



HAC PHOTO

# HAWAII AERONAUTICS COMMISSION

HONOLULU, HAWAII, U. S. A.

*Annual Report - June 30, 1953*

*6th*  
*Annual Report*

**HAWAII**  
**AERONAUTICS**  
**COMMISSION**

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**JUNE 30, 1953**  
**HONOLULU, HAWAII**  
**U. S. A.**

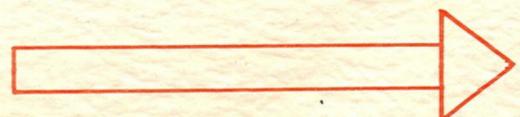




HVB PHOTO

**HONORABLE SAMUEL WILDER KING**  
**GOVERNOR OF HAWAII**

*Dear Sir:*



# EXCERPTS

## *from the Chairman's Report to the Governor*

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“ . . . The near completion of a brand new airport on the Island of Hawaii costing nearly \$1,000,000 tops the list of significant accomplishments during the 1952-1953 fiscal year. This is the new Kamuela Airfield, built entirely with Hawaii Aeronautics Commission funds. The new runway is 5,100 feet long located about one and one-half mile from the old Kamuela Airport in Waimea Valley. The joint passenger-freight terminal building, first design of this type in the islands, is also nearly 100 per cent complete at this writing.”

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“ . . . Hilo's new terminal and administration building, another major improvement for Hawaii Island, was almost 100 per cent finished as the year came to a close. Contract cost of the building is \$365,000. Construction was begun during the year and work includes erection of a control tower with adjoining terminal, administrative and concession facilities. In conjunction with this project, construction is almost completed for supporting paved facilities consisting of taxiways, plane parking aprons and other terminal area improvements. Cost of these additional improvements is estimated at \$102,000.”

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“ . . . Among projects, to list a few, which are presently under construction include the installation of medium intensity lighting for runway 4L-22R, Honolulu International Airport; installation of an electrical system and high intensity lighting for Hilo Airport's runway 8-26; a private plane hangar and a freight terminal for Hilo; construction of a drainage system for Molokai Airport; and extension of the pavement at the Kalaupapa Airstrip.”

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“ . . . Progress on the planning of a new terminal for the Honolulu Airport was retarded during the year due to a land utilization problem. It was learned that terminal facilities proposed by the Commission tended to encroach upon land under the jurisdiction of the U. S. Navy. Negotiations with navy officials seeking adjustments which would permit a continuation of construction plans as designed, as well as use of the site chosen, failed to bear fruit. At this date, entirely new plans for the terminal and other terminal area facilities are under preparation.”

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June 30, 1953

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“ . . . It is worthy to note also that inter-island passenger traffic soared to an unprecedented peak of 554,561. This was due in part to the increase in passenger traffic in July and August of 1952, resulting from a spectacular eruption of the volcano Kilauea on Hawaii Island. Overseas passengers handled at the airport reached a total of 182,595, or an increase of 19 per cent. Reports compiled by the Hawaii Visitors Bureau show that more and more tourists to Hawaii are coming in by air than by surface transportation and the ratio today is approximately 2 to 1.”

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“ . . . Receipts from the aviation fuel tax totaled \$1,392,851 during the year. This represents an increase over the previous year of 3.26 per cent. It should be pointed out that 40 per cent of the total receipts was due to the Korean Airlift. This operation involves the military chartering of commercial airlines using the Honolulu International Airport as one of its transportation links in the Pacific. There has been a declining trend in airlift traffic and because of the changing conditions in the Korean theater of war, a continuing decline is foreseen.”

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“ . . . Revenue from other airport fees and charges amounted to \$614,716. Operating expenditures totaled \$918,023. For capital expenditures, new construction and equipment purchases, the amount was \$1,597,530. During the year, two new members were added to the Commission; they are Roy A. Vitousek, Jr., and Richard H. Wheeler. Hawaii has enjoyed more than \$1,000,000 in Federal Aid in the past six years to help defray the costs of airport construction. In the year just ended, federal funds received totaled \$251,710.”

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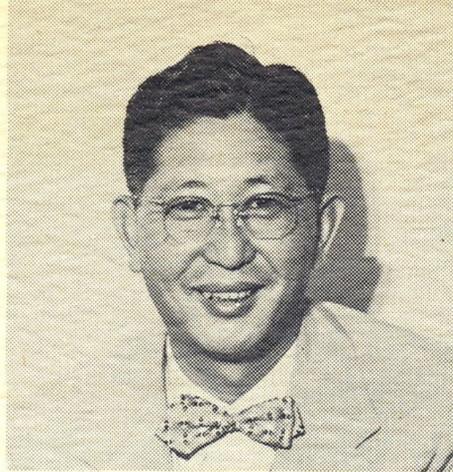
Respectfully yours,

A handwritten signature in cursive script that reads "Francis K. Sylva". The signature is written in dark ink and is positioned above the printed name and title.

FRANCIS K. SYLVA,  
Chairman, Hawaii Aeronautics Commission



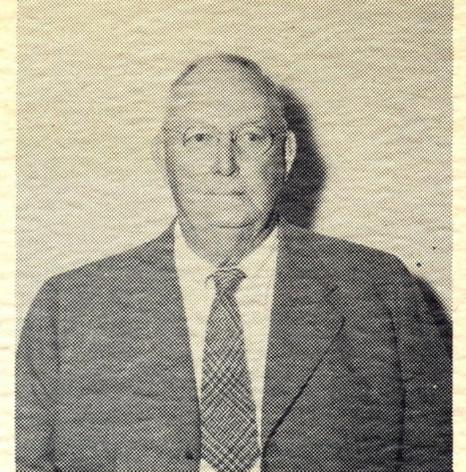
Charles J. Pietsch, Jr.



Ralph C. Honda

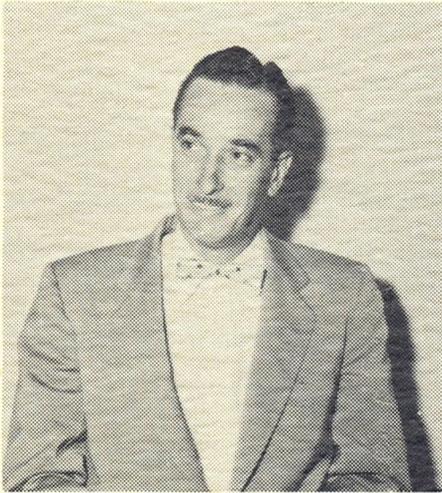


O. J. Burnett



Harold W. Rice

## *Commissioners*



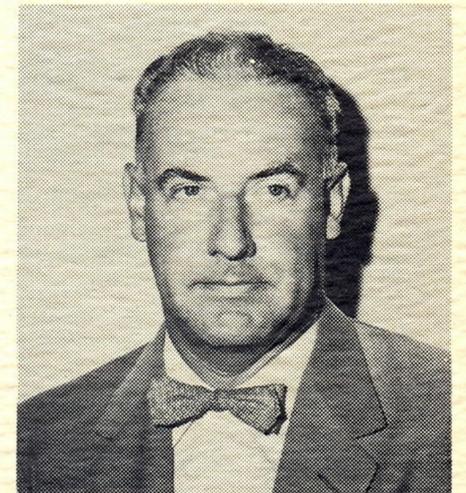
David Furtado



Dorsey W. Edwards



Roy A. Vitousek, Jr.



Richard H. Wheeler

## *Executive Officers*



Peyton Harrison



Randolph M. Lee

# HAWAII AERONAUTICS COMMISSION



2nd Floor  
OVERSEAS TERMINAL  
BUILDING  
HONOLULU  
INTERNATIONAL AIRPORT

## *Commissioners*

Francis K. Sylva . . . . .	<i>Chairman</i>
Charles J. Pietsch, Jr. . . . .	<i>Vice Chairman</i>
Ralph C. Honda . . . . .	<i>Secretary</i>
O. J. Burnett . . . . .	<i>Member—Oahu</i>
Roy A. Vitousek, Jr. . . . .	<i>Member—Oahu</i>
Richard H. Wheeler . . . . .	<i>Member—Oahu</i>
Harold W. Rice . . . . .	<i>Member—Maui</i>
David Furtado . . . . .	<i>Member—Hawaii</i>
Dorsey W. Edwards . . . . .	<i>Member—Kauai</i>

Former commissioners who served during the fiscal year  
were Thomas W. Flynn and R. A. Anderson.

## *Executive Officers*

Peyton Harrison . . . . .	<i>Director of Aeronautics</i> <i>Rear Adm. U.S.N.R. (Ret.)</i>
Randolph M. Lee . . . . .	<i>Asst. Director of Aeronautics</i>

## *Airport Managers*

Mark E. Martin . . . . .	<i>Honolulu</i>
Henry C. Peters . . . . .	<i>Asst. Manager, Honolulu</i>
John E. Batchelder . . . . .	<i>Hawaii</i>
Coin E. Perin . . . . .	<i>Kauai</i>
William Neilson . . . . .	<i>Maui</i>
Bo Tong Wat . . . . .	<i>Office Manager</i>

*Hawaii's Air Story  
is one of progress*



Air passenger traffic records at the Honolulu International Airport reveal a pattern of steady, continuous growth. A glance at the calendar year totals for a six year period shows:

Inter-Island Passengers		Overseas Passengers	
1947	372,888	1947	99,056
1948	357,909	1948	111,940
1949	350,745	1949	116,652
1950	398,223	1950	118,738
1951	445,278	1951	137,003
1952	492,421	1952	168,768

# The Fiscal Year in Review

## 1952

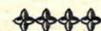
- JULY**—Inter-island passenger traffic begins to soar to new monthly records as a result of spectacular eruption of Kilauea Crater on Hawaii island. Inter-island traffic hits total of 66,583 passengers, second highest on record.
- AUGUST**—Continued volcano activity causes monthly passenger traffic to climb higher. New peak record of 74,713 is reached.
- SEPTEMBER**—Project application for Kona Airport runway extension approved. Dr. George J. Silva, former HAC commissioner from Hawaii, dies.
- OCTOBER**—Installation of high intensity lights on Hilo Airport's runway 8-26 started. Total of \$125,000 appropriated for construction of freight terminal for Hilo Airport. Clark M. Kee, assistant director of aeronautics, resigns.
- NOVEMBER**—Construction started on installation of medium intensity lights for runway 4L-22R, Honolulu International Airport. Three T-hangars for private planes at Lihue Airport completed.
- DECEMBER**—Pan-American World Airways begins new air tourist flights from Hawaii to mainland featuring reduced fares. Sum of \$130,000 authorized for Kona Airport runway extension.

## 1953

- JANUARY**—Hawaiian Airlines, Ltd., places Convair 340 planes into scheduled inter-island passenger service. High intensity lighting for runway 8-26, Honolulu International Airport, completed. Randolph M. Lee, former finance executive, appointed assistant director of aeronautics.
- FEBRUARY**—Extensive alterations to Lihue terminal building on Kauai completed. Total of \$60,000 earmarked for construction of 20 T-hangars for private planes at Honolulu International Airport.
- MARCH**—United Air Lines inaugurates air tourist flights between Honolulu, San Francisco and Los Angeles. HAC revises plans for a new Honolulu International Airport terminal building following breakdown in negotiations with Navy on land use problem.
- APRIL**—Construction starts on new joint passenger-freight terminal building for Kamuela Airport. Sum of \$30,000 approved for lengthening of Kalaupapa airstrip on Molokai.



