

KAUAI

LIHUE AIRPORT

PORT ALLEN AIRPORT

OAHU

KIPAPA AIRPORT

BELLOWS FIELD

HONOLULU INTERNATIONAL AIRPORT

MOLOKAI

KALAUPAPA AIRPORT

MOLOKAI AIRPORT

LANAI AIRPORT

LANAI

MAUI

KAHULUI AIRPORT

HANA AIRPORT

PUUNENE AIRPORT

KAHOOLAWE

UPOLU AIRPORT

KAMUELA AIRPORT

HILO AIRPORT

KONA AIRPORT

HAWAII

MORSE FIELD



Annual Report

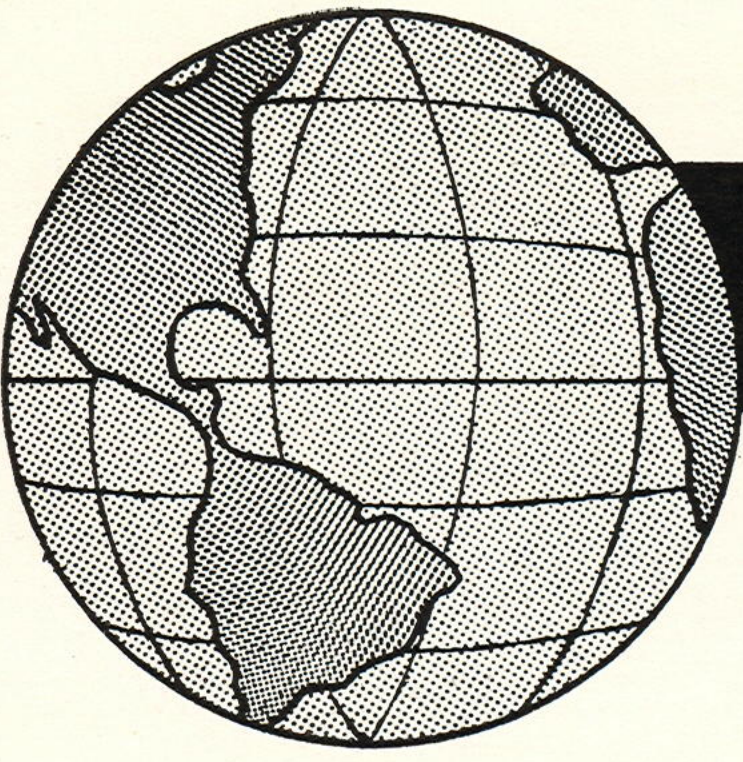
FISCAL YEAR ENDING JUNE 30, 1952

HAWAII AERONAUTICS COMMISSION

HONOLULU, HAWAII

HONOLULU INTERNATIONAL AIRPORT

Aloha



ANNUAL REPORT

for the fiscal year ending
JUNE 30, 1952

HAWAII AERONAUTICS COMMISSION

TERRITORY OF HAWAII

COMMISSIONERS

Francis K. Sylva, D.D.S.	<i>Chairman</i>	Harold W. Rice	<i>Member—Maui</i>
Charles J. Pietsch, Jr.	<i>Vice Chairman</i>	David Furtado	<i>Member—Hawaii</i>
Ralph C. Honda	<i>Secretary</i>	R. Alexander Anderson	<i>Member—Oahu</i>
Thomas W. Flynn	<i>Member—Oahu</i>	O. J. Burnett	<i>Member—Oahu</i>
Dorsey W. Edwards		<i>Member—Kauai</i>	

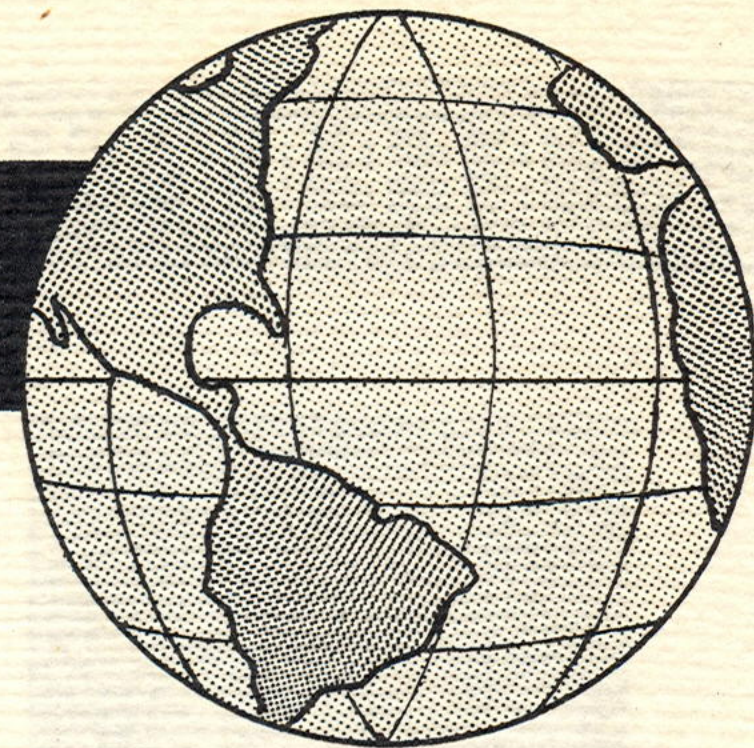
EXECUTIVE OFFICERS

Peyton Harrison	<i>Director of Aeronautics</i>	Randolph M. Lee	<i>Administrative Assistant</i>
Clark M. Kee	<i>Assistant Director & Airport Engineer</i>	Mark E. Martin	<i>Superintendent of Airport & Operations</i>

AIRPORT MANAGERS

Mark E. Martin	<i>Honolulu</i>	William Neilson	<i>Maui</i>
John E. Batchelder, Jr.	<i>Hawaii</i>	Coin E. Perin	<i>Kauai</i>

5 YEARS IN AVIATION



. . . MILESTONES

SINCE ORGANIZATION OF HAWAII AERONAUTICS COMMISSION

MAY 2, 1947—Governor of Hawaii signs Act 32, S.L.H. 1947, creating Hawaii Aeronautics Commission

JULY 1, 1947—H.A.C. begins operation of Territorial airports

JULY, 1948—Work completed on reconstruction of Lanai Airport—first Territorial airport to be completed with Federal participation

OCT., 1948—Work started on new Lihue Airport

MAY, 1948—New Kona Airport construction started

NOV., 1948—Hana (Maui) Airport construction begun

JULY, 1949—First phase of Kona Airport project finished. Airport opened for scheduled operations

JAN., 1950—Lihue Airport officially opened for regular airline service

APR., 1950—Title to Honolulu Airport officially transferred to Territory of Hawaii

JUNE, 1950—Territorial Department of Public Works begins survey for new Kamuela Airport

SEPT., 1950—Major runway rehabilitation work at Honolulu Airport completed

NOV., 1950—New Hana Airport completed

JAN., 1951—\$152,000 Kona Airport project (2nd phase) completed

APR., 1951—Name of Honolulu Airport changed to Honolulu International Airport by Legislative Act

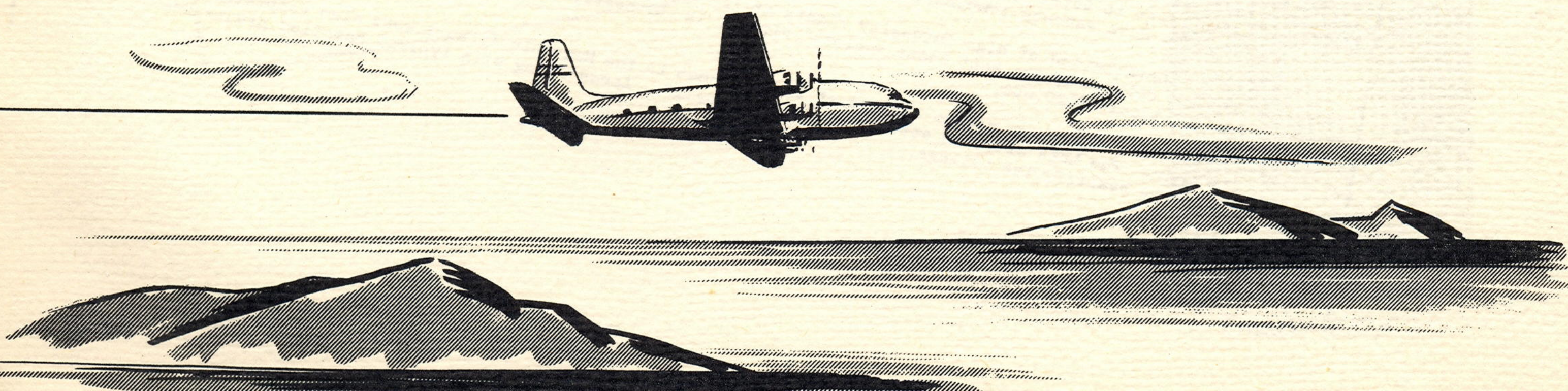
JUNE, 1951—Overseas operations at Honolulu International Airport doubled as a result of Korean airlift

FEB., 1952—New Kamuela Airport construction started

MAY, 1952—New Gen. Lyman (Hilo) air terminal plans approved

JUNE, 1952—Modernized Kahului becomes key airport on Maui

JUNE, 1952—H.A.C. completes five years of airport administration



REPORTING . . .



Hon. O. E. Long

TERRITORY OF HAWAII HAWAII AERONAUTICS COMMISSION HONOLULU INTERNATIONAL AIRPORT HONOLULU 17, HAWAII

June 30, 1952

Honorable Oren E. Long
Governor of Hawaii
Iolani Palace
Honolulu, Hawaii

Subject: 1952 Annual Report

Sir:

In compliance with memorandum of June 20, 1952, the following preliminary report of the Hawaii Aeronautics Commission, covering important developments during the fiscal year ending June 30th, is herewith respectfully submitted:

Construction activities of the Hawaii Aeronautics Commission were at its highest peak during the fiscal year than at any other time since its organization in 1947. The amount spent in the fiscal year for construction, exclusive of operation and maintenance costs, totaled \$1,193,198. Appropriations earmarked for projects now under way or for new projects total \$2,119,828.

It should be noted that June 30, 1952 marked the closing of five years of operation, maintenance and development of the Territory's airports by the Hawaii Aeronautics Commission. As of this date, there are 16 airports under the jurisdiction of the Commission, of which nine receive regular scheduled service. Notable among the events of the year was the transfer of all airport operations and facilities on Maui from Puunene to Kahului. Kahului, a former multi-million dollar war time naval air station, was modernized to fit the needs of inter-island aviation at an approximate cost of \$150,000. Inter-island scheduled air carriers are now housed under one roof. The installation of medium or high intensity lighting will complete this project.

Notable also is the fact that the Lihue air terminal on Kauai is now ready for the new Convair 340s. These planes are expected to be in regular inter-island flights by late 1953 or early 1954. During the year the Lihue runway was extended to a total length of 5,100 feet. In addition, medium intensity landing lights were installed on the extended portions of the runway. Both projects were completed at a cost of \$185,000. Under way at the present time are alterations to the passenger terminal. Contract price for this work is \$82,500.

At the Honolulu International Airport, the Korean airlift has continued to account for increased air carrier operations. Although the number of total operations decreased from 218,513 in the 1950-51 fiscal year to 201,049 in the year just ended, there was an increase from 63,644 to 71,160 by air carriers. The decrease in total operations was brought about primarily by the completion of improvements to Hickam Air Force Base whereby temporary military traffic was moved back to Hickam.

Installation of high intensity lights at the Honolulu Airport, a project started in the fiscal year but delayed by the West Coast sailors' strike, is now nearly 100 per cent complete. Funds for this project totals \$150,000.

The lei sellers stands located at the entrance to the Honolulu Airport were also completed during the year. The huts carry an attractive Hawaiian motif. Landscaping with typical Hawaiian plants has helped to beautify the village.

As required by law, the Commission allocated \$15,000 to the Hawaii Wing, Civil Air Patrol, and a supplement of \$5,000 to help that organization carry on its program.

At the present time, architects are making good progress in the designing of the new overseas terminal, the inter-island section of which may be under construction by late 1952 or early in 1953. When finally completed, the entire terminal facility for the international airport—including the overseas terminal, customs and immigration buildings, restaurant, parking areas, ramps, facilities for air express, provision for future seaplane operation, etc.—may reach an estimated cost of \$5,000,000. Fifty per cent of this cost is expected to be federal participation.

Construction of the new Kamuela airport on Hawaii island was started in February. It is now 45 per cent complete. The runway is designed to also accommodate the new Convairs. When finally finished, the airstrip, together with the joint passenger and freight terminal, will represent an investment of nearly \$1,000,000. It is foreseen that the new Kamuela will aid the development of the agricultural industry in Hawaii. Air freight traffic at the old Kamuela is sizeable. The field at present is served only by non-scheduled passenger and freight air carriers but the new Kamuela will be used also by scheduled airlines.

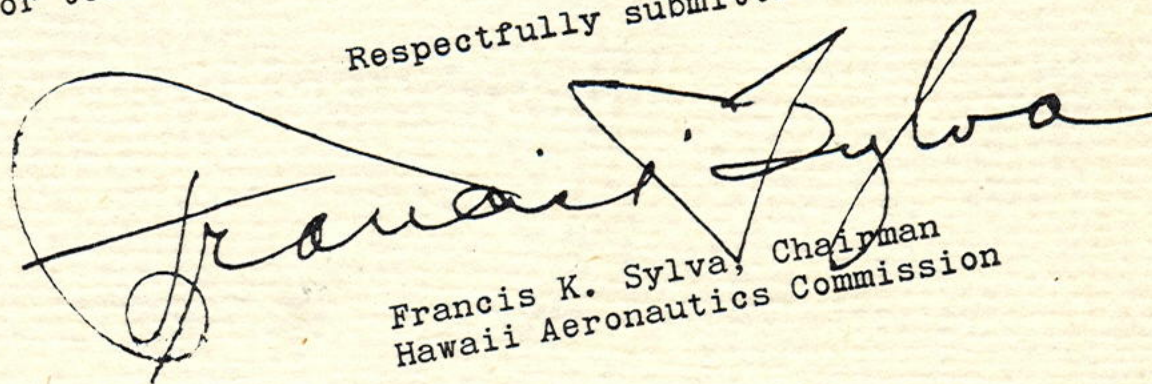
Construction plans for the joint passenger terminal at the General Lyman Airport in Hilo were completed during the year. The terminal, the largest and most modern structure of its type in the Territory thus far contracted for, will be under construction in July 1952. It is expected that the building will be completed and ready for use in the 1952-53 fiscal year. Contract cost of the building and reconditioning of the runways for this airport. Contract cost of the project is \$247,953.

