawe which is uninhabited—are without airports.

Following are the airports by islands:

Island of Hawaii

GENERAL LYMAN FIELD (Hilo Airport)

Location: 2 miles E of Hilo
 Elevation: 31 feet
 Runways: 8-26 200 ft. x 6,500 feet—Paved
 3-21 150 ft. x 5,600 feet—Paved

KONA AIRPORT

Location: 1 mile W of Kailua-Kona
 Elevation: 18 feet
 Runway: 11-29 100 ft. x 3,800 feet—Paved

KAMUELA AIRPORT

Location: 1.2 miles SSW of Kamuela
 Elevation: 2,671 feet
 Runway: 4-22 100 ft. x 5,200 feet—Paved

UPOLU AIRPORT

Location: 3 miles NW of Hawi
 Elevation: 96 feet
 Runway: 7-25 150 ft. x 4,000 feet—Paved

Island of Maui

KAHULUI AIRPORT

Location: 2.5 miles E of Kahului
 Elevation: 59 feet
 Runways: 2-20 200 ft. x 7,000 ft.—Paved
 5-23 200 ft. x 5,000 ft.—Paved
 17-35 200 ft. x 5,100 ft.—Paved

HANA AIRPORT

Location: 3 miles NW of Hana
 Elevation: 77 feet
 Runway: 8-26 100 ft. x 3,600 ft.—Paved

Island of Lanai

LANAI AIRPORT

Location: 4 miles SW of Lanai City
 Elevation: 1,315 feet
 Runway: 3-21 80 ft. x 3,700 ft.—Paved

Island of Molokai

MOLOKAI AIRPORT

Location: 7 miles NW of Kaunakakai
 Elevation: 441 feet
 Runways: 5-23 100 ft. x 4,500 ft.—Paved
 17-35 100 ft. x 3,100 ft.—Paved

KALAUPAPA AIRPORT

Location: 1 mile N of Kalaupapa
 Elevation: 21 feet
 Runway: 5-23 100 ft. x 2,650 ft.
 (Paved portion—50 ft. x 1,658 ft.)

Island of Oahu

HONOLULU INTERNATIONAL AIRPORT

Location: 4 miles WNW of Honolulu
 Elevation: 10 feet
 Runways: 8-26 200 ft. x 13,104 ft.—Paved
 4R-22L 200 ft. x 7,004 ft.—Paved
 4L-22R 200 ft. x 6,950 ft.—Paved
 Sealanes: 4-22 1,000 ft. x 15,312 ft.
 14-32 1,000 ft. x 10,560 ft.
 7-25 1,000 ft. x 15,837 ft.

KIPAPA AIRFIELD

Location: 6 miles S of Wahiawa
 Elevation: 565 feet
 Runway: 6-24 100 ft. x 1,560 ft.—Paved

Island of Kauai

LIHUE AIRPORT

Location: 1.5 miles E of Lihue
 Elevation: 140 feet
 Runway: 3-21 100 ft. x 5,100 ft.—Paved

PORT ALLEN AIRPORT

Location: 1 mile SW of Hanapepe
 Elevation: 24 feet
 Runways: 9-27 60 ft. x 2,500 ft.—Paved
 5-23 100 ft. x 2,600 ft.—Unpaved

INTER-ISLAND TRAFFIC

Recovering from the effects of the 1958 Territory-wide sugar industry strike, inter-island air passenger traffic volume for the fiscal year showed a gain of 7.4 percent over the preceding year.

Of the primary airports on each island, Lihue on the Island of Kauai had the largest percentage gain, an increase of 10.6 percent. It ranks second to Honolulu International Airport in passenger traffic.

Honolulu International Airport, the focal point of inter-island air travel, had a total of 613,317 outgoing and incoming passengers, a gain of 7.9 percent. Lihue Airport had 209,219, followed by Kahului Airport on the Island of Maui with 208,433, up 6.5 percent, General Lyman Field (Hilo Airport) on the Island of Hawaii with 189,943, a six percent increase, and Molokai Airport with 48,435, up 1.3 percent. Lanai Airport with 19,056 passengers showed a drop of five-tenths percent.

Of the secondary airports, Kona Airport which serves the vacation resort on Hawaii had 74,263 passengers, up 8.3 percent, while Kamuela Airport had 11,422, a gain of 32.6 percent at the expense of Upolu Airport which had a total of only 3,908, a drop of 39.8 percent due to reduction in scheduled air service.

Hana Airport serving the tourist resort on Maui had 10,326 passengers, a gain of 5.5 percent.

Kalaupapa Airport serving the Kalaupapa Settlement on Molokai had a total of 3,408 passengers, up 17 percent.