- MAY**—New Kamuela 5,100-foot runway completed. Hawaiian Airlines starts air cargo operations at Kamuela using DC-3 planes. Roy A. Vitousek, Jr., and Richard H. Wheeler, appointed new Oahu commissioners. Territorial legislature reduces aviation fuel tax from 4 cents to 3½ cents, effective July 1, 1953.
- JUNE**—Construction begins on new freight terminal at Hilo Airport. Hawaiian Airlines announces commencement of scheduled passenger service between Honolulu and new Kamuela Airport on July 1.



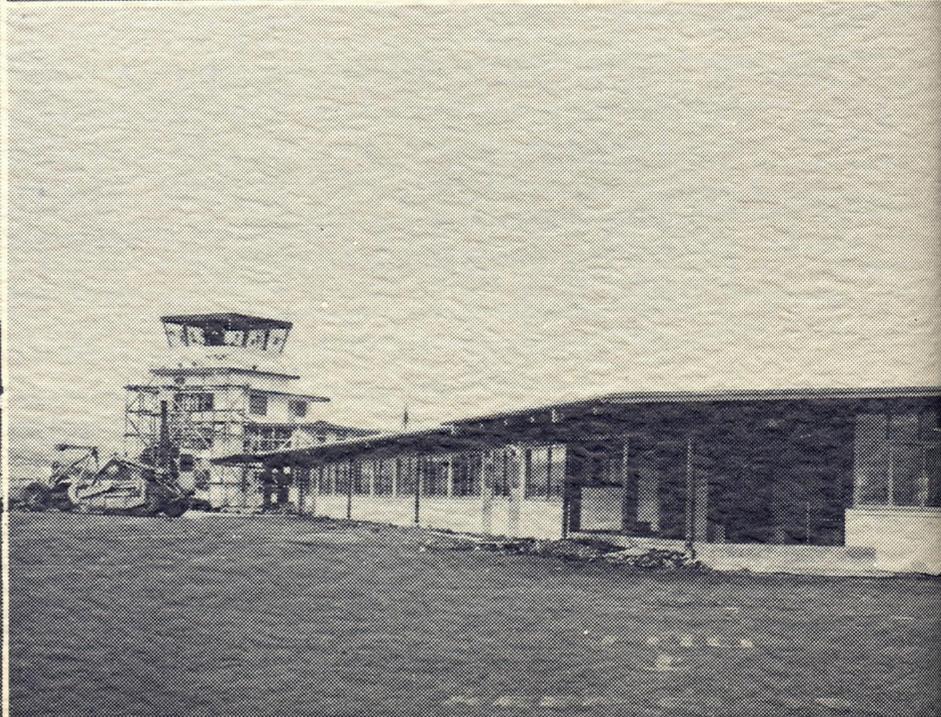
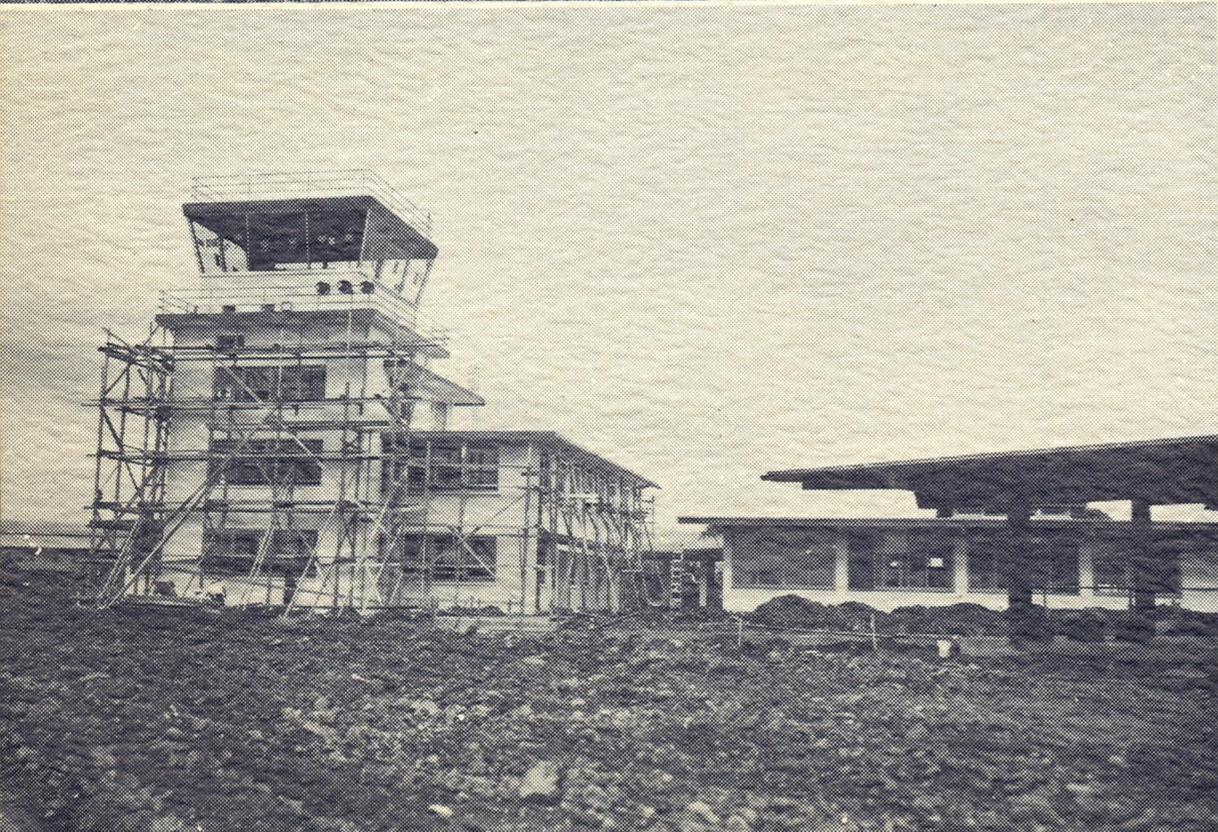
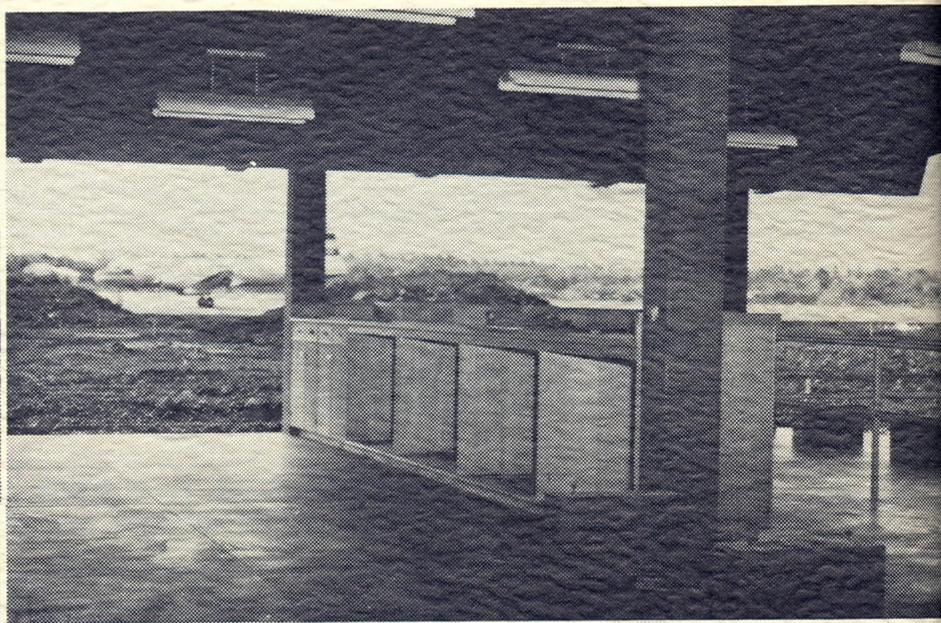
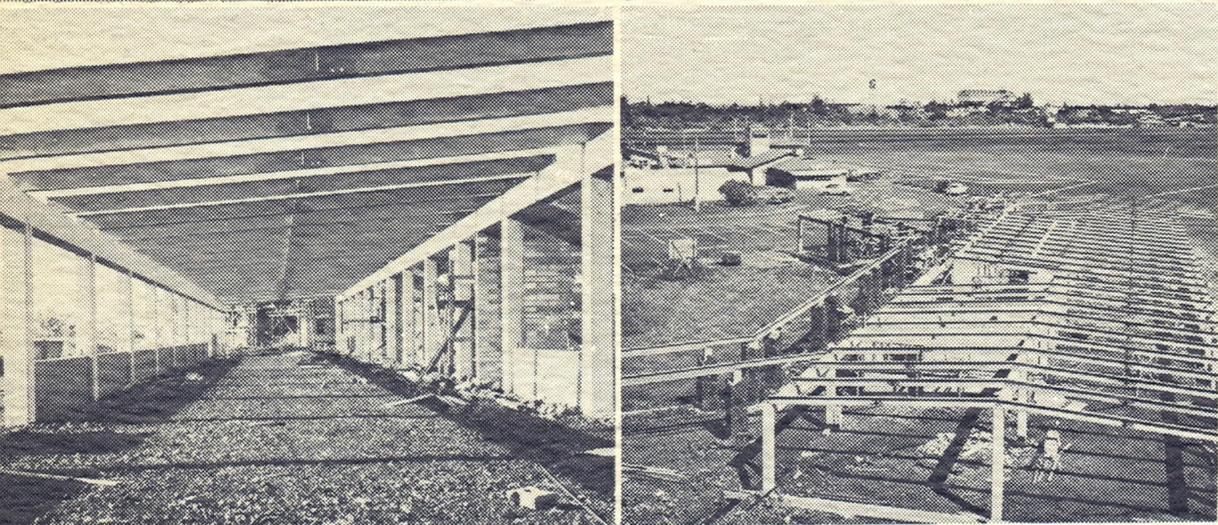
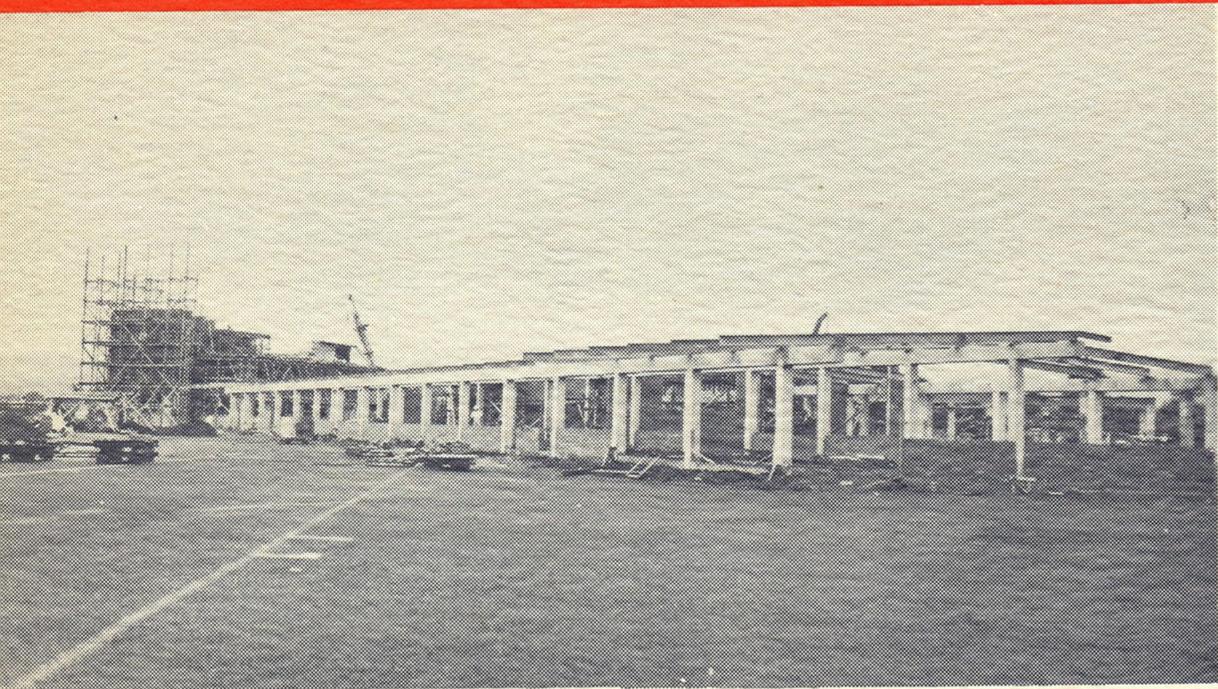
## The Financial Digest