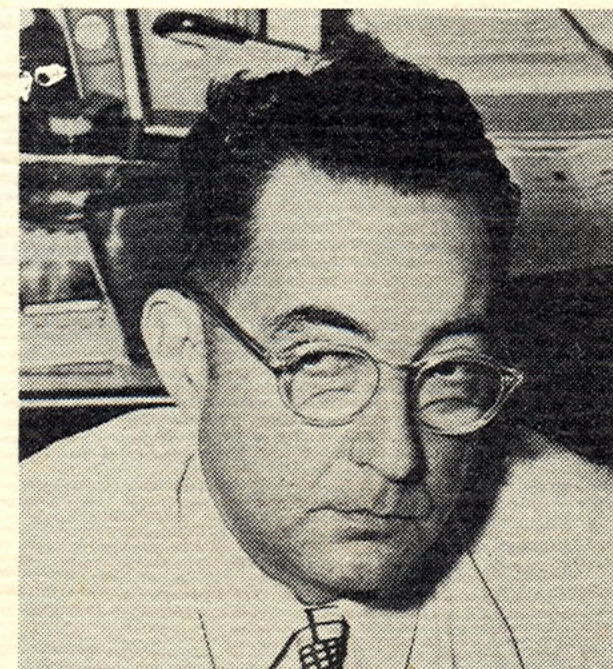
Immediate projects of the HAC also include extension of the Kona and Lanai airport runways so that these airstrips too may be made fit for Convair use. Estimated cost of Kona, \$250,000, and Lanai, about \$350,000.

The Commission continued efforts during the year to aid private flying. It maintains and operates Kipapa airfield and part of Bellows Field exclusively for private flying. In addition, work was finished on a large hangar at the Honolulu Airport for the sole use of private aircraft. Hangar facilities are available at Hilo and Maui airports. Work is under way for the erection of four T-hangars and private fueling facilities at the Lihue Airport. Plans are complete also for the construction of T-hangars for private flyers at the Kona Airport and dispensing of aviation gasoline at various airports where private enterprise does not provide such services to private flyers.

The Kona and Hana Airports, according to studies made, have had profound effect on the economy of these communities. Many new homes have been built by local residents as well as residents from other areas, particularly Honolulu. New small businesses have been established. Hotel and week-end rental cottages have sprung up, thus increasing accommodations for tourists and island travelers.

Respectfully submitted,


Francis K. Sylva, Chairman
Hawaii Aeronautics Commission



Francis K. Sylva

SUMMARY OF YEARLY INCOME

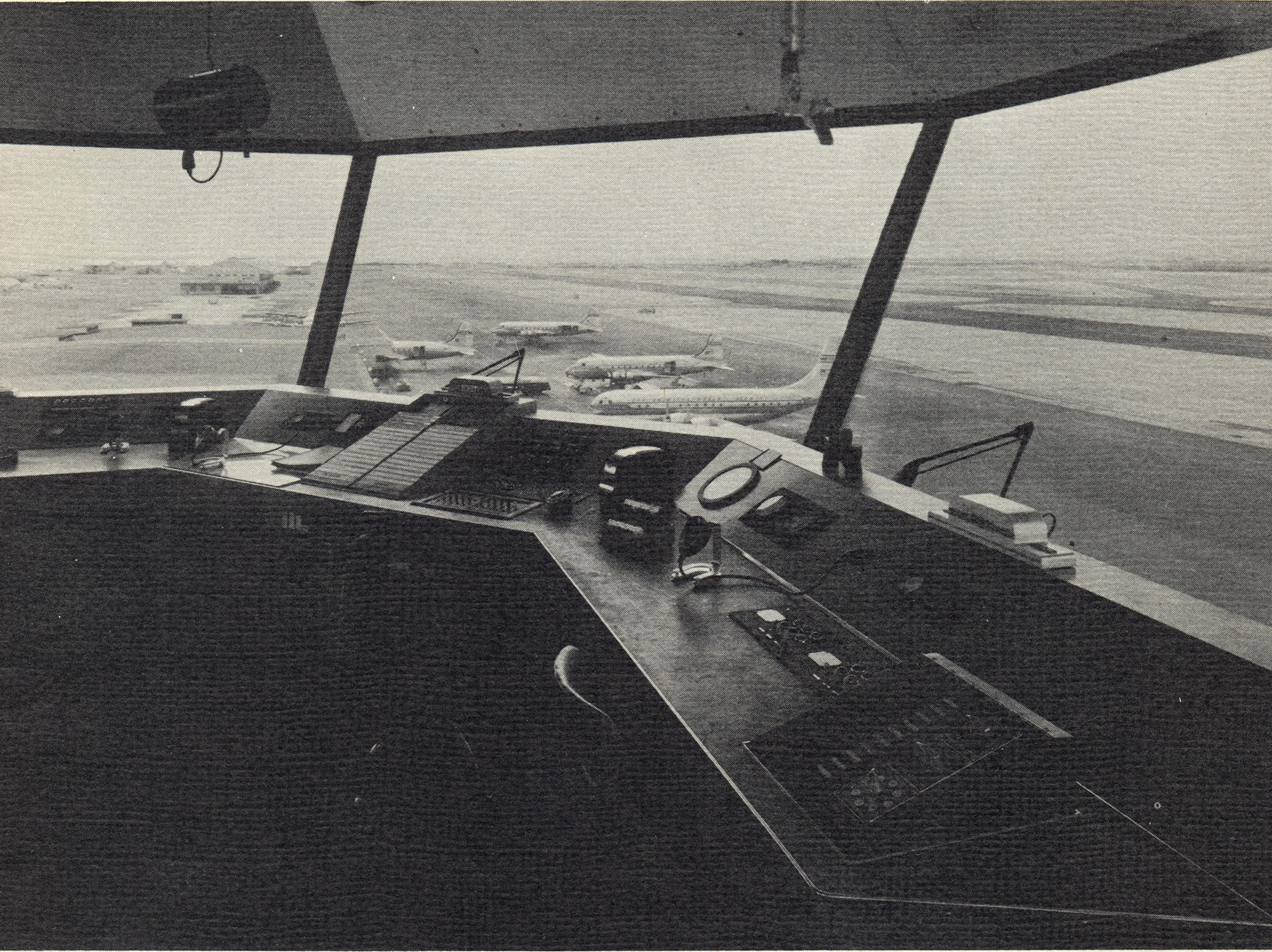
HAWAII AERONAUTICS COMMISSION		
DATE	*SOURCE	AMOUNT
July 1, 1947	(Transfer from Dept. of Public Works)	\$1,298,550
June 30, 1948		791,468
June 30, 1949		887,570
June 30, 1950	(Plus Loan Fund Appropriations)	872,436
June 30, 1951		1,562,714
June 30, 1952		1,875,351
Total		<u>1,641,770</u> <u>\$8,929,859</u>

*TYPICAL SOURCES OF INCOME

- . . . Aviation fuel tax
- . . . Aeronautical fees
- . . . Rentals
- . . . Concessions
- . . . Loan fund appropriations

PLUS FEDERAL AID

The Federal-Aid Airport Program



In addition to its yearly income as described on page 4, the Hawaii Aeronautics Commission receives grants-in-aid from the Federal government for airport construction purposes.

This assistance to states and territories for development of airports is covered in the Federal Airport Act of 1946. The basic purpose is to provide for the development or improvement of public airports within the continental United States as well as territories and possessions.

The program of Federal participation with local governments in building new airports or improving old ones is administered by the Civil Aeronautics Administration.

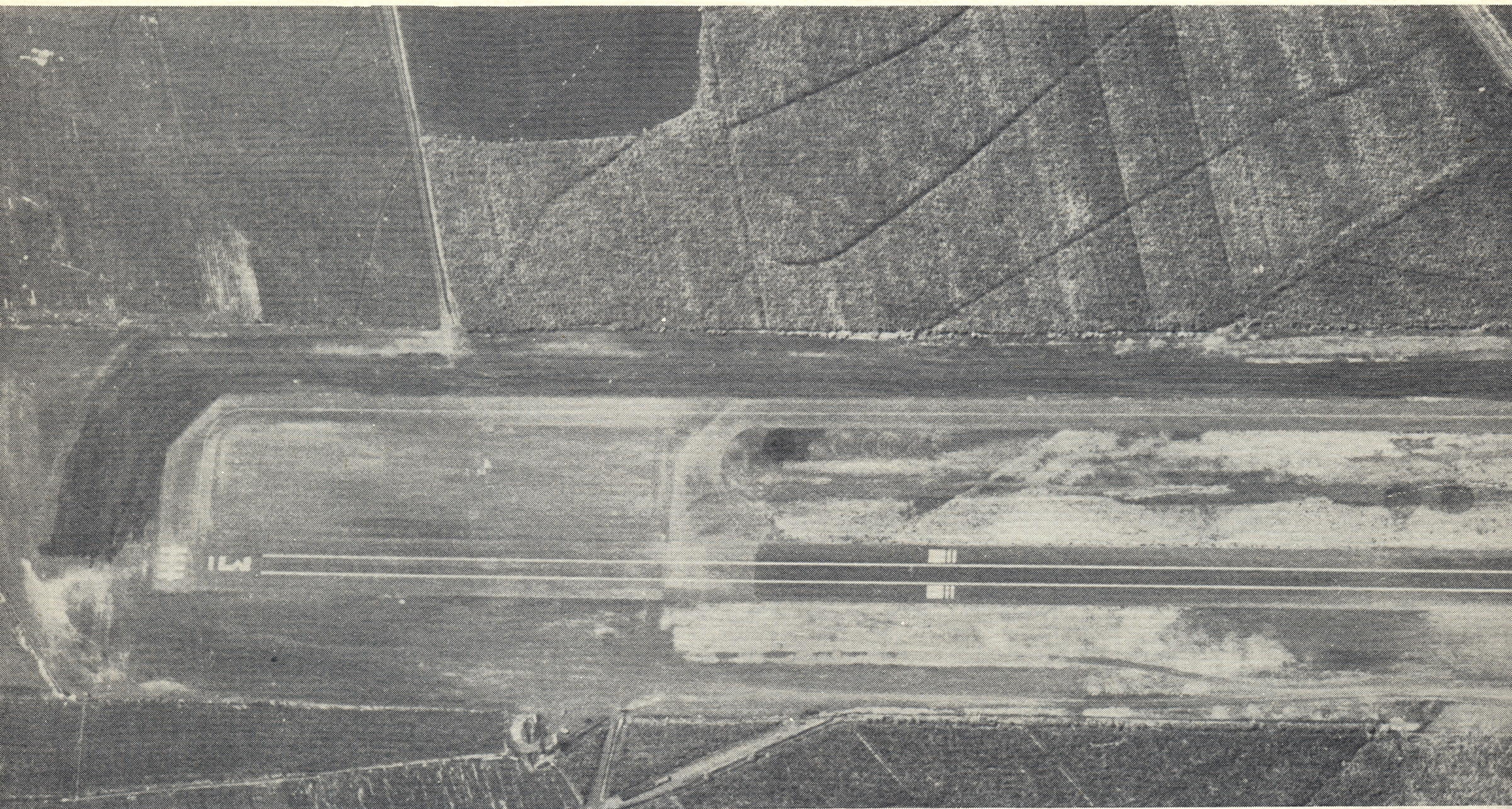
The Hawaii Aeronautics Commission receives Federal aid on a per project basis following application and following fulfillment of requirements concerning eligibility.

Since its establishment in 1947, the Commission has received an allotment of \$1,757,875. Of this amount the following sums have been paid:

Lanai Airport	\$ 114,948
Kona "	196,705
Hana "	190,359
Lihue "	462,668
Honolulu Airport	52,870
Total	<u>\$1,017,550</u>

THIS MONEY BUILT NEW

New \$1,000,000 Lihue Airport

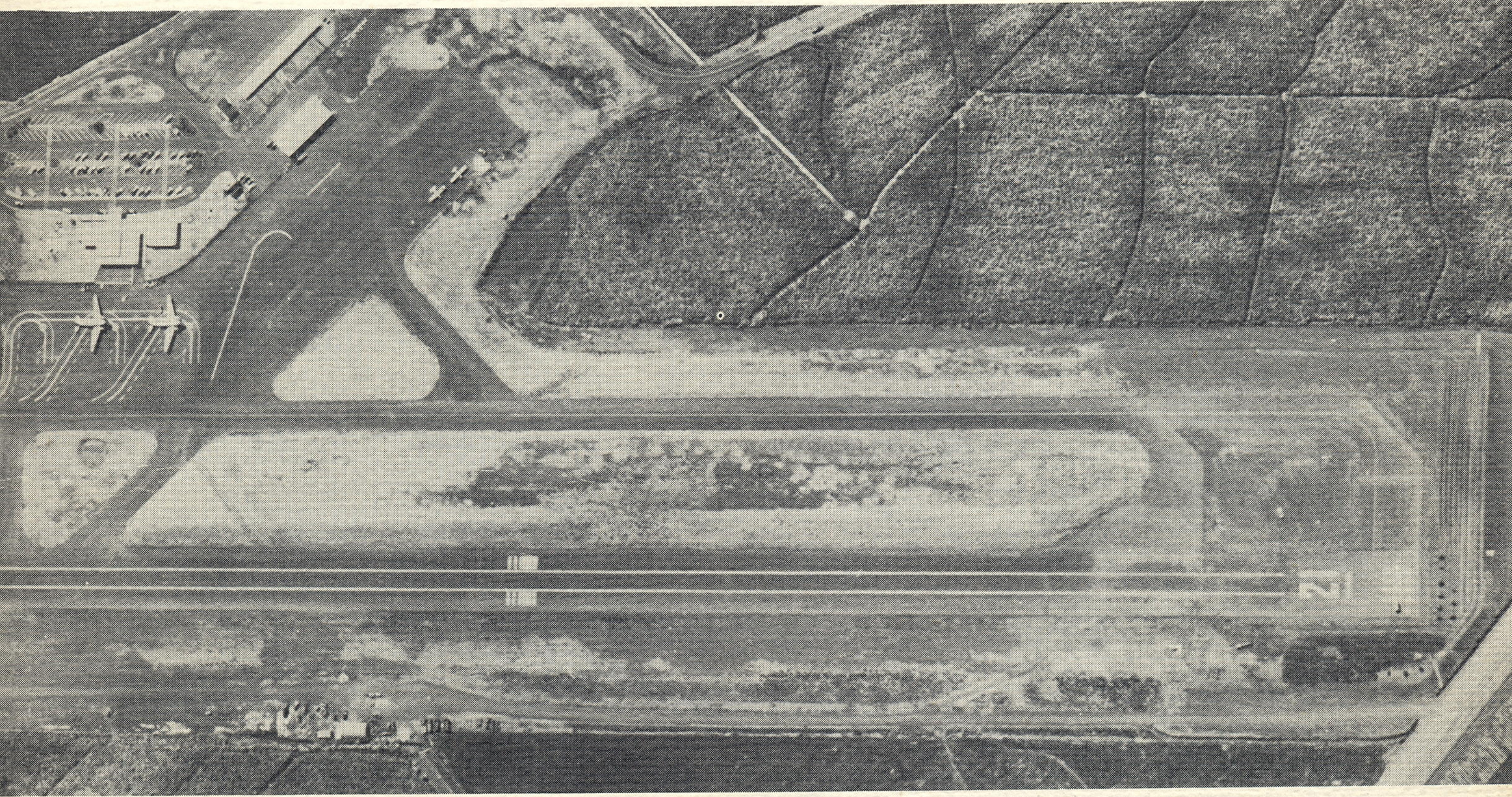


Pictured above is the Lihue Airport runway shortly after completion of the runway extension project. The runway was extended 1,000 feet at one end and 350 feet on the other. It is now 5,100 feet long and is ready for the new Convair 340s which are expected to be in inter-island service in 1953. To date a total of \$1,101,079 has been spent on the airport for construction and addition of improvements.