Air cargo volume showed a drop of 4.2 percent for the fiscal year while air mail volume showed a gain of 9.2 percent.

Following tables show inter-island passenger, cargo and air mail volumes by months and passenger, cargo and air mail traffic between island airports for the fiscal year.

Territorial Airports

INTER-ISLAND REVENUE PASSENGER, CARGO, AIR MAIL TOTALS

Fiscal Year July 1, 1958 to June 30, 1959

		PASSENGERS	CARGO POUNDS	AIR MAIL POUNDS
1958	July	75,902	2,222,930	66,255
	August	86,854	2,044,389	67,350
	September	50,576	1,831,032	64,510
	October	46,333	1,852,612	70,064
	November	44,221	1,727,702	63,546
	December	51,357	2,061,061	155,948
1959	January	48,569	1,644,172	64,683
	February	45,180	1,525,396	64,004
	March	55,869	1,761,979	79,176
	April	56,198	1,735,419	74,600
	May	59,309	1,862,771	88,676
	June	75,497	2,115,781	77,256
	TOTALS	<u>695,865</u>	<u>22,385,244</u>	<u>936,068</u>
PRECEDING FISCAL YEAR TOTALS		647,919	23,364,992	857,360
PERCENT GAIN OR LOSS FROM PRECEDING FISCAL YEAR		7.4	— 4.2	9.2

Inter-Island Revenue **PASSENGER** *Traffic Summary. July 1, 1958 to June 30, 1959*

FROM:		TO: HONOLULU	HILO	UPOLU	KAMU- ELA	KONA	KAHU- LUI	HANA	MOLO- KAI	KALAU- PAPA	LANAI	LIHUE
HONOLULU	305,317		77,809	1,689	4,842	21,580	78,284	4,401	17,439	1,007	5,055	93,211
HILO	87,125	72,828			26	39	11,087	40	318		352	2,435
UPOLU	2,032	1,836					178					18
KAMUELA	5,835	5,215	23				526		10		49	12
KONA	45,536	36,186			1		1,568	98	36		133	7,514
KAHULUI	104,750	66,653	22,966	184	512	4,956		766	4,610		3,070	1,033
HANA	4,991	3,854	10			94	982					51
MOLOKAI	24,069	17,012	194			39	5,360			608	750	106
KALAU-PAPA	1,789	979	2				22		779		7	
LANAI	9,626	5,175	188	3	54	128	2,951		1,079	4		44
LIHUE	104,795	98,262	1,626		152	1,891	2,725	30	95		14	
TOTALS	695,865	308,000	102,818	1,876	5,587	28,727	103,683	5,335	24,366	1,619	9,430	104,424

TOTAL INTER-ISLAND REVENUE PASSENGERS, JULY 1, 1958 TO JUNE 30, 1959—695,865

Inter-Island Revenue **AIR CARGO** *Traffic Summary. (Pounds Carried) July 1, 1958 to June 30, 1959*

FROM:		TO: HONOLULU	HILO	UPOLU	KAMU- ELA	KONA	KAHU- LUI	HANA	MOLO- KAI	KALAU- PAPA	LANAI	LIHUE
HONOLULU	13,469,421		3,813,882	137,414	141,907	567,685	3,557,982	177,528	696,530	362,838	719,908	3,293,747
HILO	3,277,928	2,770,728				1,388	308,369	2,780	19,363		71,962	103,338
UPOLU	100,847	91,788	125				6,501		908		278	1,247
KAMUELA	1,053,175	937,998	877				96,284		1,256		608	16,152
KONA	517,442	488,195		123			10,623	961	3,490		5,641	8,409
KAHULUI	2,165,032	1,238,148	270,277	6,066	9,355	21,000		36,367	56,994	4,800	487,974	34,051
HANA	338,636	336,738					1,603		2		293	
MOLOKAI	339,000	210,712	29,457	6,283	855	6,262	29,831	84		36,583	17,552	1,381
KALAU-PAPA	69,340	68,665							675			
LANAI	166,464	89,432	13,511	1,367	300	3,960	50,346	147	6,141			1,260
LIHUE	887,959	824,489	33,470	139	3,491	1,529	20,460	490	2,353		1,538	
TOTALS	22,385,244	7,056,893	4,161,599	151,392	155,908	601,824	4,081,999	218,357	787,712	404,221	1,305,754	3,459,585

TOTAL INTER-ISLAND REVENUE AIR CARGO, JULY 1, 1958 TO JUNE 30, 1959—22,385,244 POUNDS

Inter-Island Revenue **AIR MAIL** *Traffic Summary. (Pounds Carried) July 1, 1958 to June 30, 1959*