Cash on hand, July 1, 1952 . . . . .	\$2,741,927
Income during fiscal year . . . . .	2,272,275
<b>Total income . . . . .</b>	<b>5,014,202</b>
<b>Less expenditures for construction, operation, maint., admin. . . . .</b>	<b>2,522,137</b>
	<b>2,492,065</b>
<b>Lapsed to Terr. General Fund . . . . .</b>	<b>68,818</b>
<b>Balance June 30, 1953 . . . . .</b>	<b>2,423,247</b>
<b>Less unliquidated contract encumbrances and other construction work in progress . . . . .</b>	<b>1,889,856</b>
<b>Net unencumbered balance . . . . .</b>	<b>\$ 533,391</b>

# CONSTRUCTION:

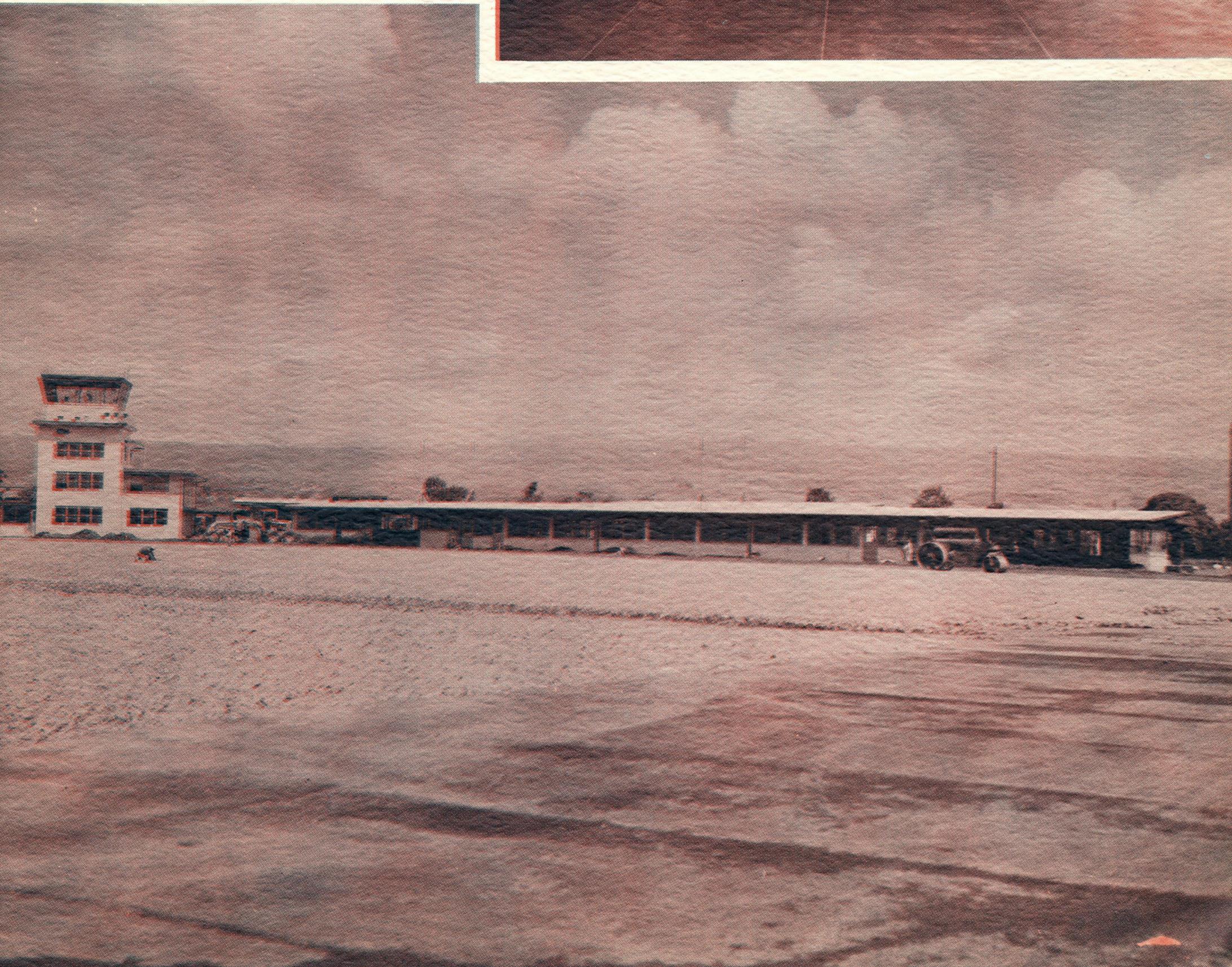
## *New Terminal and Administration Building Hilo Airport*

Photos on this page show construction progress of the new Hilo Airport terminal and administration building. Top picture shows framework of the control tower and terminal section during early days of construction. Pictures immediately below show, left, view of the terminal wing as it looked from the control tower. On the right is the framework of the main lobby of the passenger terminal. Just below is the baggage counter as it looked from the field side in May, 1953. Left bottom photo is of the control tower with scaffolding. Pictures on the bottom right show an interior view of the baggage counter and an angle shot of the entire structure.

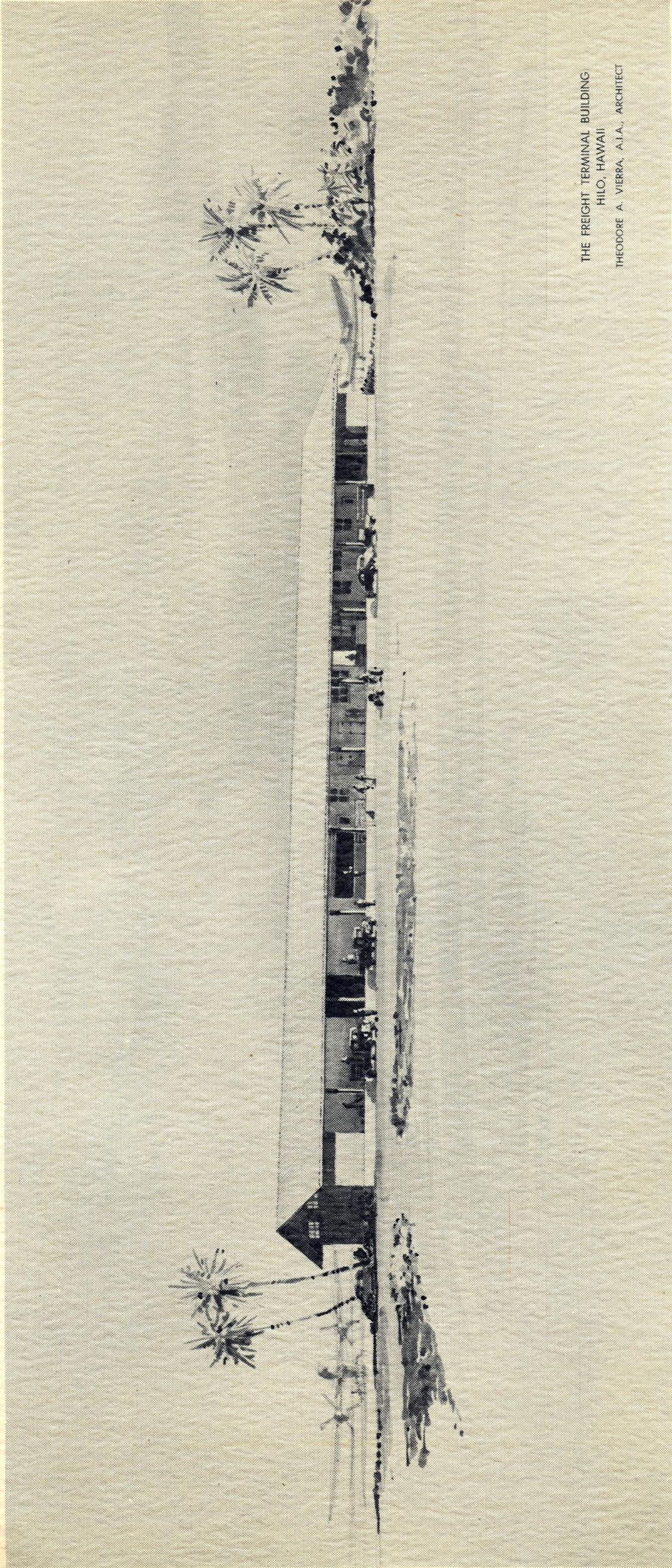


# Runways and Terminals

Here are more views of the Hilo terminal taken immediately after the close of the fiscal year. Picture on the right shows the interior of the main lobby of the passenger terminal. Below is a panorama of the entire project showing control tower and terminal section from the field side of the terminal. When all improvements are completed, including supporting paved facilities consisting of taxiways, plane parking aprons, auto parking areas and landscaping, the project will represent an improvement of nearly \$500,000.



*Under  
Construction*



THE FREIGHT TERMINAL BUILDING  
HILO, HAWAII  
THEODORE A. VIERRA, A.I.A., ARCHITECT

Architectural Rendering

*\$130,000 Hilo Airport Freight Terminal*

## *Kamuela Airport*

Aerial photo of the new \$1,000,000 Kamuela Airport in Waimea Valley, the "food basket" of Hawaii. The paved runway, which was completed shortly before the end of the year, is 5,100 feet long and 100 feet wide. The terminal building, first combination passenger-freight facility in the islands, was more than 90 per cent complete as the year ended.