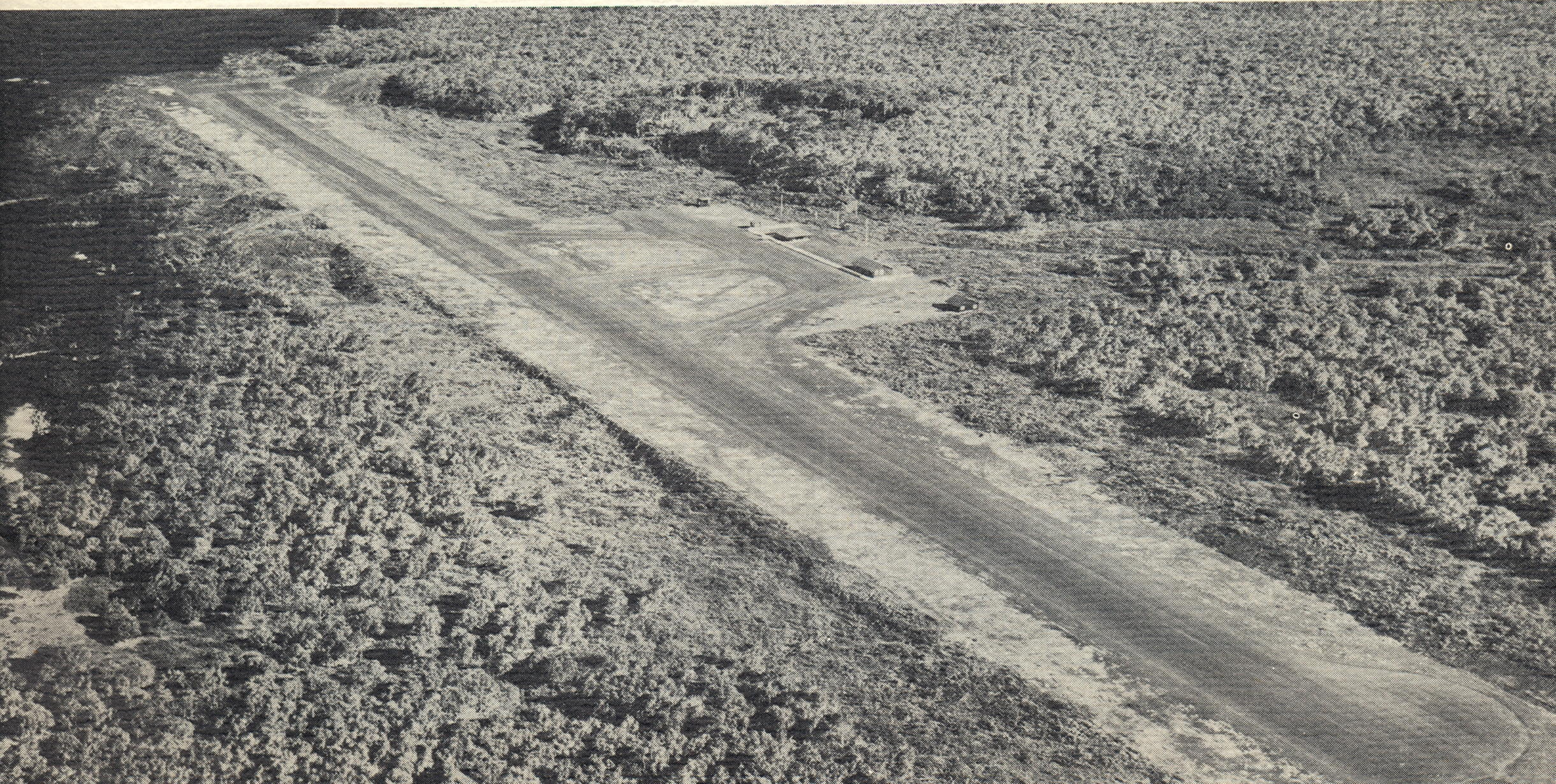


AIRPORTS... IMPROVED OTHERS

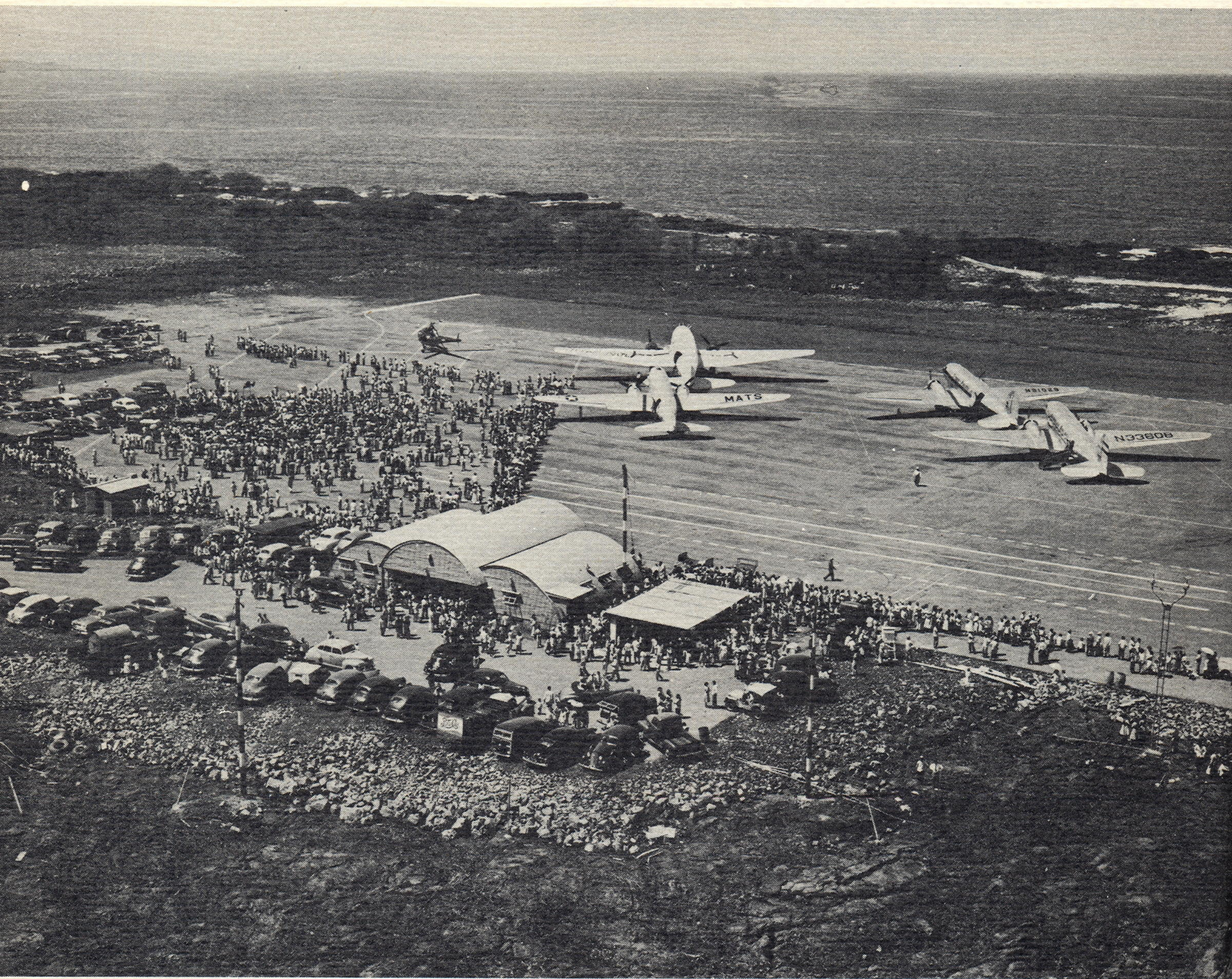
Port Now Ready For Convairs



Shown below are aerial photos of the Hana Airport on Maui which is one of the new airports built by the H.A.C. since its establishment in 1947. The airfield, carved out of a wilderness of hala trees under tremendous difficulties, was built at a cost of \$244,000. Bottom left and right photos show the airport before and after construction.



NEW AIRPORTS



Pictured here is the Kona Airport in Kailua, Hawaii, on opening day in July, 1949. This is another of new airports built by the H.A.C. since its establishment. Since opening day, many major improvements have been added. The airfield represents a total investment of \$530,834. It has been hailed as one of the most important developments in aviation progress in the Territory. In addition to its value as an air terminal that has helped to promote tourist travel and new business enterprises, the facility has been a boon to the agricultural industry on Hawaii.



MEMORANDUM

SUBJ: Short List of Other Airport Improvements

- Honolulu International Airport; runway resurfacing; terminal building alterations and renovations; runway widening; installation of high intensity lights; construction of private hangar facilities; fencing; fire sprinkler system
- Various airports (Hilo, Kamuela, Puunene, Upolu, Port Allen, Molokai) repairs to runways, resurfacing, fencing, installation of runway lights
- Kalaupapa Airport, construction of runway and terminal facilities
- Lihue Airport, runway extension and installation of medium lights
- Preparation of master plans for Honolulu and other airports
- Rehabilitation of airport buildings and utilization of structures in revenue producing activities
- Construction of freight terminal facilities at Kona, Lihue, Hana and other airports
- Fencing, Kona and Gen. Lyman airports
- Landscaping, various airfields
- Regular operation and maintenance of Kipapa airfield for private flying
- Construction of taxiways, plane and auto parking areas, various airports
- Construction of airport drainage systems
- Maintenance and repairs to buildings, all airports

