

Honolulu International Airport...

The Territorial Legislature appropriated \$45,000 for the acquisition and improvement of an airport in Honolulu. From these funds 119.3 acres of land and 766 acres under-water were acquired for the sum of \$27,410.

Navy Commander John Rodgers and a crew of four departed from San Pablo Bay, California, on August 31 in a PN-9 seaplane on the first trans-Pacific flight. After flying 25 hours and 35 minutes, they ran out of gas and landed in the ocean. There were 365 miles from Oahu. When rescue did not show up, the crew made sails out of fabric from the wings and sailed for nine days until they reached Kauai and a heroes' welcome.



On November 11, 1929, Inter-Island Airways (later to become Hawaiian Airlines) inaugurated interisland air service between Honolulu and Molokai, Maui, Hilo and Kauai.

Women pilots formed a Hawaii Aviatrix Club.

Inter-Island Airways received a contract from the U.S. Post Office to carry airmail between the islands.

Hickam Field, located adjacent to Rodgers Field, was officially activated.

Marguerite Gambo opened a flying school and the K-T Flying Service began operations.

Construction began on the Keehi Lagoon Seaplane Basin. A survey was initiated to determine the feasibility of building land runways at the same time the seaplane runways were being dredged.

Pearl Harbor was bombed by the Japanese on December 7. Rodgers Field was located two miles east of the primary attack site. Gambo Flying Service lost two planes and two civilian Aeronca aircraft were fired on by the attacking forces.

The owner of K-T Flying service was killed by Japanese machine gun fire. All civilian aircraft were grounded and the military took over all airports.

The ban was lifted on private flying and airfields were opened to civilians.

Pan American World Airways resumed commercial seaplane operations from San Francisco to Hawaii.

The John Rodgers Airport and Keehi Lagoon Seaplane Harbor were renamed Honolulu Airport on May 2, 1947.

United Airlines inaugurated air service to Honolulu on May 1.

The first Lei Stands were built on Lagoon Drive.

HNL was first civilian airport in U.S. to get a preview of commercial jet aircraft operation when the British DeHavilland Comet III jetliner arrived on December 13. The announcement by the airlines that they would begin jet service in 1959 or early 1960, prompted a revision of plans for a new terminal to accommodate jets.

The new John Rodgers Terminal of the Honolulu International Airport Complex was dedicated August 22 during the annual conference of the Airport Operators Council. All operations ceased at the old terminal at midnight, October 14, and the first passengers from the new terminal departed for Japan shortly after midnight.

The Visitor Information Program was established to welcome passengers.

The CAB awarded new routes to Hawaii to eight carriers.

The Overseas Parking Structure was completed in February and has spaces for 2,000 cars.

The Ewa Extension of the John Rodgers Terminal was dedicated on May 16.

The Reef Runway, the world's first runway built entirely offshore, was completed and dedicated on October 14. It cost \$89 million to build. It received awards from the American Society of Civil Engineers, National Society of Professional Engineers and the Aviation Environment Award from the Federal Aviation Administration.

Dedication ceremonies were held for the new Central Concourse on July 24.

The \$23.3 million Diamond Head Extension to the Main Terminal was dedicated on October 22, adding 660,000 square feet to the existing terminal.

The Reef Runway was chosen as one of several emergency landing sites for the NASA space shuttle.

A new Aircraft Rescue and Firefighting Station was dedicated.

Passenger traffic hit an all-time high of 24,326,737.

State acquired 329 acres from Hickam; Continental hangar; United Airline Cargo Facility.

Met TSA schedules for passenger and baggage screening. Fingerprinted 6,000 employees. Rebadged 14,000 employees.

The Governor announced a modernization plan for Honolulu International Airport on March 27. Both short and long-term improvements were planned.

John Rodgers Airport was dedicated March 21, 1927. The field was named in honor of the late Commander John Rodgers, who had been Commanding Officer of the Naval Air Station at Pearl Harbor from 1923 and 1925, when he left to command the first trans-Pacific flight between the Mainland United States and Hawaii.

A crosswind runway was built from 100-250 feet wide and 2,050 feet long.

Pan American World Airways inaugurated regular trans-Pacific air service to Honolulu on November 22 with a Martin M-130, the China Clipper. The initial proving flight was flown in April 1935 from San Francisco to Honolulu in a Sikorsky S-42.

Since 1927, \$355,945 had been spent on construction and maintenance at Rodgers Field. In 1940, 1,153 passengers traveled to Honolulu from the Mainland U.S. by air. Flights took 16 hours. The fare was \$278.