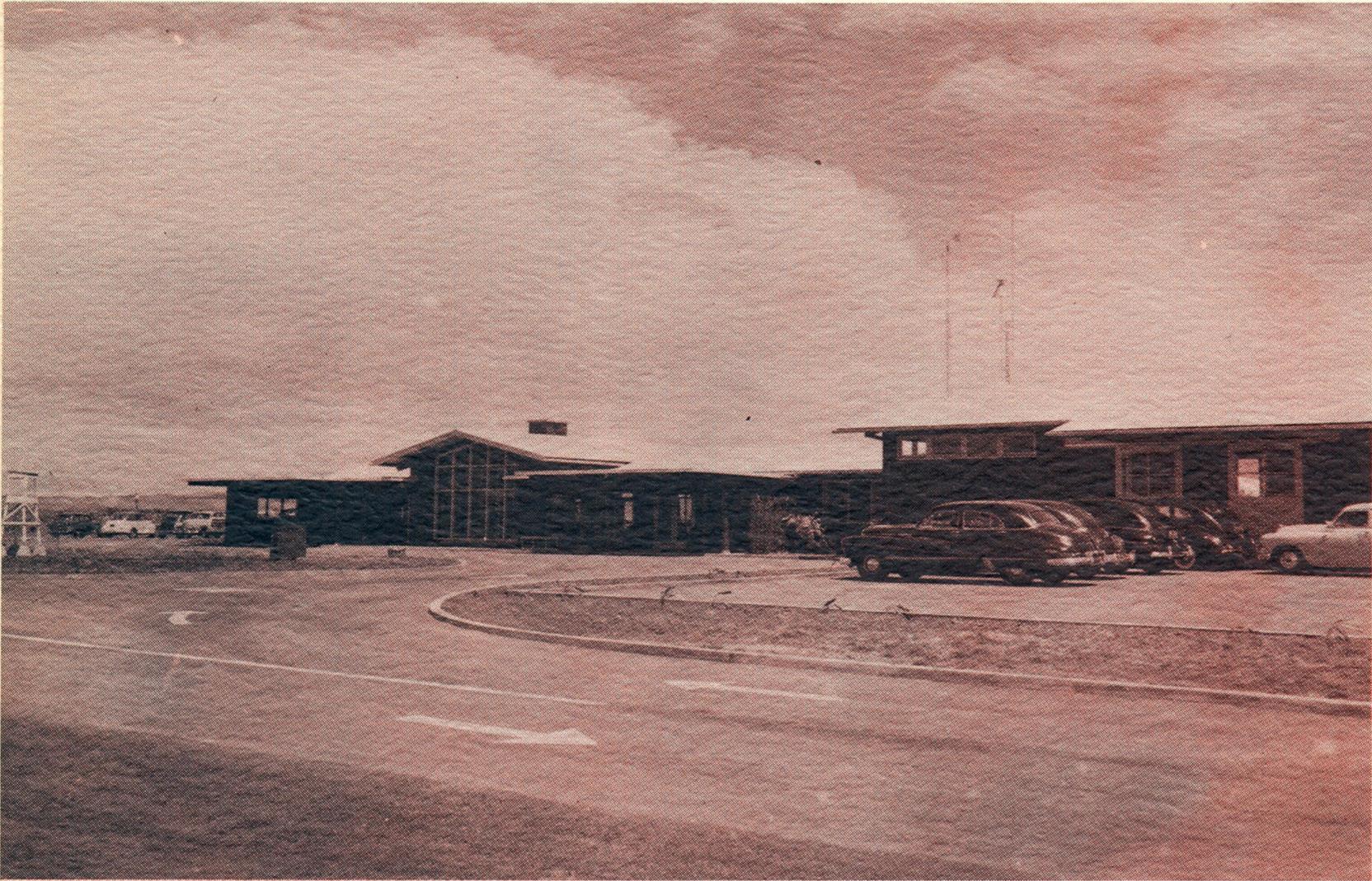


*a million dollar project*

*the* **KAMUELA AIRPORT**

*built entirely with HAC funds*

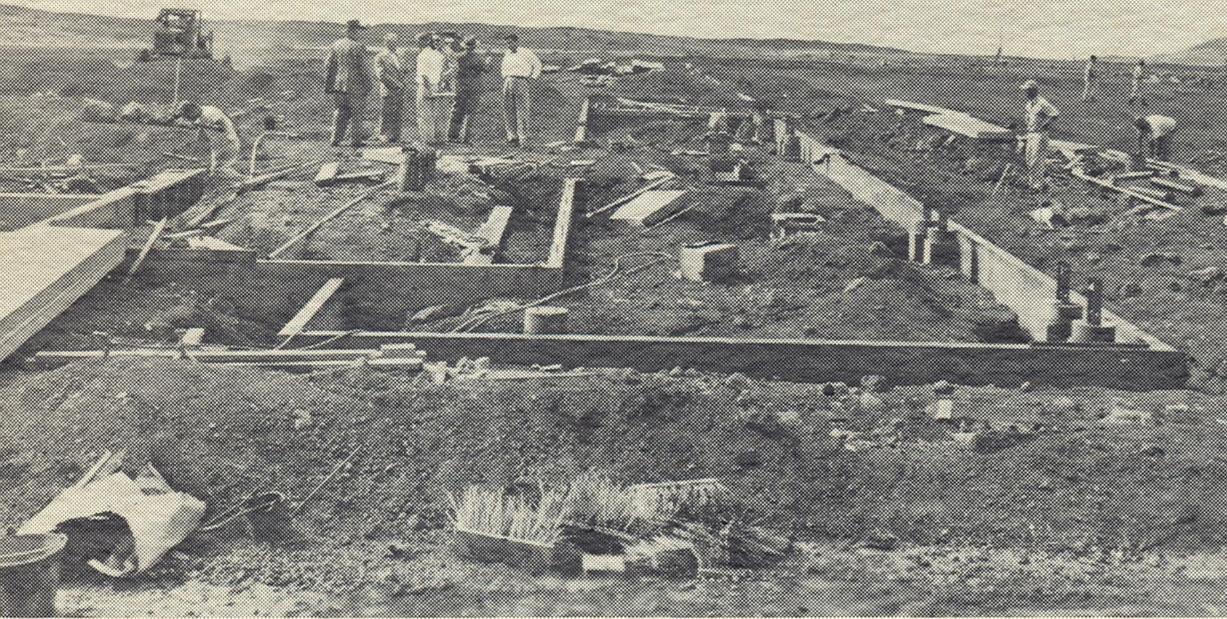
This is how the passenger wing of the Kamuela joint passenger-freight terminal building looks from the street entrance.



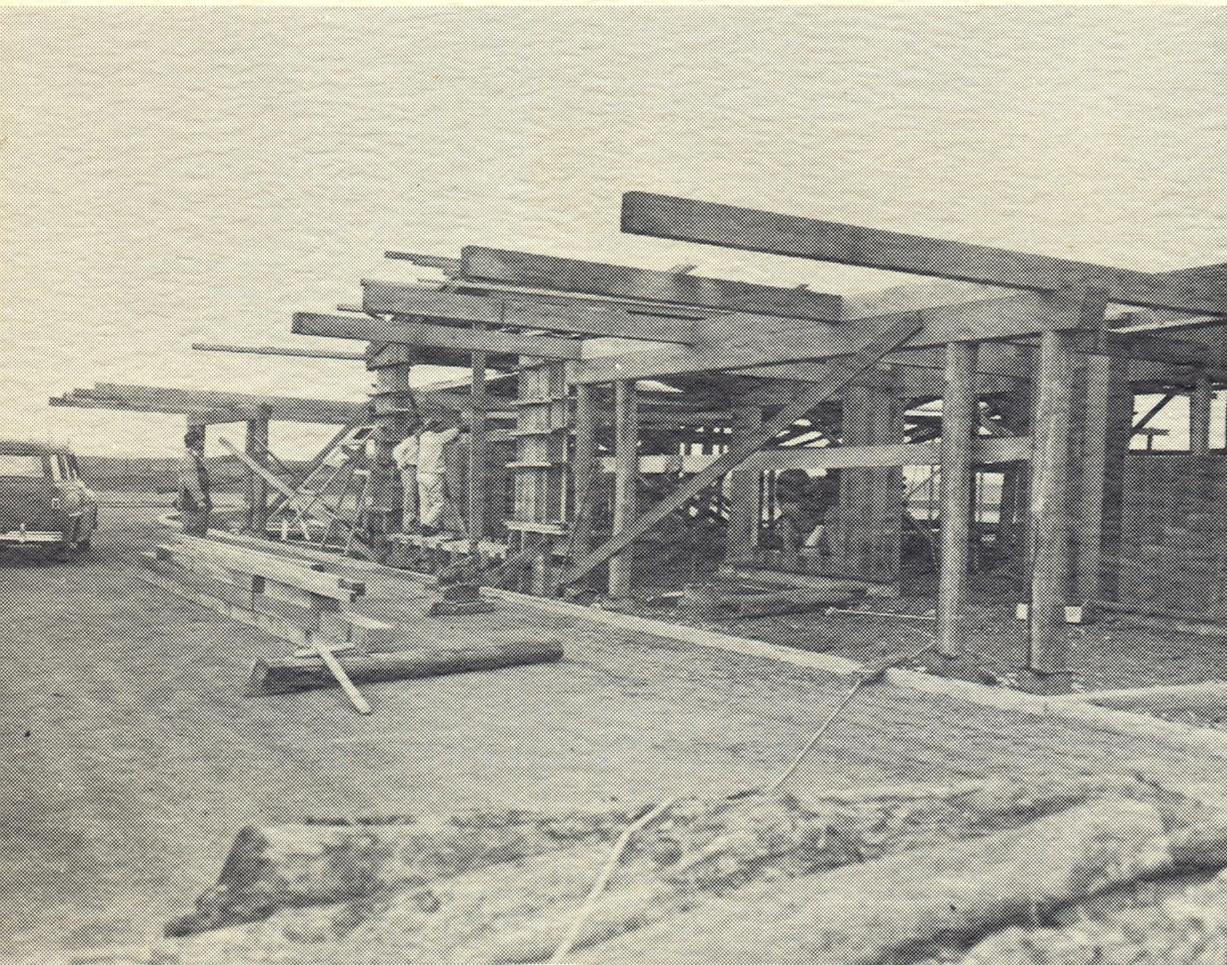
Here is a view of the Kamuela terminal from the field side.