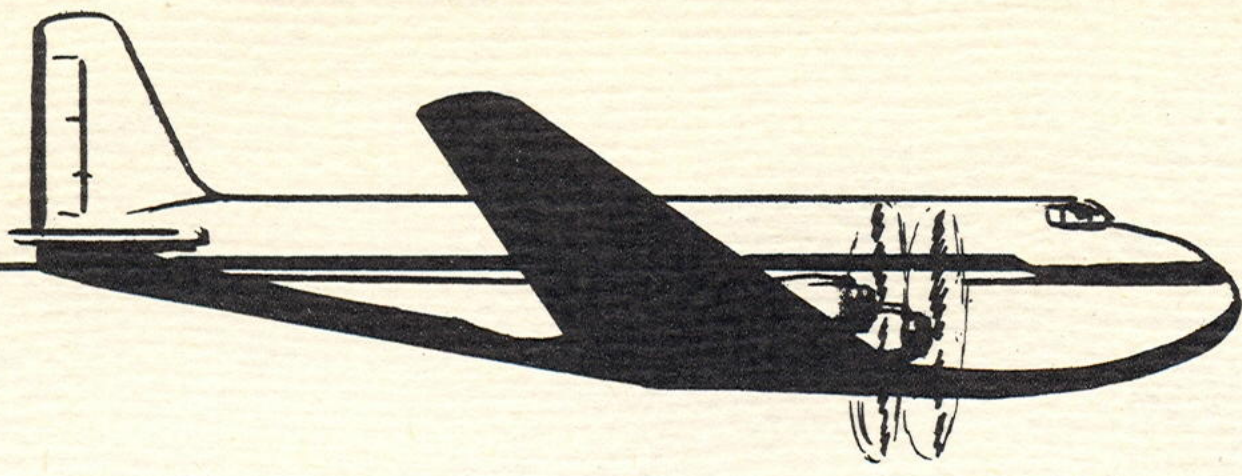
PROJECTS

New Kamuela Airport, Now 45 Per Cent Complete



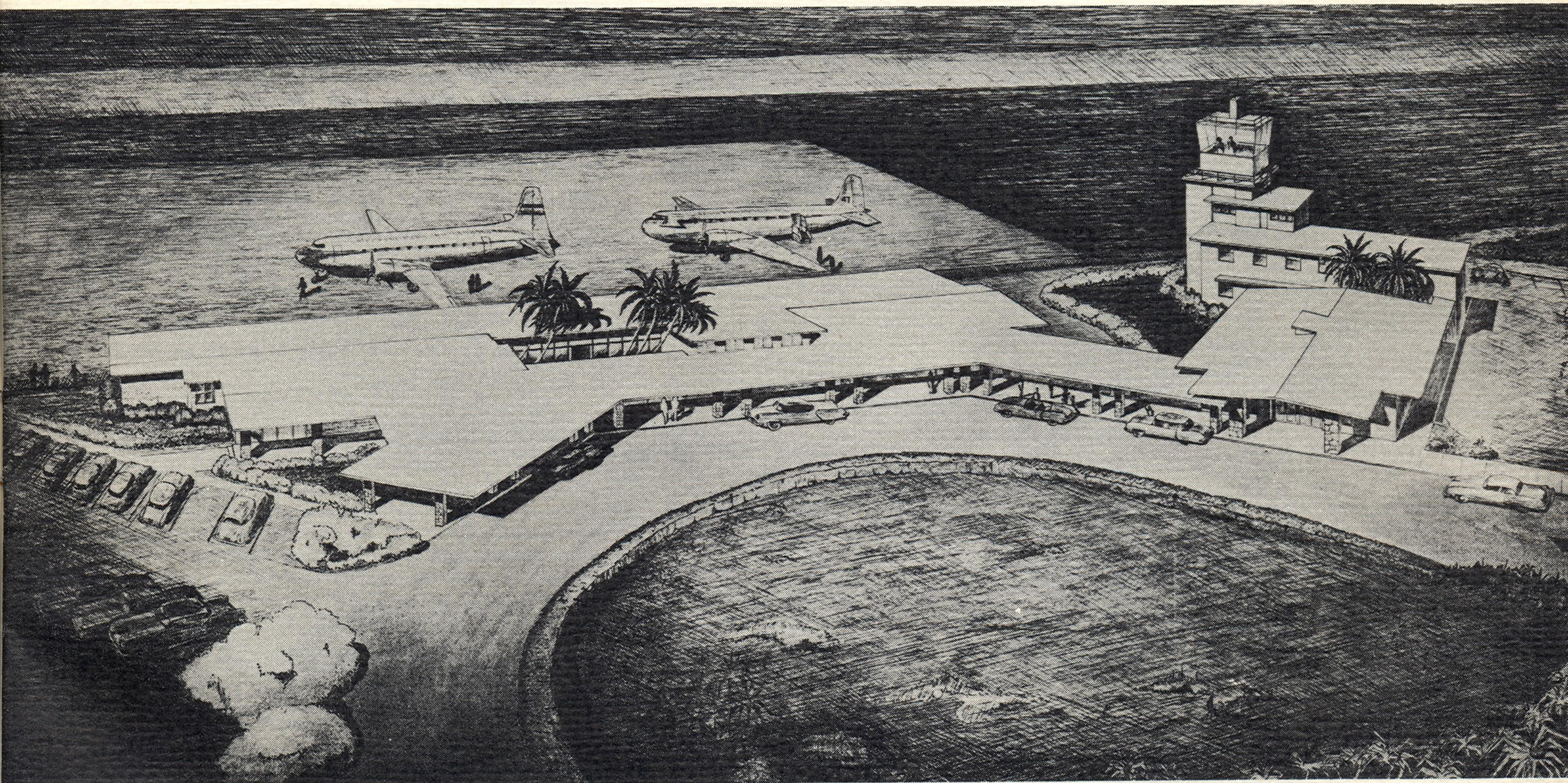
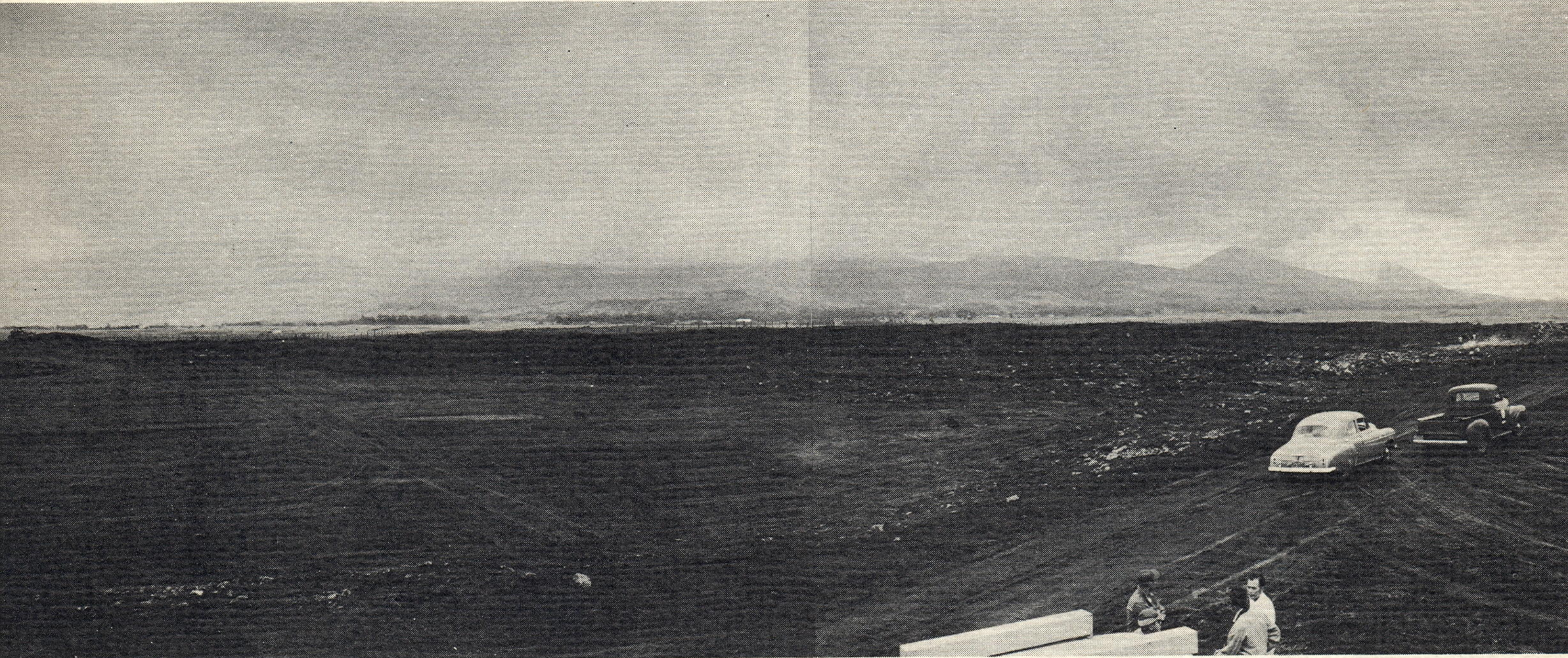
TOP: Here is a panorama of the new Kamuela Airport on Hawaii island which at the close of the fiscal year was 45 per cent complete. Cost of this project, when all improvements are completed, is estimated at \$1,000,000. The runway under construction will be 5,200 feet long in order that it too may accommodate the Convair planes. A combination passenger and freight terminal building is also scheduled for construction. The terminal is estimated to cost \$75,000 and it will feature a ranch style design.

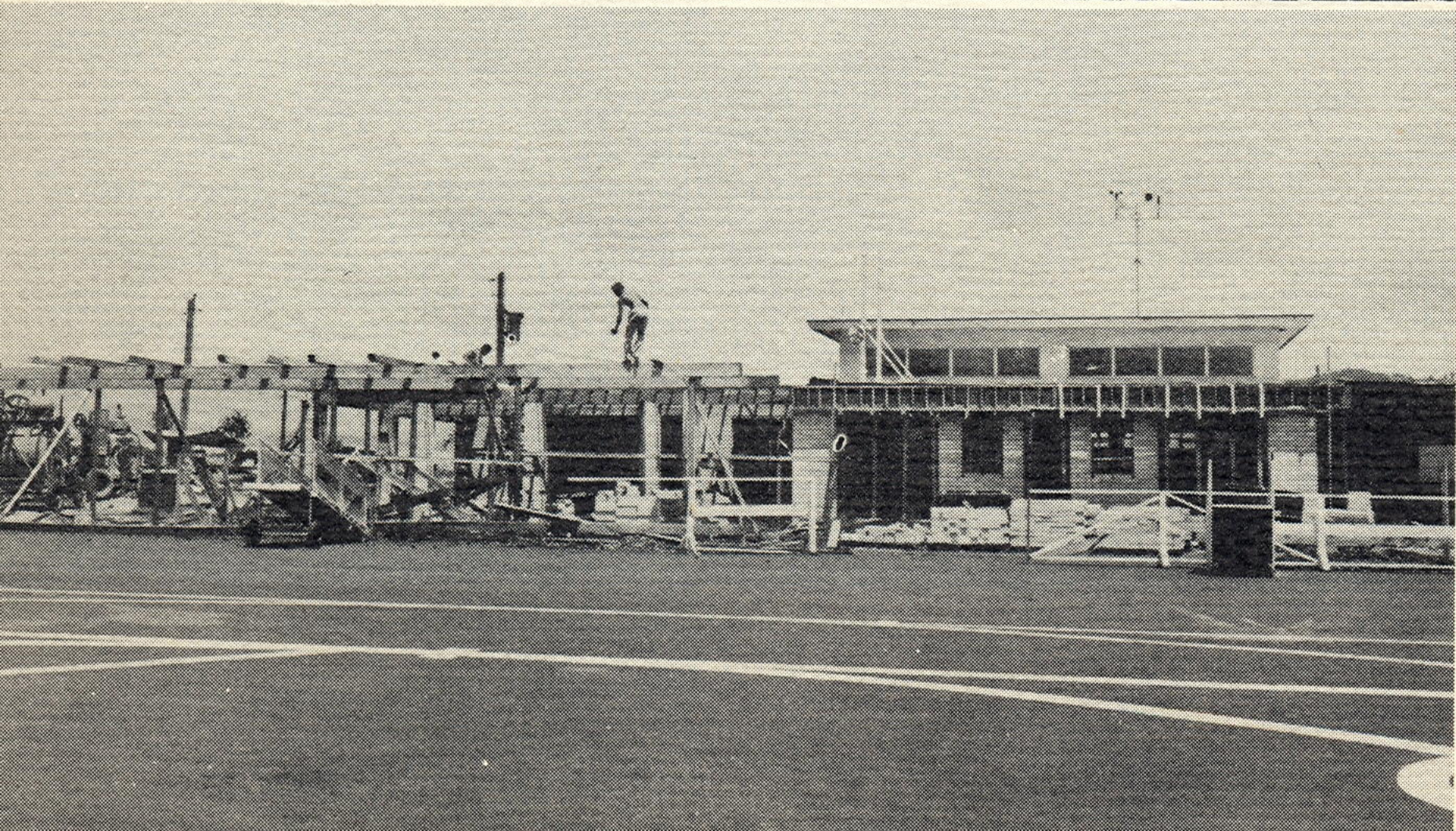
RIGHT: The drawing on the bottom of the opposite page is of the passenger terminal of the Gen. Lyman Airport in Hilo, Hawaii. Contract price for this structure is \$247,000. The administration and control sections will be of reinforced concrete while the rest of the terminal will feature masonry and heavy timber.



UNDER WAY

ent Complete, Will Cost \$1,000,000





Projects Under Way

TOP RIGHT: Holding high intensity runway marker lights here is maintenance superintendent, Henry C. Peters. The lights, half glass and half metal, were installed during the year at the Hickam end of runway 8.

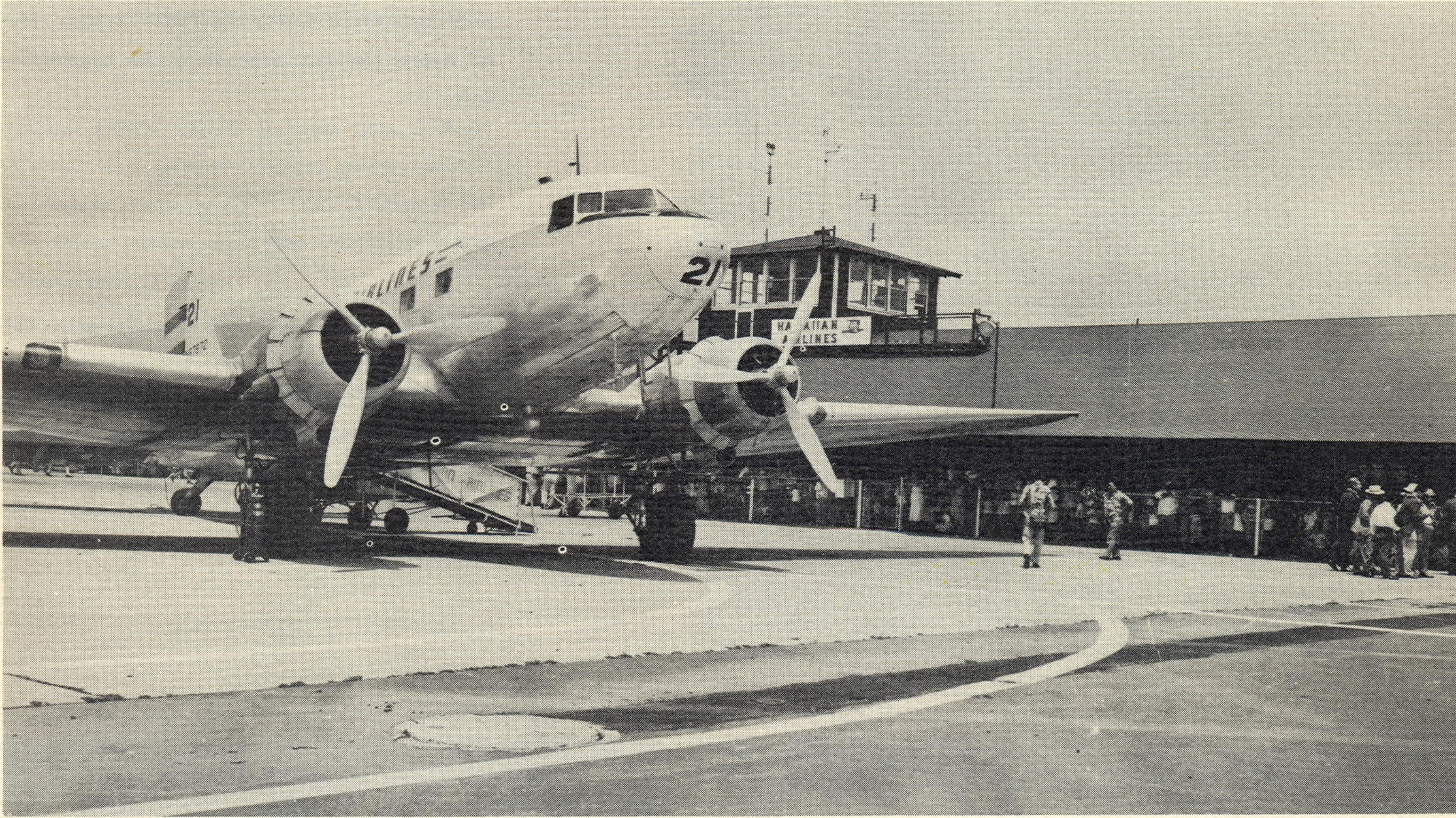
TOP LEFT: Mr. Peters is shown here with the new type high intensity lights which is of all glass construction and which also were being installed on runway 8 as the fiscal year closed.

