

MINUTES OF MEETING OF THE AIRPORT ZONING BOARD
 Held on Friday, November 6, 1959
 In the Hawaii Aeronautics Commission Board Room
 Honolulu International Airport, Honolulu, Hawaii

Present : Mr. George K. Houghtailing, Chairman
 Mr. Olen V. Andrew, Member

Absent : Mr. Lin San Lai, Member

Also Attending: Mr. John C. Walker, Oahu Transport Co., Ltd.
 Mr. K. M. Watson, Oahu Transport Co., Ltd.
 Mr. Ernest K. Kai, Attorney for Oahu Transport Co., Ltd.
 Mr. A. C. Wilcox, Jr., Fibreboard Paper Products Corp.
 Mr. Raymond Ortiz, Terminal Steel Co., Ltd.
 Mr. R. A. Corey, U. S. Navy
 LCDR. E. M. Porter, Staff, Commander, Naval Air Bases
 Mr. Gilbert L. Livingston, Hawaii Aeronautics Commission
 Mr. A. P. Storrs, Hawaii Aeronautics Commission
 Mr. R. M. Walton, Hawaii Aeronautics Commission
 Mr. William H. Kraft, Hawaii Aeronautics Commission
 Mr. A. I. Marutani, Deputy Attorney General

The meeting of the Airport Zoning Board was called to order by the Chairman, Mr. George K. Houghtailing, at 1:43 p.m., in the Board Room of the Hawaii Aeronautics Commission, Honolulu International Airport, Honolulu, Hawaii.

The Chairman advised that the special meeting was called for the purpose of reviewing the facts involved and considering the granting of a variance requested by Oahu Transport Company for the construction of a warehouse on its premises on Sand Island Access Road.

Mr. Kai, attorney for Oahu Transport Company, explained that OTC had planned to construct a warehouse and discovered that a portion of the peak of the roof would be in violation of presently existing airport zoning height regulations; that, as a result, they conferred with HAC, Federal Aviation Agency, and the Navy, and that HAC indicated that, since the building is in violation, a variance must be granted by the Airport Zoning Board before a building permit may be issued. He added that OTC is planning to enter into a lease with Fibreboard Paper Products Corporation, which is proposing to open a paper business in Honolulu, and that time is of essence in the processing of this request in order to meet the construction schedule.

Mr. Kai stated that the variance was requested inasmuch as the violation is a very small one and the building is not in the direct flight pattern and to move the building would mean unnecessary hardship and would make future development of a certain portion of the area uneconomical; also, that the seaplane base is rarely used and maps indicate the ultimate abandonment of Sea Lane 4-22 and moving it further makai.

Mr. Livingston explained that, according to the law, the HAC shall grant the application for permit unless to do so would create a non-conforming use that would become a greater hazard. He pointed out on the map the area involved and indicated that the proposed building would be close to the glide path of Sea Lane 4-22; that, consequently, in accordance with the law, the request must be denied. He further explained that the only other course of action allowed by law is for the applicant to request a variance from the Zoning Board. He added that, according to the study made, the building does slightly penetrate the transitional zone of Sea Lane 4-22; therefore, the HAC has an obligation to consult the Navy, the operational user of the sea lane. He further advised that FAA had looked into this matter and had indicated that it had no objection to granting the variance, but that HAC cannot recommend that the variance be granted without concurrence from the Bureau of Aeronautics through the Commander, Naval Air Bases, Fourteenth Naval District. He stated

that the violation is a very minor one of 5½ feet and that the building lies in the transitional slope; that to a pilot taking off in that sea lane, under certain circumstances, the building might create a hazard.

In reply to the Chairman's inquiry, Mr. Livingston stated that, in general terms, it is not a serious violation creating a major hazard to aviation. He further added that obstruction lights would definitely help to minimize the hazard.

Mr. Storrs, Director of Aeronautics, expressed that, since this industrial development is very important to the economy of the State, if the Navy is agreeable to granting the variance, HAC would be in complete accord.

Commander Porter stated that the Navy's view of this construction project is favorable; that they recognize the urgency involved and the need for industrial development in this area and feel that Navy operations involved in this case are perhaps outweighed by the expansion involved here.