## *A Picture Story of its Growth*



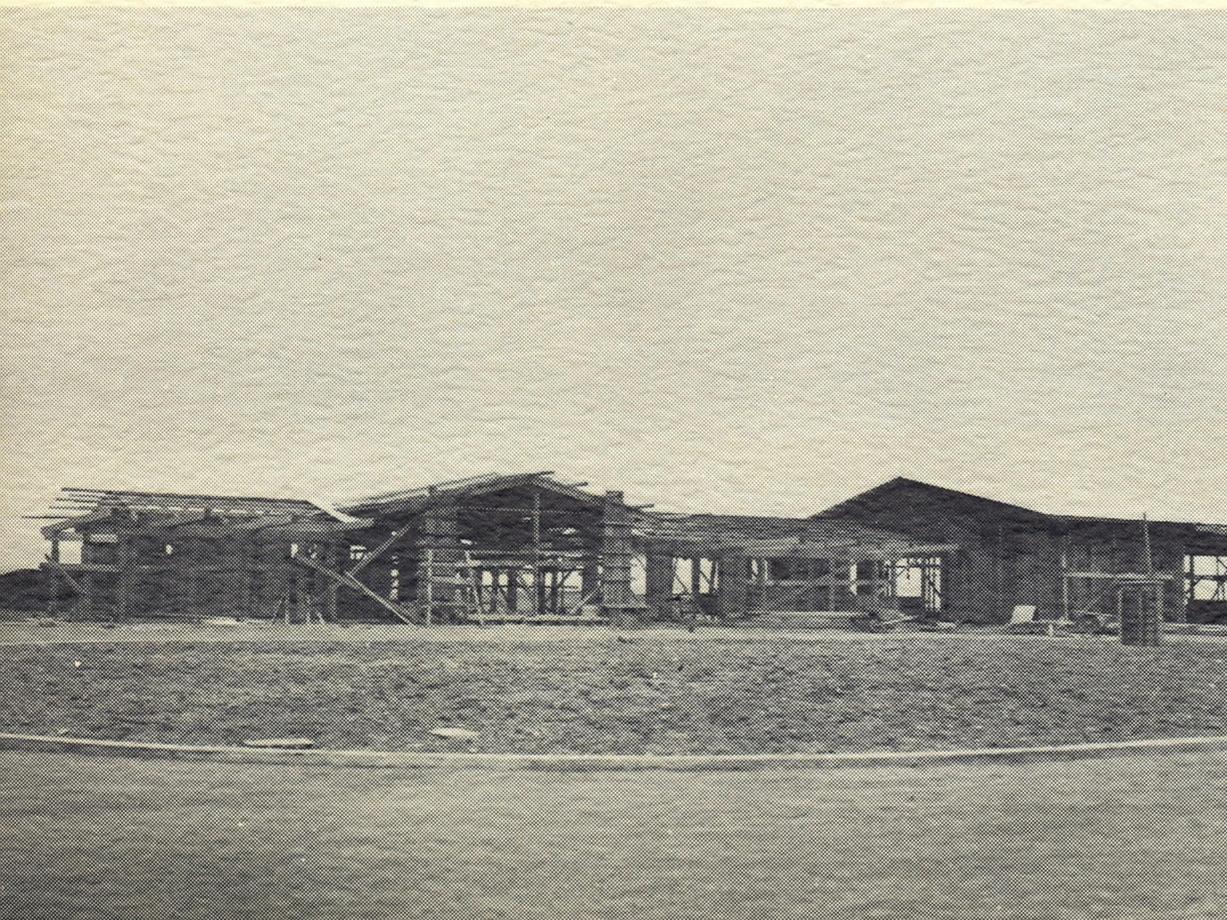
**Top left: HAC commissioners on an inspection trip at the Kamuela Airport. They are shown looking at the footings for the new joint passenger-freight terminal.**



**Left center: Public Works Department inspectors observe progress from the window panel of the main lobby on the street side of the terminal.**

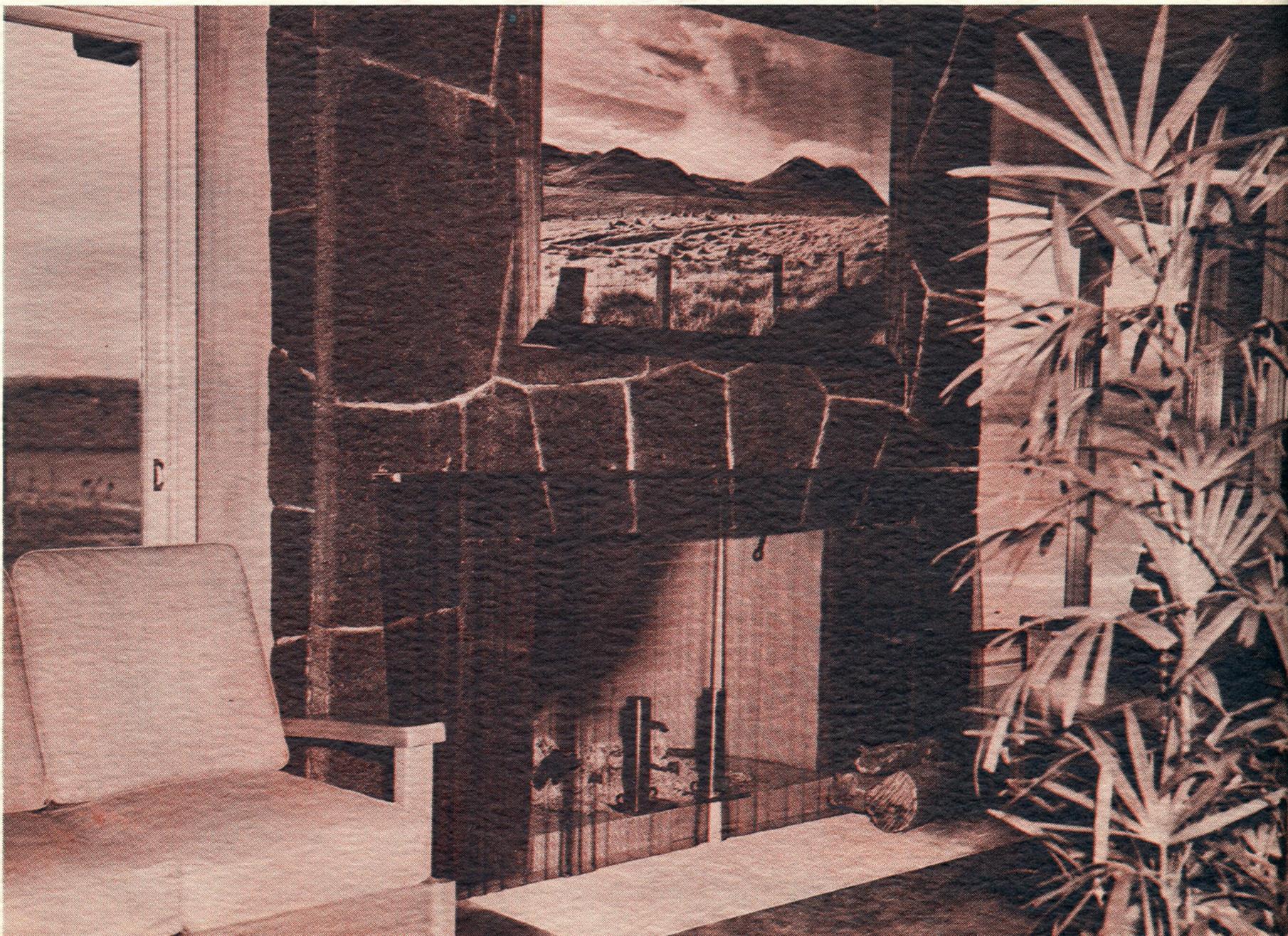
**Bottom left: A front view of the passenger wing from the street entrance.**

**Bottom right: Construction work on the 5,100-foot runway. Photo was taken in November, 1952. Workers are shown laying the base course.**





Pictured here is an interior view of the lobby of the new Kamuela Airport terminal.



This is a close-up of the fireplace in the lobby of the Kamuela terminal. The entire building, which features native wood and some stonework, follows the style of a country ranch house.

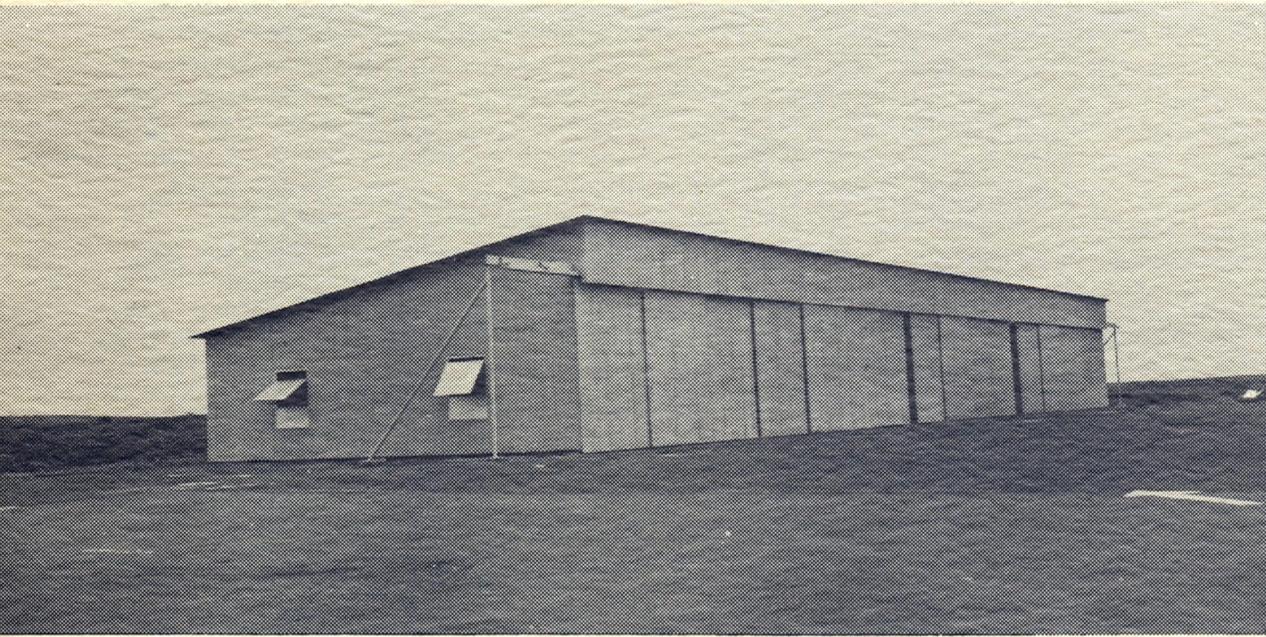
# PROJECTS IN REVIEW



## *Renovated Maui Freight Terminal*

Top left: Built with surplus materials from the Maui Airport at Puunene and by regular HAC construction workers was this hangar at the Kona Airport for private planes.

Bottom left: Also built with surplus materials and by HAC workers was this freight terminal building at the Lanai Airport, Lanai City, Lanai.



Top right: Under construction at the Honolulu International Airport during the year was this medium intensity runway lighting project for runway 4L-22R.

Bottom right: Pictured here is the new blind vendor's newsstand built by the HAC. It faces the field side of the Honolulu International Airport terminal and was part of a contract covering an extension to the terminal's main lobby facilities.



Alterations and renovations to the Lihue Airport terminal building, to accommodate an ever increasing passenger traffic, was a \$100,000 project completed during the fiscal year. TOP PHOTO shows a part of the interior of the terminal following completion of renovations. BOTTOM PHOTO shows a portion of the restaurant area which was enlarged to provide additional space for visitors and passengers.



## Earmarked for Construction



Street entrance view of the overseas terminal building of the Honolulu International Airport, nerve center for airlines serving countries all over the Pacific. It is a wooden, former wartime structure which was never designed to serve as a passenger terminal in a modern metropolis. Space in the terminal, including ticket counter, airline offices and space for government agencies, is taxed to capacity, leaving literally no room for expansion.

Listed below are construction projects considered among priority airport needs and planned for early construction as funds become available.