FROM:		TO: HONOLULU	HILO	UPOLU	KAMU- ELA	KONA	KAHU- LUI	HANA	MOLO- KAI	KALAU- PAPA	LANAI	LIHUE
HONOLULU	458,590		179,571	128	339	16,277	116,022	3,079	16,813	30,030	7,033	89,298
HILO	287,788	287,788										
KAMUELA	3,077	3,077										
KONA	14,162	14,153					9					
KAHULUI	80,505	79,062	117	440	27	67		690	26		75	1
HANA	3,520	3,520										
MOLOKAI	11,456	11,456										
KALAU-PAPA	8,043	8,043										
LANAI	5,179	5,145					13		21			
LIHUE	63,748	63,748										
TOTALS	936,068	475,992	179,688	568	366	16,344	116,044	3,769	16,860	30,030	7,108	89,299

TOTAL INTER-ISLAND REVENUE AIR MAIL, JULY 1, 1958 TO JUNE 30, 1959—936,068 POUNDS

KONA AIRPORT SURVEY

Act 150, Session Laws of Hawaii 1957, known as the Hawaii Economic Development Act, appropriated \$265,000 for the relocation of Kona Airport. Construction of a new airport to replace the present facilities was to be financed by the sale of the present airport site. Purpose of relocating the airport was to make this site available for the development of a tourist resort on the Island of Hawaii.

In accordance with the provisions of this Act, the Commission used a portion of this appropriation for a study to select a new site and to determine the cost of constructing a new airport.

Lublin, McGaughy and Associates, architects and consulting engineers, undertook this study in September 1958 and reported their findings and recommendations in December 1958. This report was accepted by the Commission and copies were sent to members of the Thirtieth Legislature.

The report recommended that the airport not be relocated at

this time, that the existing runway be extended 600 feet to the northwest (away from the town of Kailua-Kona), and the airport be relocated at such time in the future when demand for the land now occupied by the airport is so great that its value exceeds the cost of relocating the airport to the recommended site.

Act 224, Session Laws of Hawaii 1959, relating to public improvements enacted by the Thirtieth Legislature, appropriated \$235,000 for the extension of the present runway. This appropriation, however, depends upon the availability of general obligation bond funds.

Improvement of the airport by extending the runway was planned by the Commission several years ago. Back in December 1953, a contract was awarded for extending the runway 600 feet at one end and 500 feet at the other. This work was held up by an injunction suit filed January 1954 by owners of property adjoining the airport. This suit has to be resolved before the Commission can formulate new plans for the airport.

Hawaii Aeronautics Commission

CONSOLIDATED STATEMENT OF RECEIPTS AND EXPENDITURES

Fiscal Year 1958-1959

OPENING BALANCE, 7-1-58		1,431,798.09
RECEIPTS		
Aviation Fuel Tax Collections.....	1,547,013.34	
Airport Revenues and Fees	608,036.58	
Miscellaneous Fees	2,651.72	
Federal Grants	254,363.35	
Aviation Revenue Bonds.....	14,000,000.00	
Accrued Interest on Aviation Revenue Bonds.....	25,083.34	
Bond Fund Allotment (G.O.).....	25,000.00	
Advanced from Treasurer Pending Sale of Aviation Bonds.....	1,850,000.00	
General Fund Appr'n. (Reinstated Balance).....	58,655.84	
TOTAL RECEIPTS		18,370,804.17
EXPENDITURES		
<i>Operating Expenditures</i>		
Personal Services	664,141.73	
Other Current Expenses.....	371,705.19	
Equipment	18,145.92	
Motor Vehicles	16,270.93	
Runway Maintenance and Special Repair Projects.....	75,002.92	
Civil Air Patrol.....	15,000.00	
Airport Zoning Board.....	63.80	
TOTAL OPERATING EXPENDITURES.....	1,160,330.49	
<i>Other Expenditures</i>		
5% Surcharge	95,354.97	
G.O. Bond Redemption Payments.....	97,132.67	
G.O. Bond Interest Payments.....	178,693.63	
TOTAL OTHER EXPENDITURES.....	371,181.27	
<i>Capital Expenditures, Land, Buildings and Construction</i>	3,972,827.35	
TOTAL—ALL EXPENDITURES		5,504,339.11
NET CLOSING BALANCES, 6-30-59.....		14,298,263.15
UNLIQUIDATED CONTRACT ENCUMBRANCES.....		894,204.88
NET UNENCUMBERED BALANCE, 6-30-59.....		13,404,058.27