Commander Porter pointed out on the map the seaplane runways utilized by certain of the Navy's seaplanes and the frequency of use and stated that the Navy intends to use and will have to use Sea Lanes 4 and 7 for some time to come.

Commander Porter explained that they have had very short notice to consider the impact of this matter on their operational usage at Keehi Lagoon and that they are required, in cases of this nature which involve BUAIR criteria, to obtain approval from the Bureau of Aeronautics in Washington and that they have not had an opportunity to apprise Washington. He added that the local office has no objection and will recommend favorable decision. He, therefore, requested deferment of the Zoning Board's decision until a reply is obtained from the BUAIR, which he estimated would be received within a week to two weeks.

Mr. Andrew stated that it is well for all to note that safety regulations are becoming more stringent as far as construction is concerned, particularly with the advent of jet aircraft, and that Special Civil Air Regulations 422 on the operation of turbine aircraft takes in obstructions way out of the flight pattern; that these things should be taken into consideration in order to act in the best interests of safety for aviation in general.

In reply to the Chairman's inquiry as to whether the change in jet flight patterns would interfere with the approaches of all seaplanes, Commander Porter stated that no jet seaplane will be using the sea lane in the foreseeable future.

Mr. Wilcox of Fibreboard Paper Products Corporation expressed their appreciation for the cooperation extended to them in this matter and stated that the reason for the urgency of this request is that they have a deadline to move equipment into the building by March and to completely move into the building soon thereafter in order to be prepared for the pineapple season which begins the end of May.

In answer to the question as to whether one week's delay would mean that the building could not be constructed in time, Mr. Ortiz, contractor for the building, stated that, if it is a week's delay, he will be able to make up the time lost somewhere along the line.

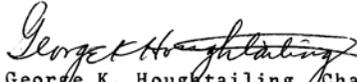
To Commander Porter's remark that they would like assurance that FAA standards for lighting and special painting for the building, if required, will be met, Mr. Walker stated that they will be glad to comply.

Inasmuch as there was no evidence of objection, except possibly legal objection from Navy Bureau of Aeronautics in Washington, it was moved by Mr. Andrew, seconded by Mr. Houghtailing, and voted to approve the variance, subject to favorable approval from the Navy, on the condition that FAA criteria for obstruction and hazard lighting and marking will be met.

It was agreed that, if the Navy's clearance or reply is not received by Friday, November 13, 1959, another meeting will be called to review the matter.

The meeting was adjourned at 2:15 p.m.

Respectfully submitted,


George K. Houghtailing, Chairman

ADDENDUM

A copy of Letter No. 644 dated November 12, 1959, from Commander, Naval Air Bases, Fourteenth Naval District, to Mr. Gilbert Livingston, Airport Manager, Honolulu International Airport, advising that "the Bureau of Aeronautics has indicated that there is no objection to the location of the proposed structure" is attached and made a part hereof.


George K. Houghtailing, Chairman

COMMANDER NAVAL AIR BASES
FOURTEENTH NAVAL DISTRICT
Navy Number 14 (one four)
c/o Fleet Post Office
San Francisco, California

In reply refer to:

31:EMR:mm
Ser 644

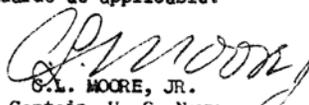
12 NOV 1959

Mr. Gilbert Livingston
Airport Manager
Honolulu International Airport
Honolulu, Oahu, Hawaii

Dear Mr. Livingston:

This will confirm our telephone conversation of November 9 concerning the request by the Oahu Transport Company to the State Airport Zoning Board for a waiver of airport zoning criteria at Keehi Lagoon. The Bureau of Aeronautics has indicated that there is no objection to the location of the proposed structure.

As agreed at the special meeting of the State Airport Zoning Board on November 6, 1959, it is understood that the structure in question will be lighted and marked in accordance with Federal Aviation Agency standards as applicable.


G.L. MOORE, JR.
Captain, U. S. Navy
Commander, Naval Air Bases
Fourteenth Naval District
Acting