	Estimated Cost
<b>HONOLULU INTERNATIONAL AIRPORT</b>	
New overseas terminal building including customs and immigration buildings, restaurant, parking areas, ramps, air express facilities, etc. . . . .	\$5,000,000
Maintenance baseyard and facilities . . . . .	100,000
Small plane hangars . . . . .	60,000
<b>HILO AIRPORT</b>	
Paving freight terminal area . . . . .	163,000
Rehabilitation of runways, apron and taxiways . . . . .	100,000
<b>KONA AIRPORT</b>	
Extension of runway . . . . .	320,000
Terminal remodelling . . . . .	50,000
<b>KAHULUI AIRPORT</b>	
Runway lighting system . . . . .	105,000
Control tower . . . . .	100,000
<b>MOLOKAI AIRPORT</b>	
Terminal building . . . . .	75,000

NORTHWEST



*Aloha* AIRLINE



*Canadian Pacific*



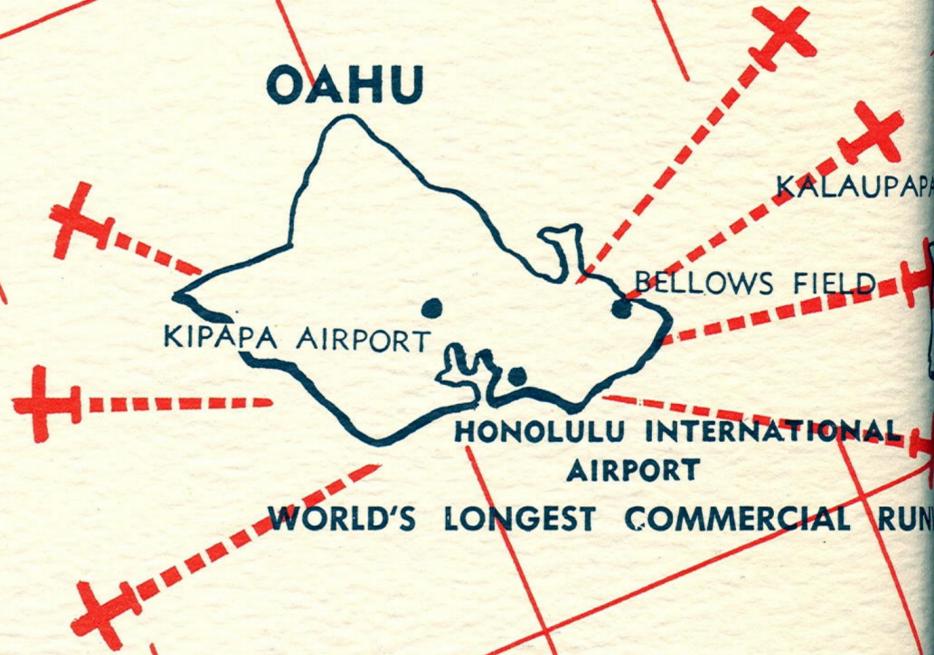
*Local*  
TERRITORIAL



**KAUAI**

LIHUE AIRPORT

PORT ALLEN AIRPORT



**OAHU**

KIPAPA AIRPORT

HONOLULU INTERNATIONAL AIRPORT

WORLD'S LONGEST COMMERCIAL RUNWAY

KALAUPAPA

BELLOWS FIELD

Of the 15 airports operated by the Hawaii Aeronautics Administration, Honolulu International Airport is the biggest and busiest airport in the world. One of four paved runways, is the longest commercial runway in the world. Passenger traffic at the Honolulu International Airport alone totaled 684,559 passengers, highest on record. The Korean Air Lines brought to Hawaii the planes of some of the nation's finest airlines, those regularly operating here. The insignias of transportation companies tell a story of the international character of the Honolulu International Airport.

*Overseas National Airways*

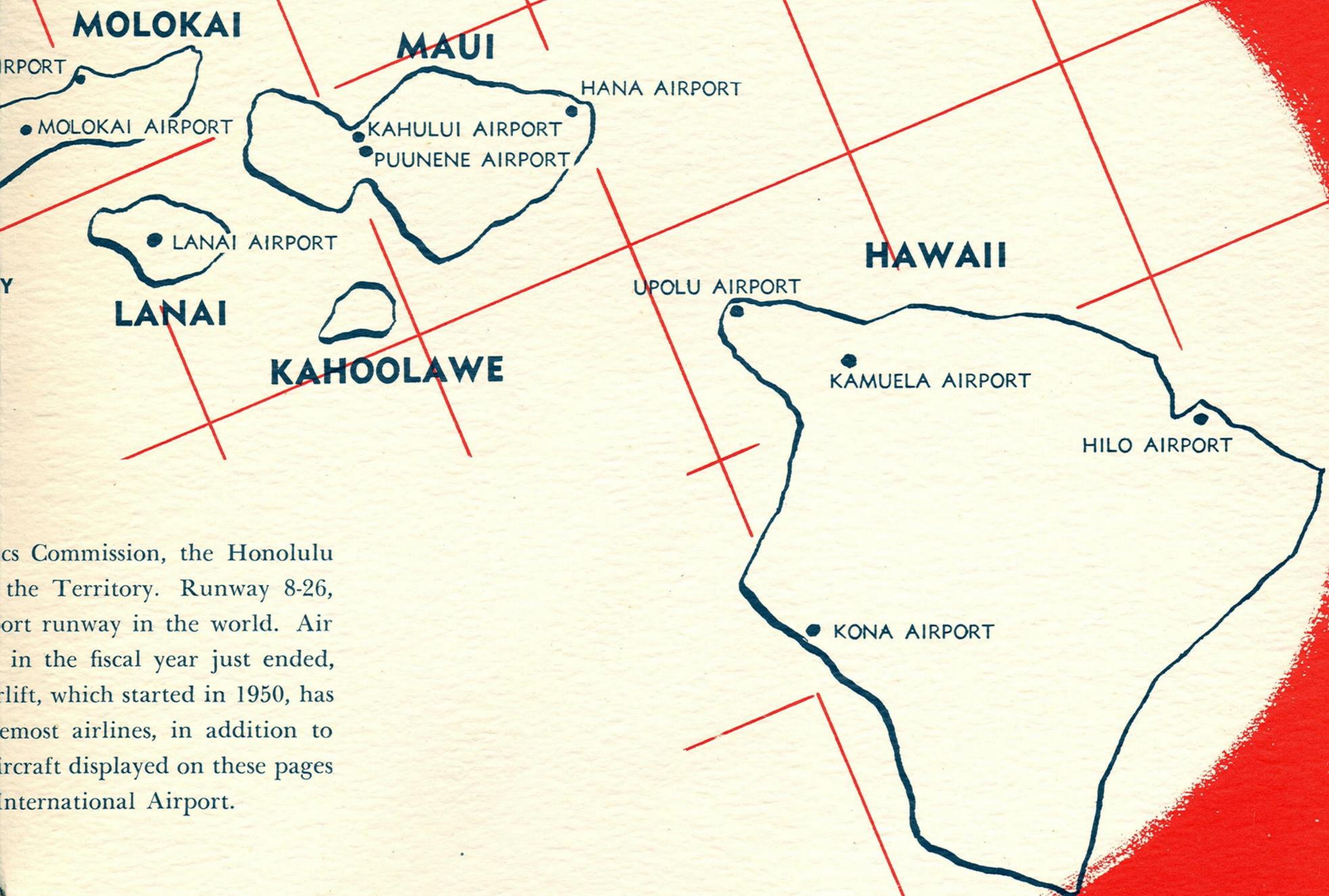


*The Flying Tiger*





# Air Map AIRPORT SYSTEM



cs Commission, the Honolulu  
 the Territory. Runway 8-26,  
 ort runway in the world. Air  
 in the fiscal year just ended,  
 lift, which started in 1950, has  
 most airlines, in addition to  
 aircraft displayed on these pages  
 International Airport.

ANDREW  
 Flying Service



# VIA HONOLULU INTERNATIONAL AIRPORT



## AIRPORT OPERATORS COUNCIL

1625 K STREET, N. W. • WASHINGTON 5, D. C. • TELEPHONE: EXECUTIVE 1570

CYRIL C. THOMPSON  
EXECUTIVE SECRETARY

LEANDER I. SHELLEY  
GENERAL COUNSEL

DIRECTORS: President—Louis E. Inwood, Kansas City, Mo.; First V. P.—John W. Reeves, Jr., Los Angeles, Calif.;  
Second V. P.—G. Drexton Albrecht, Memphis, Tennessee; Dir.—Fred M. Glass, Port of New York Authority; Dir.—George T.  
Treadwell, Port of Seattle, Washington, Dir.—A. S. Curry, Dade County Port Authority, Miami, Florida (Ex-officio).

April 14, 1953

Mr. Peyton Harrison  
Director of Aeronautics  
Hawaii Aeronautics Commission  
Honolulu Airport  
Honolulu 17, Hawaii

Dear Mr. Harrison:

Re your letter of April 9, 1953, we have checked and find you are right. Honolulu's 13,097 foot runway is the longest commercial airport runway in the world.

Sincerely,  
*R.C. Mayer*  
Robert C. Mayer  
Airport Operators Council

RCM/mh

# AIRPORT FACTS

THE HONOLULU INTERNATIONAL AIRPORT is one of the largest in the United States and comprises a total area of 4,019.476 acres. It has four paved land-plane runways 200 feet wide and with lengths varying from 6,200 feet for the shortest to 13,097 for the longest. There are three seaplane runways, each 1,000 feet wide with an average length of approximately 2.7 miles. The seaplane runways are used only by the Navy which has about five flights per week with Mars type seaplanes between Honolulu and California.

All commercial overseas flights are operated from the overseas terminal located on the south side of the airport. The buildings and other facilities used by the Territory and located on the south side of the airport are all of temporary nature, having been built by the Navy during the World War II. In the lobby of the terminal building are the following concessions: R.C.A. communications, a barber shop, a flower shop and a gift shop. The Commission provides free space for a blind vendor's newsstand. The airport restaurant concession operates on a 24-hour basis.

Air traffic control and air route traffic control and flight assistance services are provided by the Civil Aeronautics Administration. These services are located in the control tower and in other rooms in the terminal building which are provided rent free to the C.A.A. Other federal agencies supplied with space in the terminal are the Weather Bureau, Customs, Immigration, Public Health and the Department of Agriculture.

Among overseas scheduled airlines which operate regularly from the Honolulu Airport are Pan American World Airways, United Air Lines, British Commonwealth Pacific Airways, Philippine Air Lines, Northwest Airlines and Canadian Pacific Airlines. Transocean Air Lines also operates from the airport as a non-scheduled airline. Transport aircraft which have been

engaged in the Korean airlift and which may be seen at the airport include American Airlines, Flying Tigers, California Eastern Airlines, Seaboard and Western, Overseas National Airways and Capital Airlines. Trans-Pacific and Hawaiian airlines are scheduled inter-island operators. Irregular inter-island carriers are Andrew Flying Service and Cockett Airlines. Trans-Air Hawaii operates as a scheduled carrier for freight only. The aeronautics commission also provides crash fire services at the airport and police supervision is supplied by regular uniformed officers under an arrangement with the Honolulu Police Department.