LEFT CENTER: Photo showing work under way at the Honolulu International Airport terminal building. Alterations consisted of building an extension from the lobby toward the field side of the airport as a means of better accommodating overflow crowds.

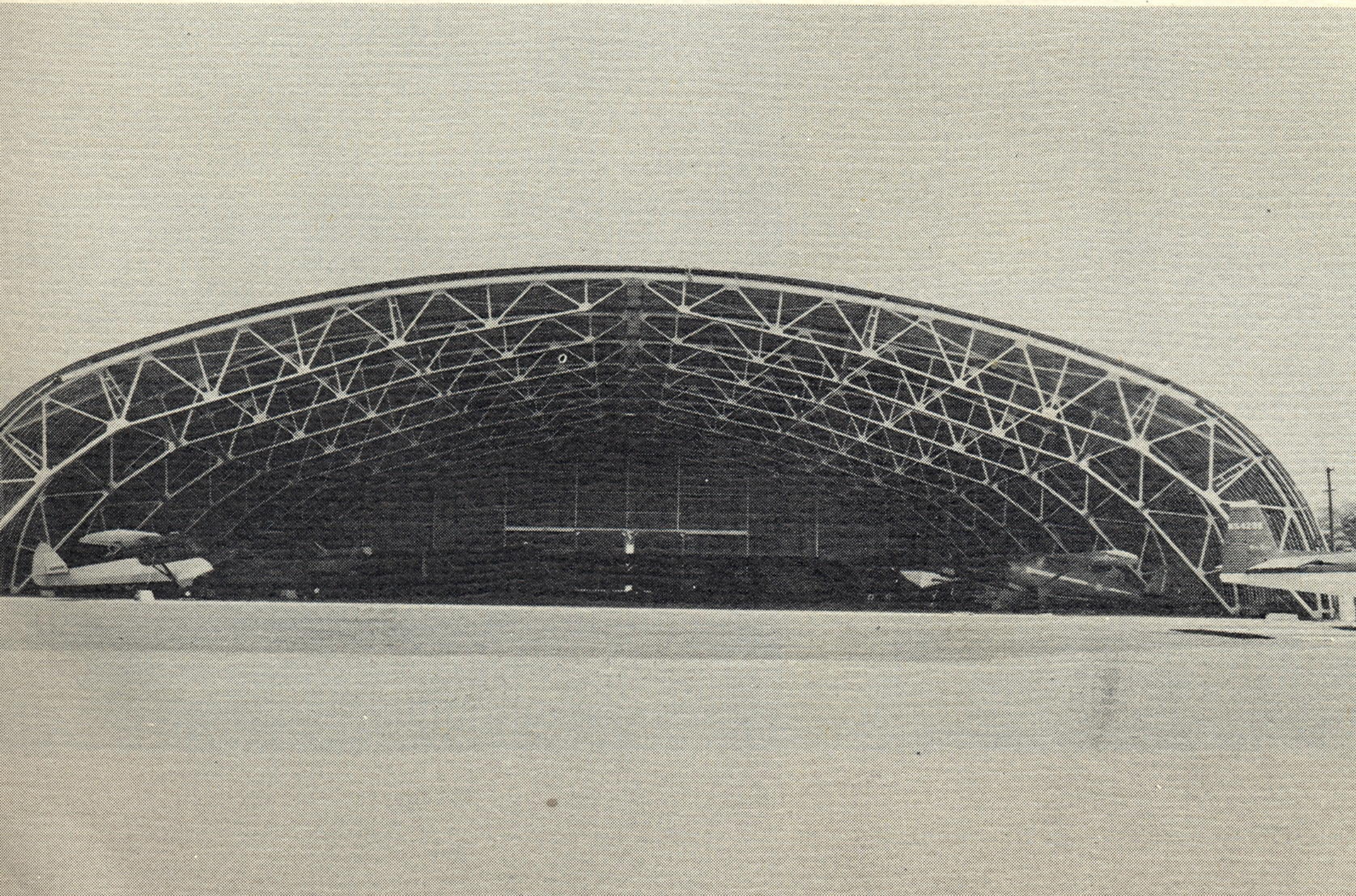
LEFT BOTTOM: Alterations to the terminal building at the Lihue Airport on Kauai were also under way as the year closed. The terminal is being enlarged to care for the increased passenger traffic at the airport.

1951-52 HIGHLIGHTS

Maui Airport Operations Now At Kahului



This is part of the Kahului Airport on Maui which was officially opened for inter-island passenger and freight operations on June 24, 1952. All operations on Maui have been moved from Puunene to Kahului. Modernization of the former wartime Kahului facility was undertaken at a cost of \$150,000. All inter-island activities are now housed under one roof.



Pictured at the left is the hangar at the Honolulu International Airport which was improved for the exclusive use of private flyers. Improvements consisted of building a concrete floor, a back wall, a plane parking apron and painting of the hangar. Interior lights were also installed.

FUNDS EXPENDED IN '51-'52
FOR CONSTRUCTION ONLY

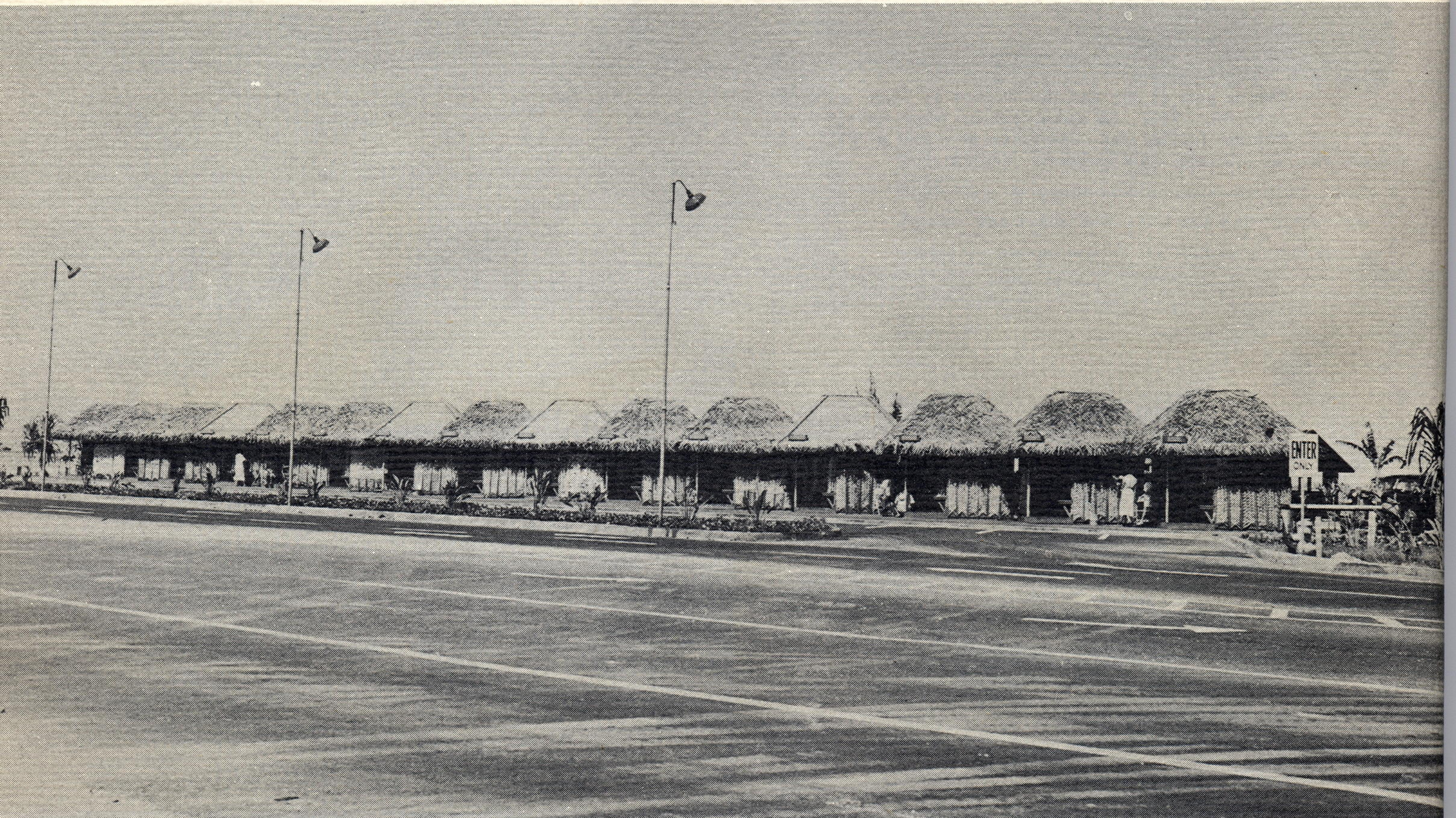
1951-52 Fiscal

	Expended
Honolulu Airport	\$ 423,845
Hilo Airport	66,585
Kona Airport	43,492
Kamuela Airport	273,790
Upolu Airport	55,823
Puunene Airport	1,170
Kahului Airport	109,029
Kalaupapa Airport	6,520
Lanai Airport	4,300
Hana Airport	1,865
Molokai Airport	5,919
Lihue Airport	200,860
Total	\$1,193,198

TOP LEFT: The table on the left lists construction work undertaken during the 1951-52 fiscal year. All figures represent expenditures for construction only.

BOTTOM: Shown below are the new lei sellers huts which were designed by the architectural division of the Territorial Department of Public Works and built by contract. The stands feature an attractive Hawaiian motif. Night lights and landscaping were other improvements included in the project.

Note: Total does not include outstanding contract encumbrances which amounts to \$2,119,828.



Year Highlights

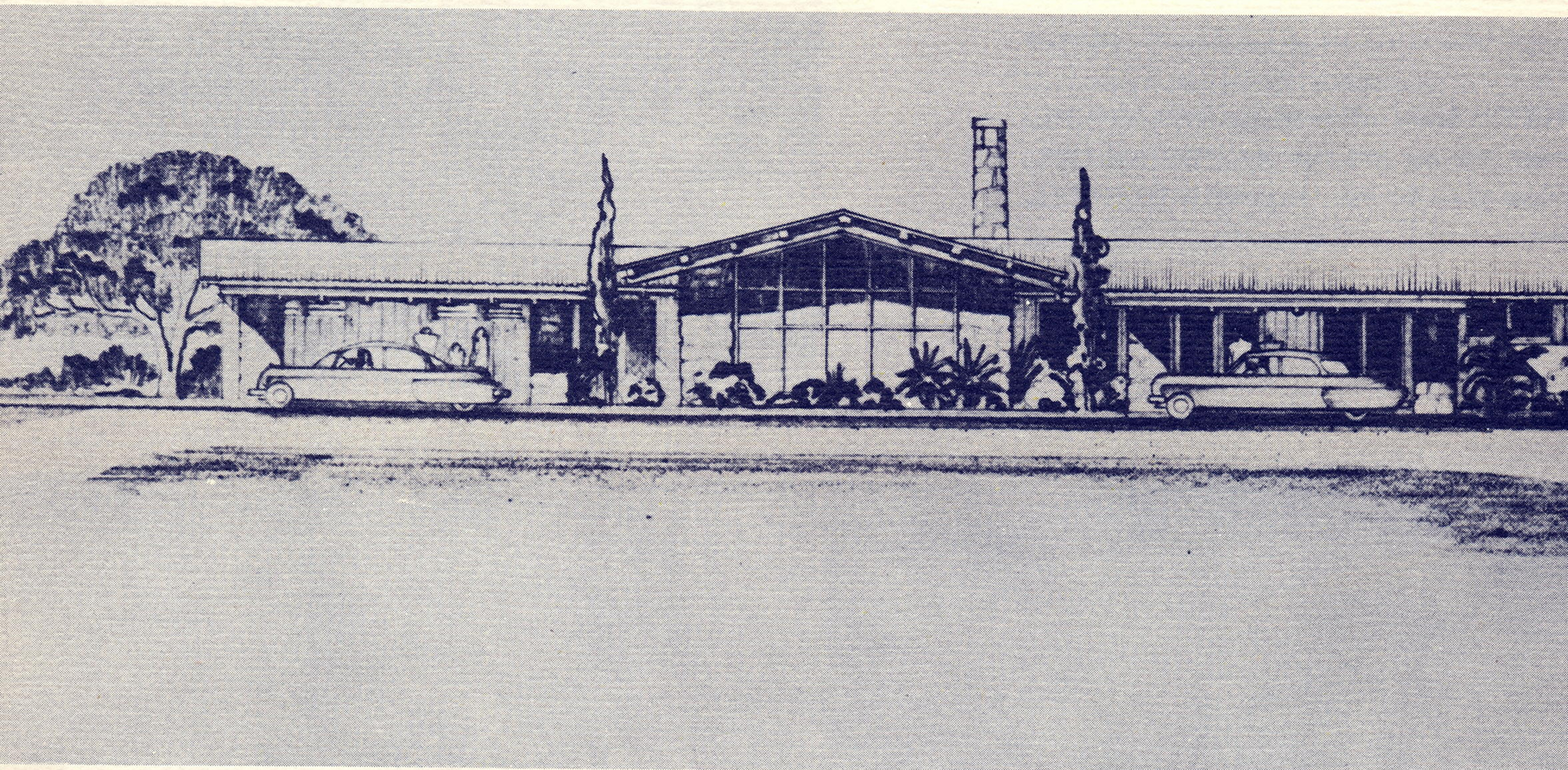
TOP RIGHT: Here is a view of the street entrance of the Lihue Airport terminal building on Kauai.

BOTTOM LEFT: Airport Manager Coin E. Perin shows the new medium intensity runway marker lights which were installed on those portions of the Lihue Airport runway which were lengthened during the fiscal year.

BOTTOM RIGHT: Pictured here is the Lihue terminal from the field side. An inter-island plane taking off for Honolulu was caught by the camera's lens.

