JOINT MEETING
CITY PLANNING COMMISSION, U. S. NAVY, AIR FORCE, ARMY,
CIVIL AERONAUTICS ADMINISTRATION, AND HAWAII AERONAUTICS COMMISSION
TUESDAY, NOVEMBER 13, 1956

The joint meeting of City Planning Commission, U. S. Navy, Air Force, Army,
Civil Aeronautics Administration, and Hawaii Aeronautics Commission was called to
order by Dr. Francis K. Sylva, Chairman of Hawaii Aeronautics Commission, on
Tuesday, November 13, 1956, at 1:33 p.m., in the HAC Board Room, Overseas Terminal
Building, Honolulu International Airport.

The Chairman stated that the purpose of the meeting was to inform the
Planning Commission of what is being done at the Honolulu International Airport
and its effect on surrounding areas, especially, Damon Tract; and that the
Planning Commission had invited the military services to participate in the
discussions.

The plan of the proposed terminal area was pointed out on "DPM Terminal Site
Plan Advance Print," dated 11-8-56, by Mr. Tim Ho, Airport Engineer. Mr. Ho
stated that, in order to have a workable terminal in 1959 in readiness for the
advent of commercial jet planes, roughly 66 acres outlined in yellow will be
needed and that, judging by past experience, the area shaded in green in all
probability will be required by 1965 for further expansion.

The Chairman pointed out that all of the area outlined in yellow down to
Kalama Road must be acquired at the outset in order to start construction, that
a new entrance to the terminal area must be built, and that the fixed base
operators' demands for considerable space might require the area shaded in green
earlier than planned.

Mr. Roehrig stated that the Planning Commission would like to cooperate and
to properly zone the contiguous areas and is looking for concrete evidence that
there is a final plan that is fully endorsed and is going to be followed by the
agencies that are going to operate the airport. He added that, if it is "the" plan
that has the unqualified support of all of the using agencies, it is the
duty of the Planning Commission to accept it as a fact and to make a zoning
determination of the contiguous land uses.

The Chairman advised that a document known as declaration of intent to
make the Honolulu International Airport one big airport complex operated by
Air Force, Navy and civilian agencies has been signed, and that the three
services are trying to put a bill through Congress to effectuate the exchange
of land agreed upon at the local level. He stated that the document may not
be as strong as the group would like to have it but that it is the best
obtainable for the moment. He further stated that the Joint Real Estate Transfer
Committee, composed of one representative from each of the participating agencies,
had submitted a report to implement this plan.

Mr. Delan, CAA representative and member of the Joint Real Estate Transfer
Committee, stated that, because it is not possible to determine when Congress
will pass the proposed legislation, there is also under consideration and
development leases which would allow HAC to start construction in the interim
period in order that the new terminal may be finished in time to receive jet
traffic by 1959. He further stated that CAA has an established policy that a
20-year lease is sufficient title to warrant the expenditure of Federal funds
in a project.

Mr. Wheeler, pointing to page 14 of "HAC 1956 Report," emphasized that it
is an indication of intent of the parties concerned to effect this master plan
and that the plan can be put into effect as soon as the lease is signed, which
can be done by administrative action not requiring an Act of Congress.

The Chairman advised that the airport complex master plan had been approved
by all of the parties.

Mr. Bent of the Planning Commission questioned the expenditure of Territori-
torial funds for improvements on leased land. Mr. Fukuda informed him that
action on the master plan was initiated when the Navy commenced demolishing
buildings in the area to be transferred, substantiating the firmness of the
master plan. He added that Congressional transfer of title between Territory
and Navy will not be accomplished until Congress convenes; in the meantime,
construction plans cannot wait so the Navy is already tearing down the buildings,
and that the Territory may also, like the CAA, invest in improvements with a
long term lease.
Mr. Houghtaling expressed concern over the omission from the master plan of 35 acres of land located Diamond Head side of the airport entrance road and asked whether it is a wise thing to allow such a plot in an area highly used by airplanes to be zoned for other purposes.

Mr. Wheeler brought out the possibility that, if the seaplane re-emerges as a major factor in mass transportation of people at some future date, the area adjacent to the proposed park on the sea lane channel would be the logical site for a terminal for commercial seaplane operations.

In reply to Mr. Honda's inquiry as to whether the Parks Board designated the 35 acre area as an extension area for the park, Mr. Houghtaling stated that he did not know. He then asked whether it was wise, with all of the airline activities there, to allow people into the area for recreational purposes.