BELLOWS FIELD, located in Waimanalo, Oahu, is maintained by the Hawaii Aeronautics Commission today for the benefit of private planes for flight training and practice. There are three runways. Lengths are 6,300, 4,900 and 3,800 feet. Each runway is 200 feet wide. Two of the runways, however, are closed to traffic.

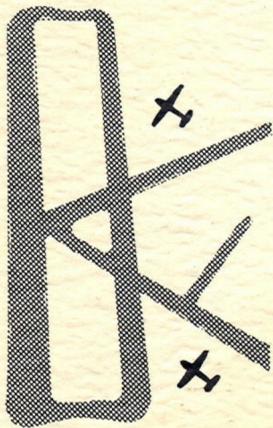
KIPAPA AIRPORT, a former fighter airstrip built during World War II, is another field maintained by the HAC for the benefit of private flying. The single runway is 200 feet wide and 1,700 feet long.

## Kauai County

LIHUE AIRPORT, located one and one-half miles from Lihue, the principal city of Kauai, is one of the Territory's most recently completed improvements. It has one paved runway 5,100 feet long and 100 feet wide. It also features one of the most modern terminal buildings in the islands. During the year, extensive alterations to the terminal were completed at a cost of \$100,000. The project was necessitated by an increasing passenger traffic volume. Me-

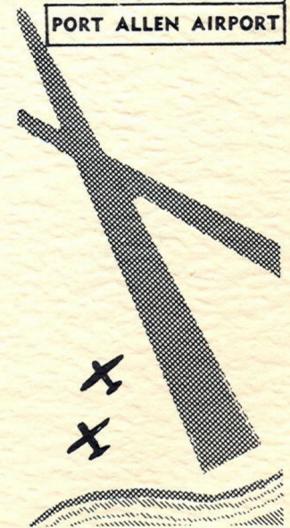
medium intensity runway lighting was installed at the airport. The airport is served by all the scheduled and non-scheduled inter-island operators. There are hangars and fueling facilities for private planes. Services include flight lounge, restaurant and bar, Civil Aeronautics Administration communications, taxi and U-drive, U. S. Weather Bureau and a newsstand.

LIHUE AIRPORT



PORT ALLEN AIRPORT at Hanapepe, Kauai, is located on land owned by the Territory. It consists of two runways, one paved runway 2,500 feet long and 60 feet wide with a turf extension of 450 feet on the east end and one turf runway 2,590 feet long and 100 feet wide. Because the runways are short, this airport is today used only by the small non-scheduled air carriers and private aircraft. There are no runway lights nor are there restaurant facilities. The airport receives routine maintenance.

PORT ALLEN AIRPORT



## Maui County

THE KAHULUI AIRPORT is now the key airport for inter-island operations on Maui. It replaced the Maui Airport at Puunene a year ago as the center of commercial aircraft operations following extensive rehabilitation of the Kahului facility, which was a former wartime naval air station. It has three runways, each 200 feet wide with one runway 7,000 feet in length and the others 5,000 feet in length. Due to the many stopovers by flights between Hilo and Honolulu, the Kahului Airport is the second largest in the Territory in terms of total aircraft operations.

The renovated terminal at Kahului houses two of the inter-island certificated carriers and there are restaurant and bar services. Control tower operations are handled by C.A.A. in a separate building. Plans are now under way for the construction of a new control tower. Freight terminal facilities are available and plans are also under way for the installation of permanent medium intensity runway lighting for one of the main runways.

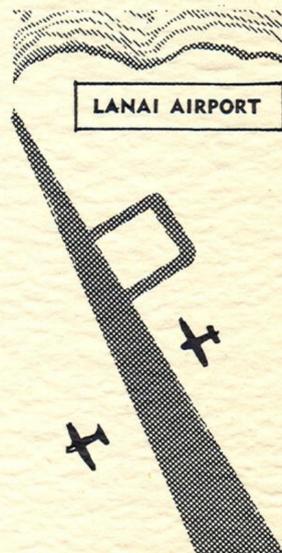


MOLOKAI AIRPORT has two paved runways each 200 feet wide with one 4,400 and the other 3,200 feet in length. It is the principal airfield on Molokai and is served regularly by the scheduled and non-scheduled carriers. Automatically controlled beacon, runway and obstruction lights permit night operations. A new terminal building for this airport, figured to cost \$125,000, is planned.



THE MAUI AIRPORT at Puunene was until a year ago the principal airport on Maui. It is today on a caretaker status. There are two paved runways 400 feet wide and 6,900 feet and 6,000 feet in length respectively.

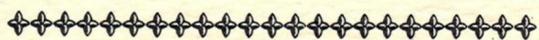
LANAI AIRPORT, with a single paved runway 80 feet wide and 3,700 feet long, on the "Pineapple Isle," is served daily by Hawaiian Airlines with passenger service and twice weekly freight service. During the year, a small freight terminal was installed.



HANA AIRPORT is nearly three years old. It was completed in November, 1950, and is located in East Maui a short distance from Hana town. It has one paved runway 3,600 feet in length and 100 feet in width. Facilities include a passenger terminal, freight terminal, maintenance shop and fire house. This airport is served daily except Saturdays by Hawaiian Airlines.

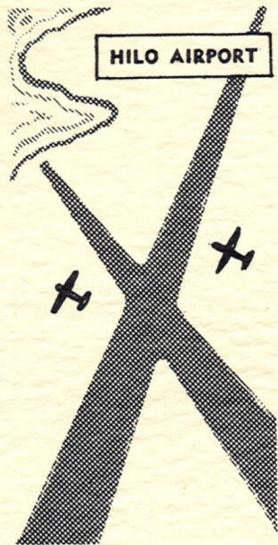


KALAUAPAPA AIRPORT on Molokai is operated and maintained by the Hawaii Aeronautics Commission primarily for the benefit of the residents of Kalauapapa Settlement. It has a strip 1,000 feet in length and 50 feet in width. Extension of the runway, bringing it to its present length of 1,000 feet, was a project under way at the close of the fiscal year. This airport is served only by non-scheduled operators.

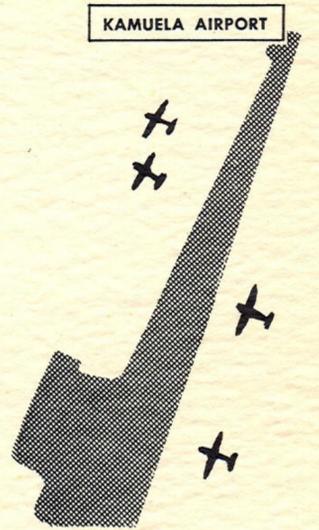


## Hawaii County

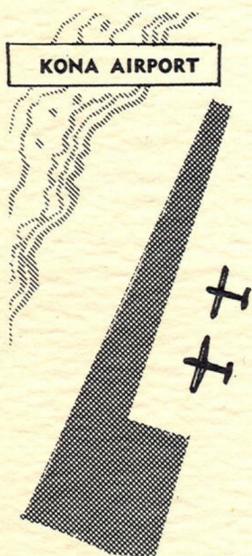
HILO AIRPORT, also known as General Lyman Field, is the second largest in the Territory in terms of airport facilities. There are two paved runways. Each runway is 200 feet wide and one is 6,500 feet in length and the other 6,000 feet in length. There are both air traffic control and communications facilities provided by the Civil Aeronautics Administration in space supplied and maintained by the HAC. In addition, the C.A.A. operates a low frequency radio range station and VHF range station on a continuous basis. The airport is served by two certificated inter-island carriers and one non-scheduled overseas operator which makes one flight per month direct from Hilo to California. Records show that for a typical month there were more than 200 passenger flights. As the year ended, Hilo Airport's new terminal and administration building was more than 90 per cent complete.



THE NEW KAMUELA AIRPORT runway, located in Waimea Valley near Kamuela town on Hawaii island, was completed two months before the fiscal year closed. In May of 1953, Hawaiian Airlines began cargo operations at the new Kamuela airport and on July 1, 1953 it started scheduled passenger service. The paved runway is 5,100 feet long and 100 feet wide. The joint passenger-freight terminal building, placed under construction during the year, was nearly 100 per cent complete on June 30, 1953. The terminal features a ranch house design and it is the first of a combination passenger-freight structure in the islands. The nearby old Kamuela Airport, formerly a wartime U.S. Marine airfield known as Bordelon Field, will be inactivated. Air transportation officials believe that the new Kamuela Airport's biggest potential is in air cargo development.

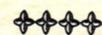
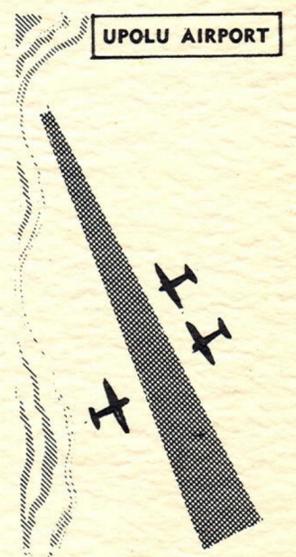


KONA AIRPORT is one of five new airports built by the aeronautics commission since its creation six years ago. This airport has one runway 100 feet in width and 3,800 feet in length. Construction work is expected to be under way in the next fiscal year for the extension



of the present runway to a length of 4,900 feet. This is being done in order that larger transport aircraft may operate from this field. In addition, this facility today also has a large paved aircraft parking area and taxiway, a joint passenger terminal and a paved access road. During the year, work was completed on a hangar for private planes. A freight terminal was also built at this airport. The airport is served regularly by scheduled airlines.

UPOLU AIRPORT, in Hawi, Hawaii, has one paved runway 150 feet in width and 4,000 feet long. It is served by both Hawaiian and Trans-Pacific airlines. It is anticipated that with the opening of the new Kamuela Airport in Waimea, a decrease in aircraft operations at Upolu will follow.