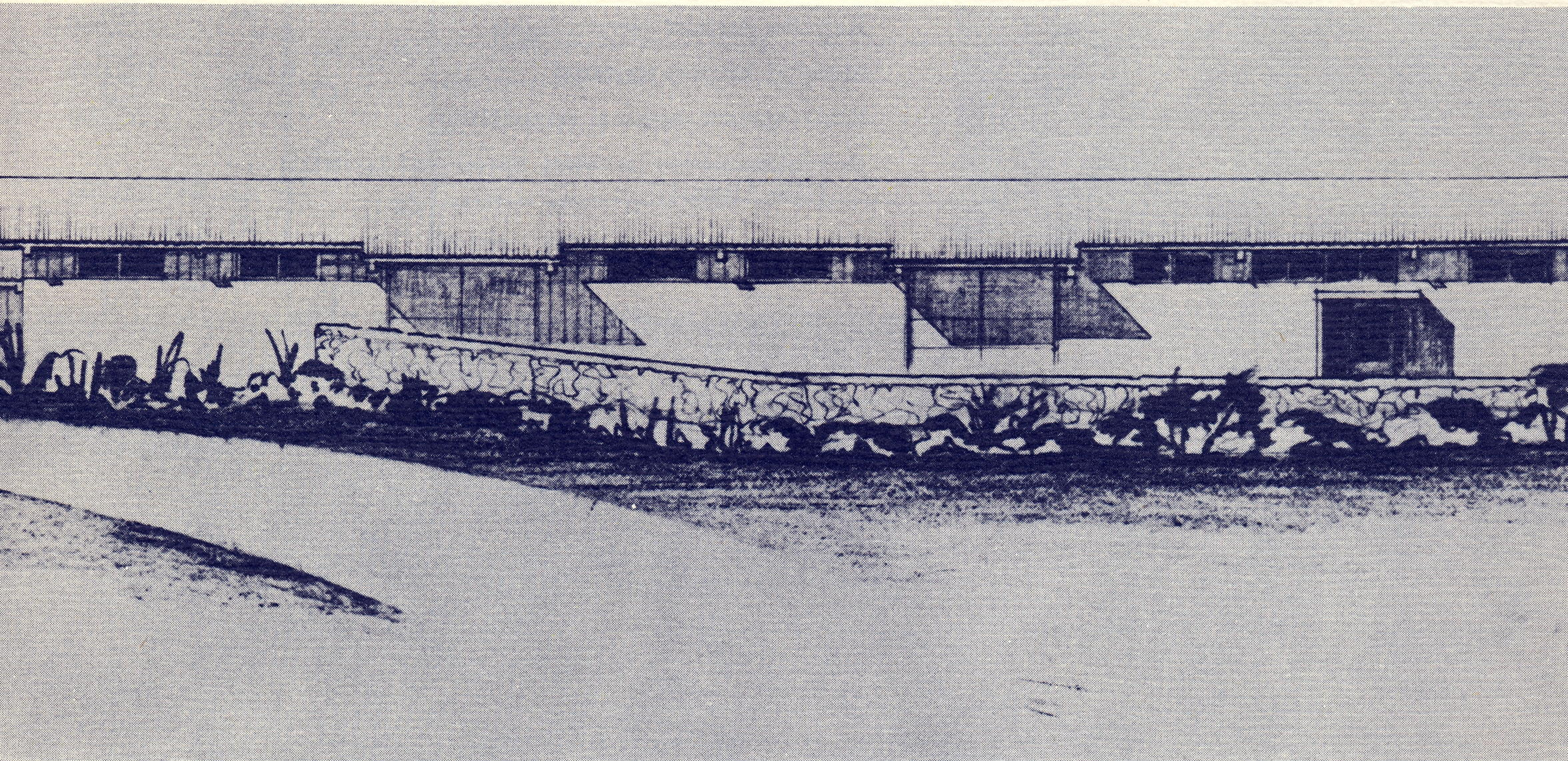


Proposed Kamuela Airport



Here is the architect's drawing of the new Kamuela passenger and freight terminal building estimated to cost \$75,000. It will be of all timber construction featuring a ranch style design. Construction of the terminal is expected to be under way in the 1952-53 fiscal year.

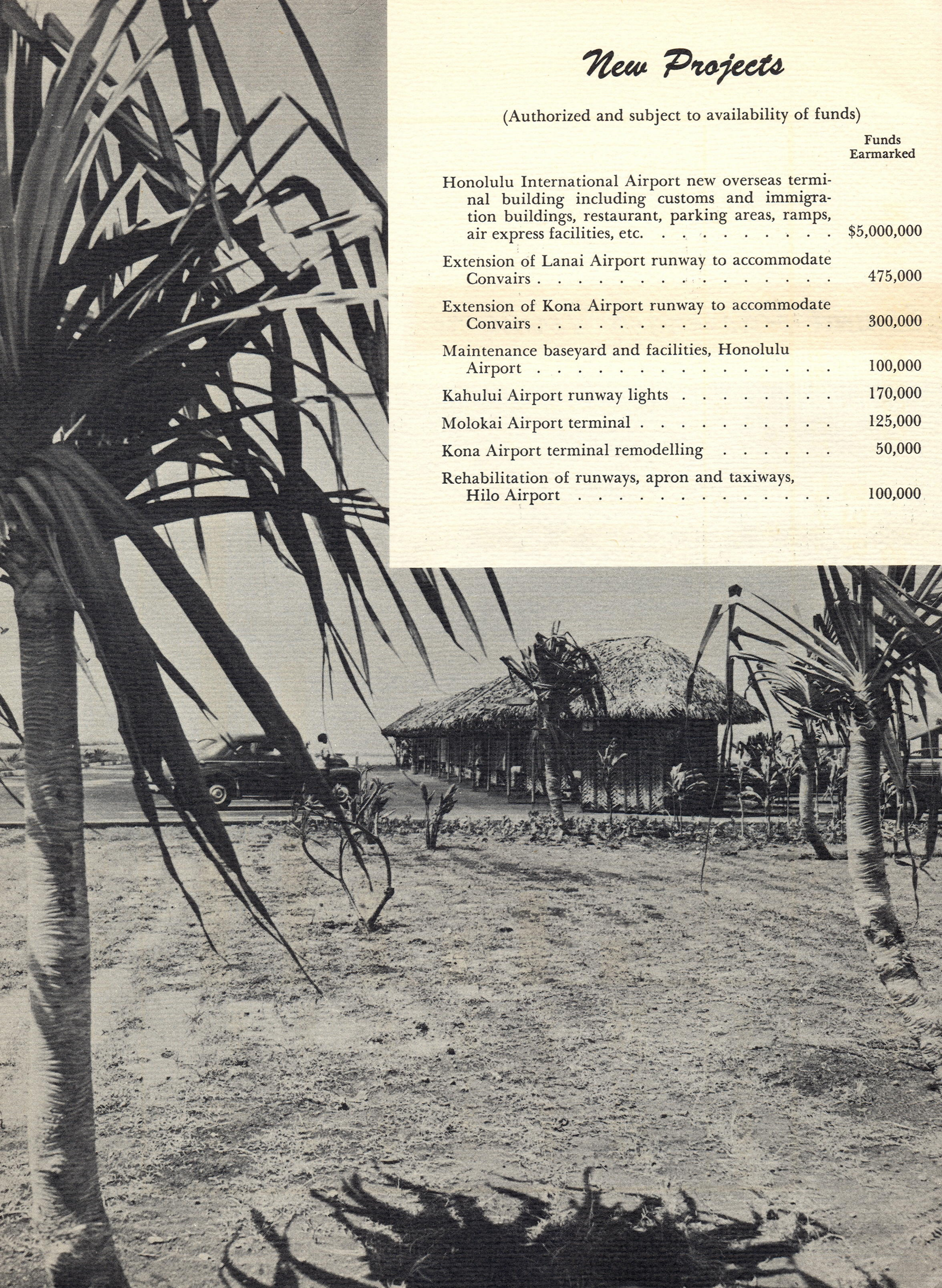
Right and Passenger Terminal



New Projects

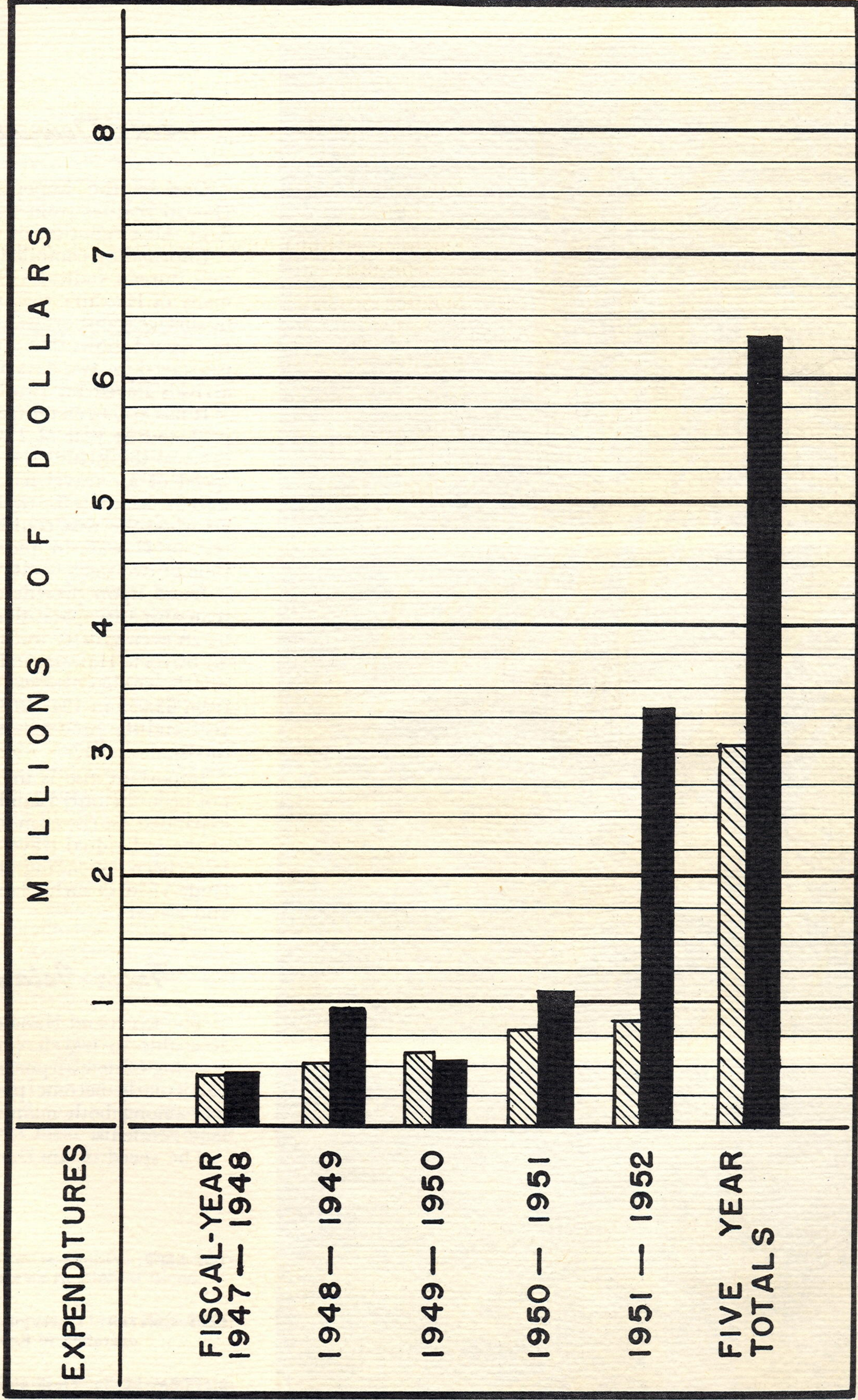
(Authorized and subject to availability of funds)



	Funds Earmarked
Honolulu International Airport new overseas terminal building including customs and immigration buildings, restaurant, parking areas, ramps, air express facilities, etc.	\$5,000,000
Extension of Lanai Airport runway to accommodate Convairs	475,000
Extension of Kona Airport runway to accommodate Convairs	300,000
Maintenance baseyard and facilities, Honolulu Airport	100,000
Kahului Airport runway lights	170,000
Molokai Airport terminal	125,000
Kona Airport terminal remodelling	50,000
Rehabilitation of runways, apron and taxiways, Hilo Airport	100,000



HAWAII AERONAUTICS COMMISSION EXPENDITURES

FIVE YEAR SUMMARY - 1947 TO 1952



LEGEND:  ADMINISTRATION, OPERATION & MAINTENANCE
 CONSTRUCTION

HOW AIRPORTS HELP BUILD



Aids Tourist Industry

One of the important benefits which Hawaii realizes from its system of airports is in the promotion of its tourist industry.

Information compiled by the Hawaii Visitors Bureau indicates that nearly twice as many of Hawaii's visitors come by air than by surface transportation. For a typical year, the record shows that a total of 51,565 tourists stayed for two days or more while 52,359 arrivals stayed for two days or less.

It has also been estimated that during the peak tourist year of 1951, the visitors who came to the islands spent \$40,000,000. The speed of air travel has made possible Hawaiian vacations for thousands of mainlanders who otherwise could not have enjoyed a rest in Hawaii in the customary, limited time of two-week vacations.

Based upon present indications, the Bureau also anticipates that the year 1952 will be an even greater tourist year. The rise in air travel to Hawaii can be appreciated when it is shown that overseas passenger totals rose from 63,055 in 1947 to 121,341 for the fiscal year ending June 30, 1952, or nearly twice the total of 1947.

Important also is the fact that Oahu has not been the only island to benefit from the expanded tourist economy. More and more of the individual travelers and tour groups have been extending stays in order to include visits to such islands as Hawaii, Maui and Kauai.

Inter-Island Travel

The Kona and Hana districts, made more accessible to travelers as the result of the opening of new airports in these areas, have particularly become popular vacation centers among both mainland tourists and island residents.

The speed of air transportation has also



TOP LEFT: Visitors at the Honolulu International Airport on a busy day.

LEFT CENTER: Pineapple seedlings in an airlift operation to Kohala, Hawaii.

BOTTOM LEFT: Fresh slaughtered meat arriving from Hana, Maui.

HAWAII'S ECONOMY

helped to popularize the staging of more and more annual conventions of such local organizations as Lions clubs, Kiwanis, Rotary and war veteran organizations in such cities as Hilo, Wailuku and Lihue. On June 30, 1949, inter-island passenger traffic total was 385,190. Today this total stands at 519,367.