Mr. Honda pointed out that, in the City Planning Director's memorandum to the Planning Commission, it was proposed that the City Planning Commission should "assist in planning a recreational area to serve as a replacement to Keeshi Lagoon around Salt Lake Crater," and asked if the Planning Commission was planning to remove the Keeshi Lagoon Park. Mr. Houghtaling stated that the proposed park was a mandate of the Legislature and so had no authority to do so.

The Chairman advised that the 35 acres mentioned is directly in flight path and that, no matter what it is zoned for, any structure thereon must meet certain height requirements; that he could not see how HAC could object to the use of the area as a park site; and that it is up to the Planning Commission to determine whether it is a good location for a park.

Mr. Wheeler commented that zoning of this area should be compatible to the Doolittle Report. Mr. Dolan added that, from CAA's standpoint and following through with the Doolittle Report and various CAA Technical Standard Orders, clearance requirements for this area pretty well restrict what can be placed there; that, if the Doolittle Report is followed, congestions or any assemblages of people in the take-off area of a runway may not be allowed; and that anything over 40-1 clearance would be objected to by CAA from a safety standpoint.

Mr. Wheeler stated that he knows of no land which could be more quickly converted to airport usage than land developed for a park; that it just comes down to relative safety; however, noise factor in jets should also be considered.

The close proximity of the gasoline storage tanks was also discussed. Mr. Wheeler stated that the tank farm area (which would be partially underground storage) is not necessarily incompatible with the park.

The Chairman advised that the Commission has been informed that fuel requirement will be so high that the oil company will extend a line from Iwilei to the terminal area.

The Chairman stated that the requirements as shown in areas in yellow and part of green are needed now and that the Planning Commission will have to determine uses for the additional area, which HAC cannot justify claiming because it does not have the funds to purchase it. Mr. Honda added that HAC can only purchase land for aeronautical purposes.

Mr. Bent of the Planning Commission commented that the park area would be perfect for industrial use until such time as HAC needs it.

General Chappell stated that the area does not affect the Air Force; however, it will have to be used for airport use in the not too distant future since that is the only land available for expansion. The Chairman added that that is a fair statement.

Capt. Barnwell stated that the Navy's interest is primarily one of giving the Territory land outlined in red and receiving in return 200 acres of land in green.

The Chairman stated that, although the Navy is reluctant to advise HAC as to what it feels is HAC business, an admiral had commented to him that HAC would be very wise if it took over all of the Damon Tract area down to the sea lane inasmuch as it will be required in the future for some airport use.
Commenting on the proposed ordinance submitted by the Planning Commission, Mr. Wheeler said that there are specific items therein to which the Commission takes exception.

Mr. Johnson stated that the proposed ordinance will be studied by HAC and the comments will be forwarded to the Planning Commission in due time. He expressed a desire for the opportunity to discuss this matter and stated that he was satisfied with the statements made.

The meeting was adjourned at 3:05 p.m.

RECORD OF ATTENDANCE

Mr. Don Hori, Honolulu Star-Bulletin
Mr. Carl Carlmail, Hq., PACB, MATS, Hickam
Capt. Joseph E. Barnwell, District Public Works, Navy
B/C Julian Chappel, Hq., 7th Air Force
L/C S. H. Lowry, Hq., 7th Air Force
Ron Burla, Burla & Associates
Mr. C. Ho, Department of Public Works
Mr. Theodore A. Vierra, Architect
Mr. Katsuro Miho, City Planning Commission
Mr. George K. Houghtailing, City Planning Commission
Mr. George T. Centolo, City Planning Commission
Mr. Henry Chin Hoon, City Planning Commission
Mr. R. Gibson Rietow, City Planning Commission
Mr. David Bent, City Planning Commission
Mr. Kenneth W. Roehrig, City Planning Commission
Mr. Paul A. Weisshart, Park Board, City and County of Honolulu
Mr. Jack MacAuliff, City Planning Commission
Mr. MacKenzie Shamoon, Navy
Mr. Charles Turner, Advertiser
Mr. Mark E. Martin, Hawaii Aeronautics Commission
Mr. G. Livinston, Hawaii Aeronautics Commission
Mr. R. K. Fukuda, Hawaii Aeronautics Commission
Mr. John V. Dolan, Civil Aeronautics Administration
Dr. Francis K. Sylvia, Chairman, HAC
Mr. Dorsey W. Edwards, HAC
Mr. Ralph C. Honda, HAC
Mr. George Kobayashi, HAC
Mr. Richard Wheeler, HAC
Mr. D. L. Grubb, Hawaiian Airlines
Mr. Alex Gignoux, Chairman, City Planning Commission
Mr. Raymond M. Walton, HAC

NOTE: All areas referred to herein by color were indicated on DFW Terminal Site Plan Advance Print dated 11-8-56.

Respectfully submitted,

Ralph C. Honda, Secretary