Rodgers Field was designated Naval Air Station Honolulu. The Navy constructed a terminal building, control tower and maintenance hangars, as well as housing. An Army-Navy Transport Command was located on the north side. Inter-island Airways was allowed to fly some day-light trips.

John Rodgers Airport was returned to the Territory. It was one of the largest airports in the U.S. and comprised a total of 4,019 acres, had four paved landplane runways, and three seaplane runways.

The Korean Airlift doubled passenger traffic at the airport, creating major capacity problems. HNL was ranked third in the U.S. for total control tower operations.

The name of Honolulu Airport was changed to Honolulu International Airport.

Honolulu's 13,097 foot runway was officially declared the longest runway in the world by the Airport Operators Council.

A groundbreaking ceremony for a new jet-age airport at Honolulu International was held on February 5. Construction started on February 11.

Pan American Airways inaugurated Boeing 707 jet service between the mainland U.S. and Honolulu. United Air Lines began DC-8 jet service in March 1960.

A master lease was signed with the major airlines present in Hawaii which would guide landing fees, leasing fees and support charges for more than 30 years.

The Honolulu Fuels Subcommittee formed the Honolulu Fueling Facilities Corporation.

The precedent-setting Flight Information Display System became operational. The passenger information management system through a centralized facility had never before been tried.

The International Arrivals Terminal was dedicated on May 14 and welcomed its first visitors on May 16.

The CAB approved the request of 15 new airlines to service the Mainland-Honolulu route, following the deregulation of the airlines in 1978.

The new FAA Control Tower opened in its new location between the two major east/west runways on June 23.

Terminal No. 3 opened for service on June 2. It was later renamed the Commuter Terminal.

The Aloha Lounge opened in April for arriving foreign passengers awaiting Immigration and Customs processing. Dedication ceremonies were held for the new 16-acre cargo facility on the South ramp.

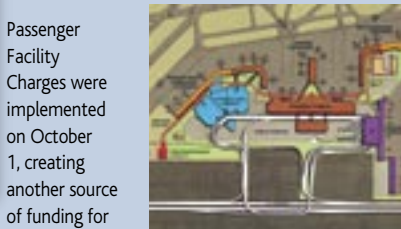
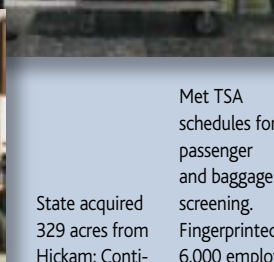
A dedication ceremony was held for the new \$137 million Interisland Terminal Complex on July 20. The seven-story structure is 600,000 square feet with parking for 1,726 vehicles, and has an intra-airport transportation station. The terminal houses Aloha and Hawaiian airlines.

The Hawaii Airports Cultural Advisory Committee chose ancient Polynesian voyaging as HNL's Hawaii Sense of Place theme.



...Celebrating 80 Years

Honolulu International Airport is Hawaii's gateway airport, handling more than 60 percent of the State Airports Systems' passengers. HNL is the State's most important economic asset. In 2003 an economic impact study estimated that HNL generated \$4.3 billion of gross state product and involved 32,688 jobs by direct, indirect and induced business impacts. The airport has come a long way in 80 years—just imagine where we'll be in another 80 years.



The Governor announced a modernization plan for Honolulu International Airport on March 27. Both short and long-term improvements were planned.

Air Force One landed at HNL. Hickam Air Force Base received eight C-17 Globemaster aircraft.

Passenger Facility Charges were implemented on October 1, creating another source of funding for FAA-approved airport capital projects.

Honolulu International Airport accommodated the Antonov 225, world's largest aircraft.

Met TSA schedules for passenger and baggage screening. Fingerprinted 6,000 employees. Rebadged 14,000 employees.

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The K-9 Explosive Detection Unit completed an intensive recertification evaluation by the FAA and passed with the best results of all FAA K-9 evaluations in the U.S. during the inspection cycle.

As a result of the terrorist attack on the U.S. on September 11, the FAA shut down all airports for three days while it checked for threats and organized to respond to further attacks. This led to a sharp decrease in passengers for the next several years with a low of 18.7 million in 2003.

The Transportation Security Administration was formed by Congress on November 19, and took over all transportation security including airport security checkpoint screen, previously managed by the airlines.

FAA's Honolulu Control Facility opened.

HNL received new fire fighting equipment.

HNL celebrated its 100th year of Powered Flight celebrated at Kalaeloa Airport (JRF).

HNL received new fire fighting equipment.

Honolulu International Airport celebrates its 80th birthday on March 27.