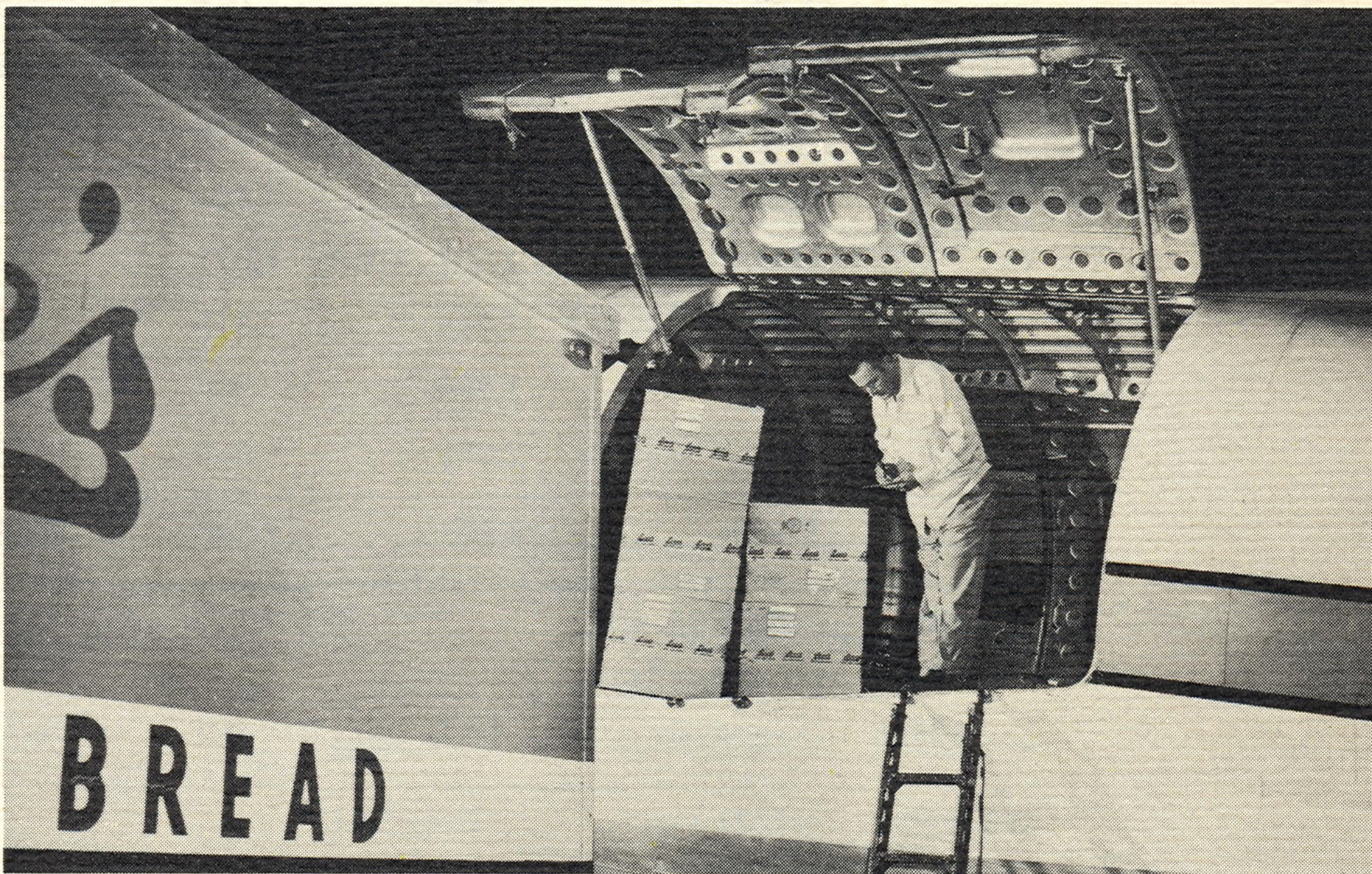
Agriculture and Commerce

The Kona Airport on Hawaii Island is an example of how an airport can become an asset to the economic growth of a community by serving its existing industries and by helping to attract new ones. The airport has been of great value particularly to the agricultural industry of that island. It has helped to overcome such serious handicaps as a long haul over an inadequate highway and made possible the shipment of fresh produce and other agricultural products to Honolulu markets where it was not economically feasible previously. Even savings in shipping costs have been realized by freight forwarding out of the Kona Airport.

In 1949, when the airport was first opened for business, inbound air freight totaled 154,836 pounds, outbound freight, 455,887 pounds. For the year ending June 30, 1952, the totals are inbound 612,298 pounds, outbound 1,358,972 pounds.

The airport has not only helped to promote air travel to Kona but it has also stimulated new business enterprises, such as new stores, hotels, apartments, eating places and supply houses. Residential and commercial construction are on the increase and land values have also risen.

Even in the Hana area, as a result of the opening of the Hana Airport, business activity is on the way up. There has been an increase in residential construction, an increase in tourist travel, and where once unheard of, slaughtered meat is now shipped out of Hana via the Hana Airport.



TOP RIGHT: A mainland tour group preparatory for take-off for a visit to a neighbor island.

RIGHT CENTER: A shipment of bread destined for Maui and Hawaii.

BOTTOM RIGHT: A Cockett Airlines plane unloads newspapers on Maui.

Honolulu International Airport
MONTHLY LANDING TOTALS
 Fiscal Year July 1, 1951 to June 30, 1952

		Scheduled Carriers	Non-Scheduled Carriers	Civilian Aircraft	Military Aircraft	Totals
1951	July	1,937	1,284	4,787	3,110	11,118
	Aug.	2,084	1,306	6,224	3,391	13,005
	Sept.	1,846	1,133	6,425	699	10,103
	Oct.	1,912	1,122	5,566	769	9,369
	Nov.	1,803	1,013	4,457	267	7,540
	Dec.	1,909	1,092	5,187	666	8,854
1952	Jan.	1,803	1,148	4,091	675	7,717
	Feb.	1,614	1,007	4,242	660	7,523
	Mar.	1,651	1,071	3,680	692	7,094
	Apr.	1,844	1,119	3,426	792	7,181
	May	1,800	942	1,979	411	5,132
	June	2,089	1,055	2,237	506	5,887
Totals		22,292	13,292	52,301	12,638	100,523
Percent gain or loss from preceding fiscal year						
		14.2	8.0	- 7.3	- 39.8	- 8.0

Honolulu International Airport
REVENUE PASSENGERS, CARGO AND AIR MAIL

Fiscal Year July 1, 1951 to June 30, 1952

PASSENGERS

	Outgoing	Incoming	Through
Inter-Island	232,712	237,393
Overseas	61,911	59,430	32,257
Total Revenue Passengers	294,623	296,823	32,257
Percent gain or loss from preceding fiscal year	17.5	17.2	13.9

CARGO

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island	12,099,268	10,611,953
Overseas	777,521	838,812	2,121,167
Total Revenue Cargo	12,876,789	11,450,765	2,121,167
Percent gain or loss from preceding fiscal year	5.9	3.1	— 18.3

AIR MAIL

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island	338,927	338,059
Overseas	1,083,617	1,009,398½	942,210½
Total Revenue Air Mail	1,422,544	1,347,457½	942,210½
Percent gain or loss from preceding fiscal year	13.9	1.5	— 32.4

Territorial Airports
 INTER-ISLAND PASSENGERS, FREIGHT, EXPRESS AND AIR MAIL
 Fiscal Year July 1, 1951 to June 30, 1952

		PASSENGERS	FREIGHT Pounds	EXPRESS Pounds	AIR MAIL Pounds
1951	July	50,226	2,469,835	163,754	50,697
	Aug.	59,329	2,897,862	196,661	50,456
	Sept.	43,483	1,878,684	170,155	46,841
	Oct.	38,587	1,859,792	156,697	51,076
	Nov.	37,959	1,682,218	147,990	51,224
	Dec.	43,339	1,897,271	191,862	105,968
1952	Jan.	40,688	1,644,888	154,895	50,221
	Feb.	36,614	1,538,726	143,339	51,746
	Mar.	33,929	1,534,565	154,300	51,893
	Apr.	45,332	1,735,081	159,185	58,064
	May	39,076	1,728,266	170,700	62,154
	June	50,805	2,051,552	195,533	51,629
Totals		519,367	22,918,740	2,005,071	681,969
Percent gain or loss from preceding fiscal year		15.8	3.3	- 10.3	- 3.8

INTER-ISLAND REVENUE PASSENGER SUMMARY

Fiscal Year July 1, 1951 to June 30, 1952

	To:										Port Allen		
	Honolulu	Hilo	Upolu	Kamuela	Kona	Maui	Kahu- lui	Hana	Molokai	Kalau- papa		Lanai	Lihue
From:													
HONOLULU	232,712	59,829	4,644	1,469	12,147	61,918	91	2,737	17,680	1,117	6,140	64,545	395
HILO	67,707	-----	-----	-----	-----	8,943	11	44	162	-----	96	108	-----
UPOLU	6,141	7	-----	-----	1	1,236	-----	72	20	-----	-----	-----	-----
KAMUELA	1,492	-----	-----	-----	-----	5	15	9	29	-----	25	-----	-----
KONA	21,374	1	-----	-----	-----	465	7	212	19	-----	13	159	-----
MAUI	83,820	13,589	1,233	15	484	-----	-----	174	5,671	-----	3,211	296	-----
KAHULUI	136	5	-----	41	5	-----	-----	6	-----	14	-----	-----	-----
HANA	3,233	45	72	5	215	199	-----	-----	118	12	3	-----	-----
MOLOKAI	24,903	111	19	30	22	5,988	-----	112	-----	252	674	49	-----
KALAUAPAPA	1,244	-----	-----	-----	-----	1	12	12	276	-----	-----	5	-----
LANAI	10,079	73	-----	41	6	3,235	3	-----	652	-----	-----	-----	-----
LIHUE	66,379	156	-----	-----	92	322	-----	2	40	5	-----	-----	-----
PORT ALLEN	147	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----	-----
TOTALS	519,367	73,816	5,968	1,601	12,972	82,312	139	3,380	24,667	1,400	10,162	65,162	395

Total Inter-Island Revenue Passengers, July 1, 1951 to June 30, 1952 — 519,367

INTER-ISLAND REVENUE AIR FREIGHT SUMMARY

Pounds Carried

Fiscal Year July 1, 1951 to June 30, 1952

	To:										Port Allen			
	Honolulu	Hilo	Upolu	Kamuela	Kona	S. Pt.	Maui	Kahului	Hana	Molo- kai		Kalau- papa	Lanai	Lihue
From:														
HONOLULU	10,624,314	2,196,692	141,603	322,874	559,191	4,664	1,385,434	1,625,899	67,016	658,343	280,819	1,164,399	1,973,758	243,622
HILO	3,291,781	2,692,310	486	2,908	147		211,251	144,513	646	14,437		187,601	37,482	
UPOLU	225,380	177,046			10		32,867		37	1,371		13,155	835	
KAMUELA	1,072,740	1,062,237			2,299			7,884		320				
KONA	1,358,972	1,336,811		15			5,439	6,672	1,000	1,130		7,087	818	
SOUTH POINT	511,151	511,151												
MAUI	3,359,630	99,441	623,495											
KAHULUI	1,026,082	2,301,148			2,067				1,243	129,671		179,469	23,096	
HANA	129,401	48,134		16,140	7,953					13,056	5,700	52		
MOLOKAI	391,836	127,048	9		129		2,025			61			44	
KALAUAPAPA	72,810	231,578	8,110	433	2,159	15	57,761	25,913	204		48,346	8,964	613	
LANAI	294,183	71,786								1,024				
LIHUE	539,463	173,802	1,826		37,831		31,763		97	4,750			4,308	
PORT ALLEN	20,997	504,022	136		512		16,356		19	1,888		586		
		20,857									26	114		
TOTALS	22,918,740	10,144,843	775,665	342,370	612,298	4,679	1,742,896	1,810,881	70,262	826,051	334,891	1,561,427	2,040,954	243,622

Total Inter-Island Revenue Air Freight, July 1, 1951 to June 30, 1952 — 22,918,740 pounds

INTER-ISLAND REVENUE AIR EXPRESS SUMMARY

Pounds Carried

Fiscal Year July 1, 1951 to June 30, 1952

	To:									
	Honolulu	Hilo	Upolu	Kona	Maui	Hana	Molokai	Lanai	Lihue	
From:										
HONOLULU	1,474,954	611,319	49,314	89,311	308,213	12,495	77,670	45,020	281,612	
HILO	203,522	-----	54	28	12,365	91	1,259	393	2,082	
UPOLU	29,879	-----	-----	-----	3,522	-----	261	160	123	
KONA	16,778	-----	-----	-----	127	20	17	9	5	
MAUI	142,353	9,593	3,172	364	-----	76	8,780	7,685	624	
HANA	6,723	244	3	-----	-----	-----	71	7	93	
MOLOKAI	18,925	865	215	12	2,562	5	-----	447	629	
LANAI	21,006	1,051	152	235	3,091	69	986	-----	217	
LIHUE	90,931	415	84	48	464	-----	206	26	-----	
TOTALS	2,005,071	623,487	52,994	89,998	330,344	12,756	89,250	53,747	285,385	

Total Inter-Island Revenue Air Express, July 1, 1951 to June 30, 1952 — 2,005,071 pounds

INTER-ISLAND REVENUE AIR MAIL SUMMARY

Pounds Carried

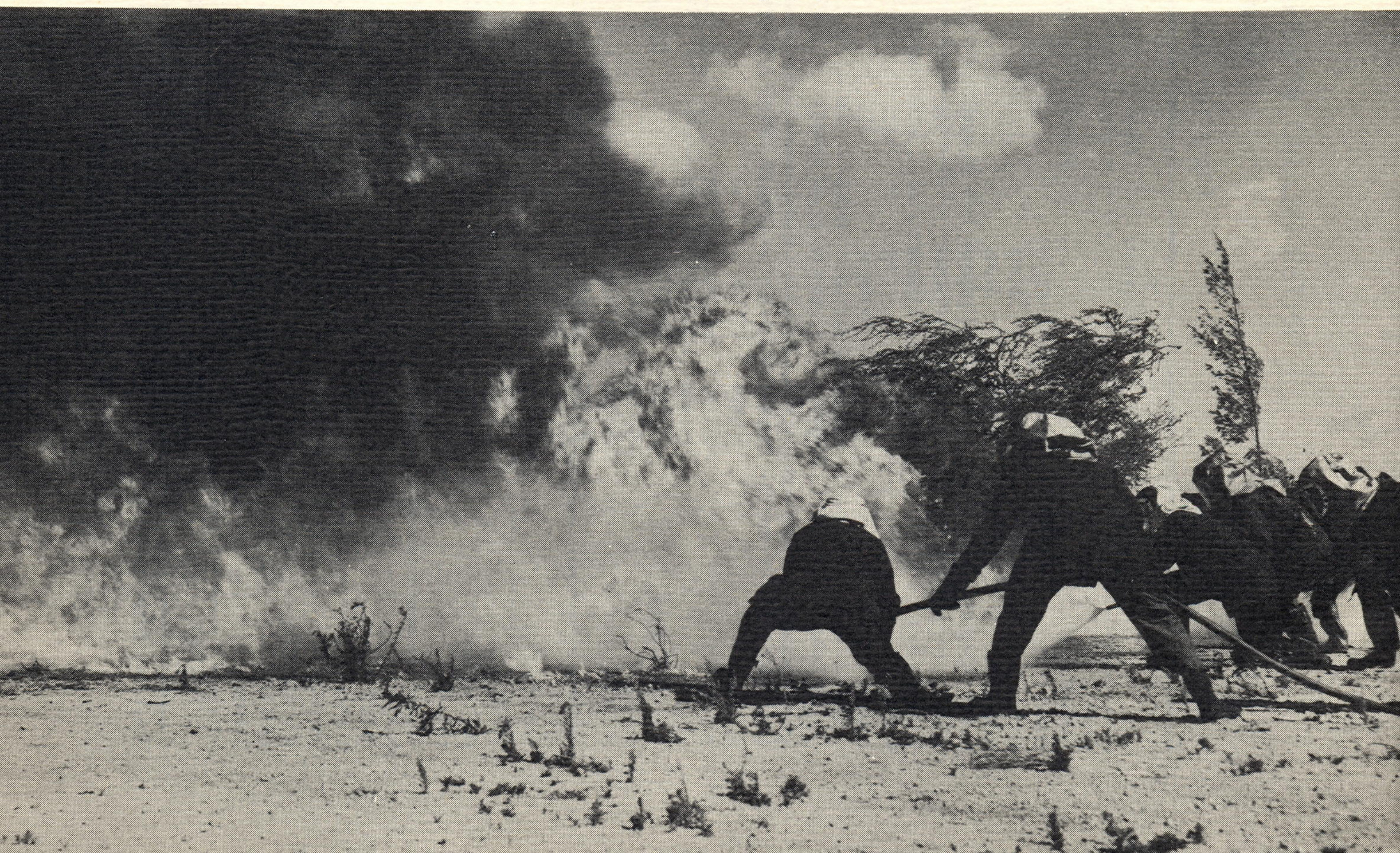
Fiscal Year July 1, 1951 to June 30, 1952

	To:									
	Honolulu	Hilo	Upolu	Kona	Maui	Hana	Molokai	Kalaupapa	Lanai	Lihue
From:										
HONOLULU	338,927	112,269	11,172	10,164	84,514	1,647	34,918	7,358	63,351	
HILO	180,421	-----	-----	-----	-----	-----	-----	-----	-----	
UPOLU	5,373	-----	-----	-----	-----	-----	-----	-----	-----	
KONA	8,658	-----	-----	-----	-----	-----	-----	-----	-----	
MAUI	71,777	-----	-----	-----	-----	50	-----	3,650	-----	
HANA	2,179	-----	-----	-----	27	-----	-----	-----	-----	
MOLOKAI	10,568	-----	-----	-----	-----	-----	-----	-----	-----	
KALAUPAPA	7,918	-----	-----	-----	-----	-----	-----	-----	-----	
LANAI	7,440	-----	-----	-----	1,256	-----	-----	-----	-----	
LIHUE	48,708	-----	-----	-----	-----	-----	-----	-----	-----	
TOTALS	681,969	112,269	11,172	10,164	85,797	1,697	34,918	11,008	63,351	

Total Inter-Island Revenue Air Mail, July 1, 1951 to June 30, 1952 — 681,969 pounds



Pictured here is part of the crew of the H.A.C.'s fire department and firefighting equipment at the Honolulu International Airport. During the fiscal year, the department responded to a total of 572 alarms which included plane crashes, aircraft fires, standbys for aircraft making emergency landings and structural fires. At extreme left is Franklin Metzger, chief of the fire department. Bottom photo shows the crew in training in the putting out of oil fires.

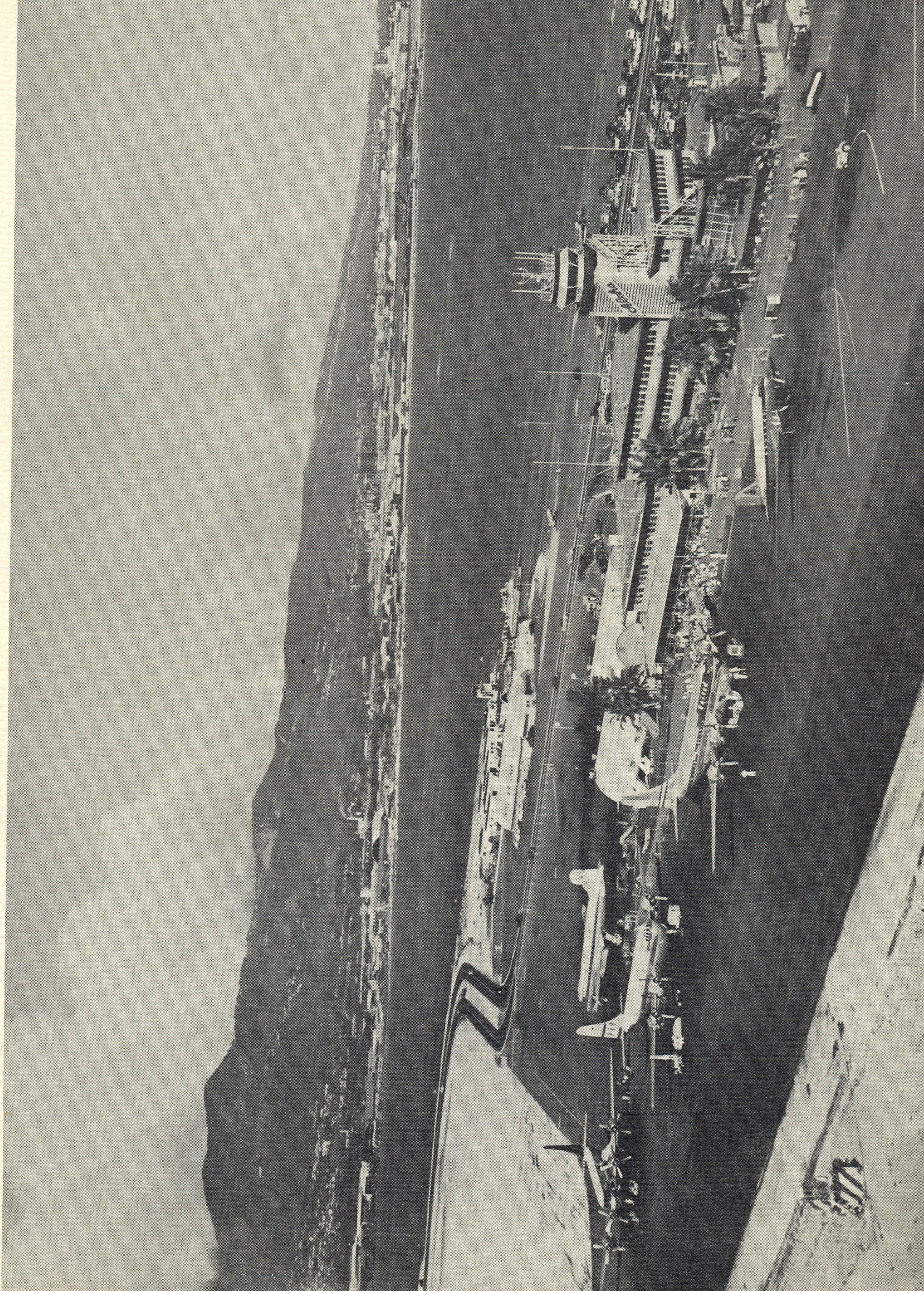


HAWAII AERONAUTICS COMMISSION

*Statement of Income and Expenditures for
the One Year Ending June 30, 1952*

	Total All Funds	Fuel Tax Fund S7161	Revenue Fund S7161	Federal Grants	General & Loan Funds Appropriations
Opening Balances July 1, 1951	2,792,422	619,094	667,236	46,671	1,459,421
Transfers within Funds	-----	+379,477	-379,477	-----	-----
Adjusted Balances	2,792,422	998,571	287,759	46,671	1,459,421
Current Income					
Aeronautical Revenues					
Fuel Tax Collections	1,348,829	1,348,829	-----	-----	-----
Landing Fees	60,092	-----	60,092	-----	-----
Rentals of Land	22,077	-----	22,077	-----	-----
Rentals of Buildings & Hangars	74,657	-----	74,657	-----	-----
Non-Aeronautical Revenues					
Concession Fees	105,990	-----	105,990	-----	-----
Rentals of Land & Buildings	225,692	-----	225,692	-----	-----
Miscellaneous Fees	35,892	-----	35,892	-----	-----
Other Income					
Federal Grant Payments	97,870	-----	-----	97,870	-----
Refunds, Transfers, etc.	27,383	11,720	-----	-----	15,663
TOTAL INCOME	1,998,482	1,360,549	524,400	97,870	15,663
Current Expenditures					
Salaries & Wages	486,650	-----	486,650	-----	-----
Other Current Expenses	278,403	-----	278,403	-----	-----
Inventories & Other Prepaid Expenses	48,341	48,341	-----	-----	-----
Capital Expenditures					
Equipment	42,385	24,622	17,763	-----	-----
Land, Buildings & Construction Projects	1,193,198	690,539	-----	91,671	410,988
TOTAL EXPENDITURES	2,048,977	763,502	782,816	91,671	410,988
BALANCES AT JUNE 30, 1952	2,741,927	1,595,618	29,343	52,870	1,064,096
Encumbrances—Unliquidated Contract					
Encumbrances	854,798	429,326	-----	52,870	372,602
Other Construction Work in Progress	1,265,030	791,333	-----	-----	473,697
TOTAL ENCUMBRANCES	2,119,828	1,220,659	-----	52,870	846,299
NET UNENCUMBERED BALANCES	622,099	374,959	29,343	-----	217,797

Aerial Photo Honolulu International Airport



Construction Notes

The Department of Public Works is construction agent for the Hawaii Aeronautics Commission, which develops its improvement program jointly with the Civil Aeronautics Administration.

The Airport Division supervised work on five airport contracts totaling \$1,062,350. Outstanding among them was a \$695,000 contract for the grading and surfacing for new Kamuela Airport on the Island of Hawaii.

Seven other airport projects, totaling \$418,161.50, were underway during the year under the supervision of the Building Division. New buildings and alterations to existing structures accounted for most of this dollar volume.



Territorial Department of Public Works Inspection Crew at Kamuela Airport Project

Projects supervised by the Airport Division during the fiscal year follow:

PROJECT	AMOUNT	COMPLETION DATE
Lihue Airport—Installation of Electrical Distribution System	\$ 48,750	Aug. 17, 1951
Honolulu Airport—Fencing	20,000	Oct. 4, 1951
Lihue Airport Extension	163,700	May 9, 1952
Kamuela Airport—Initial Grading and Surfacing	695,000	Dec. 15, 1952
Honolulu Airport—Lighting	134,900	Aug. 18, 1952

Projects supervised by the Building Division were:

PROJECT	AMOUNT	COMPLETION DATE
Honolulu Airport—Re-roofing of certain buildings	\$21,202.50	Oct., 1951
Honolulu Terminal Building—Sprinkler system	31,674.00	May, 1952
Honolulu Airport—Lei Stands	19,173.00	June, 1952
Honolulu Airport—Alterations to Honolulu Terminal Building	9,677.00	Roof on apron side 10% complete
General Lyman Airport Terminal Building—One-story hollow tile and frame	247,964.00	Construction started Construction 20%
Lihue Airport—Tee Hangars with steel frame, corrugated roof and siding	13,971.00	complete
Lihue Terminal Building—Alterations in hollow tile and frame	74,500.00	Construction started

Projects In Review

Noteworthy maintenance operations during the fiscal year included the rehabilitation of a number of former wartime buildings in the naval air facility area ewa of the Hawaiian Airlines terminal.

Many of the buildings have been modernized and painted; windows and roofs repaired. Also, some structures were extensively renovated and converted into income producing units. Some of the thriving businesses now in the area include hotels, apartments, warehouses, manufacturing, restaurants, grocery stores, meat packing plants, an egg cooperative, a theater, woodcraft shops and a college. In addition, playground and recreation hall facilities have been provided for families living in this section. The resident population here numbers more than 900.

A total of 101 parking meters were installed around the overseas terminal at the Honolulu International Airport in order to better regulate the use of the choice auto parking stalls.

As a fire protection measure, a fire sprinkler system was provided in the overseas terminal and including the adjacent airport restaurant. The Honolulu Airport crash-fire department was relocated to the North Side of the airport operating area. This involved the remodeling of an existing

warehouse so as to provide easily accessible fire equipment storage and comfortable quarters for the crew.

At the Hilo Airport a new maintenance area, consisting of five buildings and a large maintenance yard, is nearing completion. Some fencing work was completed at the Kona Airport and the runway and taxiways at Upolu were resurfaced. In addition, a new passenger terminal was built and the auto parking area paved. Operational areas were fenced.

The Honolulu maintenance force painted new runway markings at the Lihue Airport. A drainage pipe along the runway was installed. Distance markers and airplane parking lines were repainted. A grass planting project involving approximately 25 acres is also under way, and 5,733 feet of pipe for irrigation purposes is being installed.

All construction work in connection with the modernization of the Kahului Airport was performed by the H.A.C. staff together with some workers from Maui County and the Territorial Department of Institutions. Improvements to the drainage system at the Molokai Airport were made during the year. Also, several buildings were repaired and painted. The runway was seal-coated and runway striping completed.