# Aircraft Operations

## HONOLULU INTERNATIONAL AIRPORT

### MONTHLY LANDING TOTALS

Fiscal Year July 1, 1952 to June 30, 1953

		Scheduled Carriers	Non-Scheduled Carriers	Civilian Aircraft	Military Aircraft	Totals
1952	July . . . . .	2,395	1,201	2,827	2,782	9,205
	Aug. . . . .	2,589	1,100	3,448	1,987	9,124
	Sept. . . . .	2,019	1,513	3,120	1,773	8,425
	Oct. . . . .	2,038	971	3,074	2,214	8,297
	Nov. . . . .	1,810	1,177	2,382	3,504	8,873
	Dec. . . . .	2,011	999	2,964	2,069	8,043
1953	Jan. . . . .	1,947	1,086	2,815	2,042	7,890
	Feb. . . . .	1,718	1,128	2,783	2,208	7,837
	Mar. . . . .	1,929	1,005	3,411	2,295	8,640
	Apr. . . . .	1,869	915	3,260	2,168	8,212
	May . . . . .	1,753	780	2,335	2,045	6,913
	June . . . . .	1,788	685	1,319	1,811	5,603
	Totals . . . . .	23,866	12,560	33,738	26,898	97,062

Percent gain or loss from preceding fiscal year . . . . .	7.1	- 5.5	- 35.5	112.8	- 3.4
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## HONOLULU INTERNATIONAL AIRPORT

### REVENUE PASSENGER, CARGO AND AIR MAIL SUMMARY

Fiscal Year July 1, 1952 to June 30, 1953

<b>PASSENGERS</b>	<b>Outgoing</b>	<b>Incoming</b>	<b>Through</b>
<b>Inter-Island</b> . . . . .	249,413	252,551	—
<b>Overseas</b> . . . . .	74,488	73,594	34,513
Total Revenue Passengers . . . . .	323,901	326,145	34,513
Percent gain or loss from preceding fiscal year . . . . .	9.9	9.9	7.0

<b>CARGO</b>	<b>Outgoing Pounds</b>	<b>Incoming Pounds</b>	<b>Through Pounds</b>
<b>Inter-Island</b> . . . . .	12,500,927	10,447,104	—
<b>Overseas</b> . . . . .	821,047	934,063	1,834,312
Total Revenue Cargo . . . . .	13,321,974	11,381,167	1,834,312
Percent gain or loss from preceding fiscal year . . . . .	3.5	— 0.6	— 13.5

<b>AIR MAIL</b>	<b>Outgoing Pounds</b>	<b>Incoming Pounds</b>	<b>Through Pounds</b>
<b>Inter-Island</b> . . . . .	354,102	361,172	—
<b>Overseas</b> . . . . .	1,196,109	1,080,363	1,104,891
Total Revenue Air Mail . . . . .	1,550,211	1,441,535	1,104,891
Percent gain or loss from preceding fiscal year . . . . .	9.0	7.0	17.3

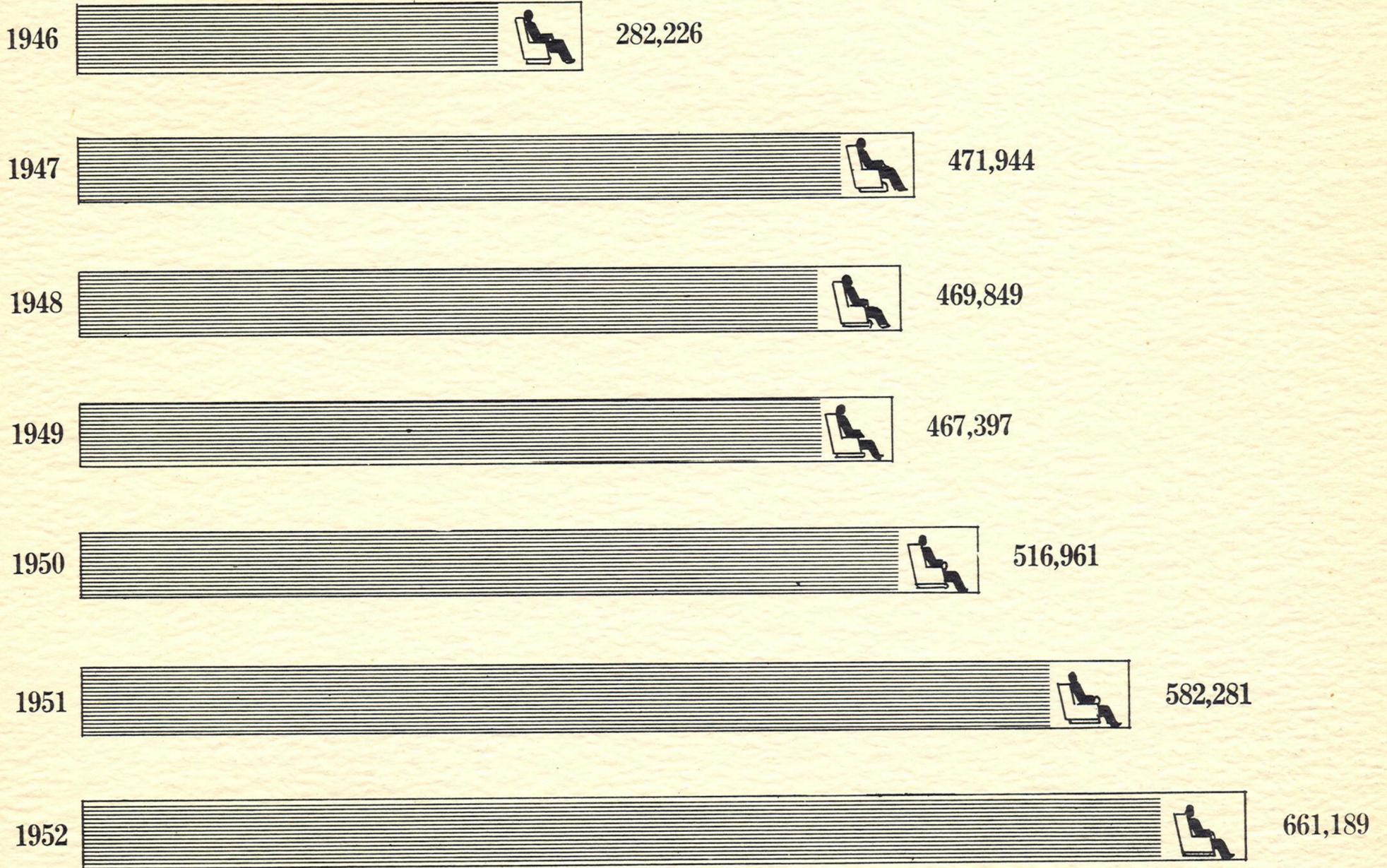
*Funds Expended in  
'52-'53 Fiscal Year  
for construction only*

Honolulu . . . . .	\$208,565
Hilo . . . . .	440,737
Kona . . . . .	44,555
Upolu . . . . .	12,813
Kamuela . . . . .	606,639
Kahului . . . . .	65,991
Molokai . . . . .	13,631
Kalaupapa . . . . .	10,858
Lanai . . . . .	14,312
Lihue . . . . .	117,922
	<b>\$1,536,023</b>

Note: Total does not include outstanding contract encumbrances which amounts to \$483,833.



*Air Passenger Traffic Volume*  
*Honolulu International Airport*  
CALENDAR YEAR TOTALS



Source: Hawaii Aeronautics Commission  
Above totals represent both Overseas  
and Inter-Island passenger traffic.

TERRITORIAL AIRPORTS

**INTER-ISLAND REVENUE PASSENGER,  
CARGO AND AIR MAIL SUMMARY**

By Months

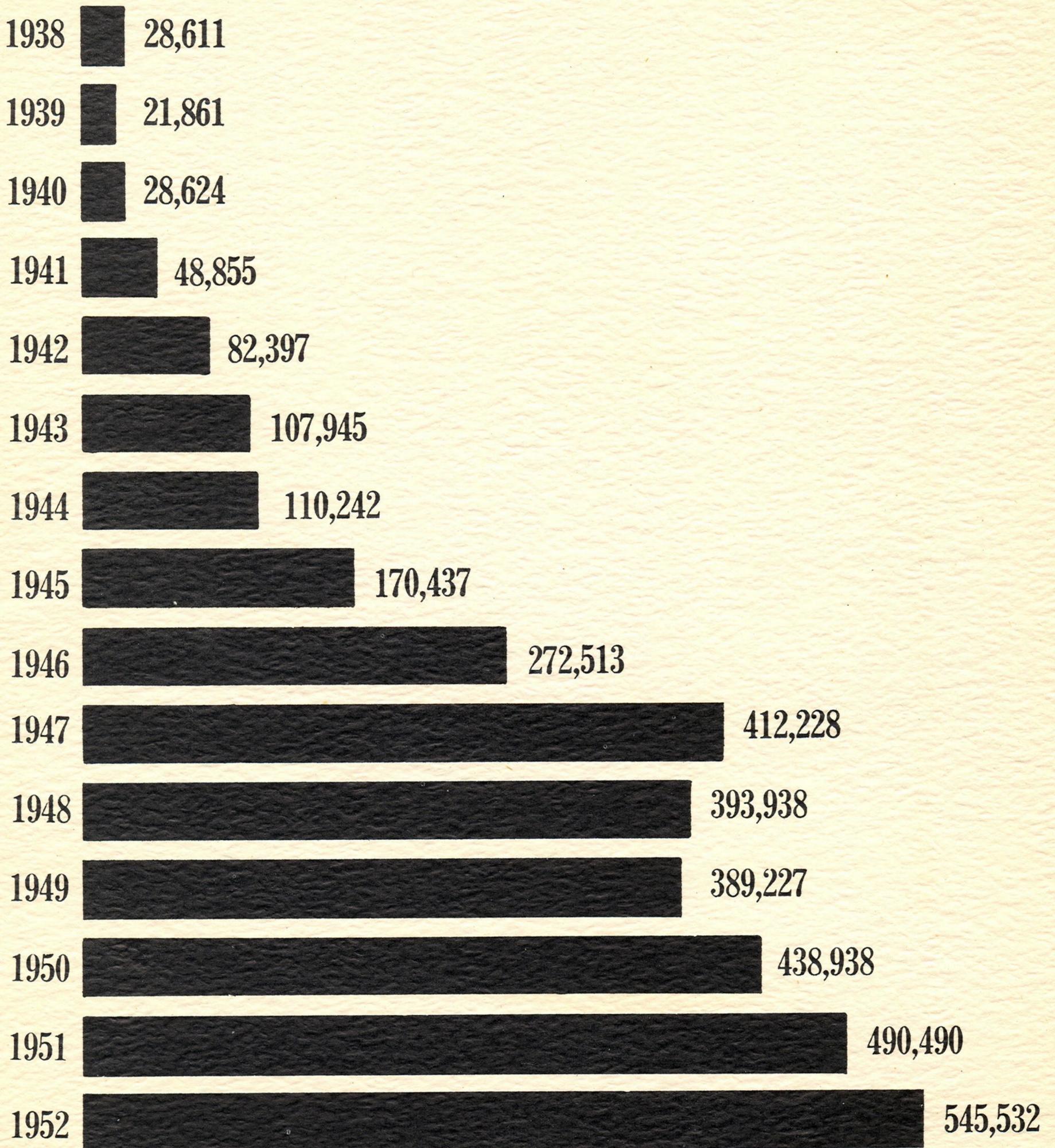
Fiscal Year July 1, 1952 to June 30, 1953

	PASSENGERS	CARGO Pounds	AIR MAIL Pounds
1952 July . . . . .	66,583	2,795,540	51,053
August . . . . .	74,713	2,627,855	50,508
September . . . . .	40,910	2,091,278	48,643
October . . . . .	40,765	2,053,048	55,053
November . . . . .	34,748	1,698,409	47,699
December . . . . .	41,369	2,227,820	105,516
1953 January . . . . .	41,007	1,647,331	50,586
February . . . . .	36,279	1,562,558	50,436
March . . . . .	39,711	1,782,872	66,029
April . . . . .	42,518	1,896,270	62,621
May . . . . .	41,017	2,042,411	70,617
June . . . . .	54,941	2,100,903	60,203
Totals . . . . .	554,561	24,526,295	718,964
Percent gain or loss from preceding fiscal year . . . . .	6.8	- 1.6	5.4



# *Inter-Island Passenger Traffic*

CALENDAR YEAR TOTALS



Source: Hawaii Aeronautics Commission  
Totals above are for passengers carried  
by air between the islands

# INTER-ISLAND REVENUE AIR CARGO SUMMARY

Pounds Carried

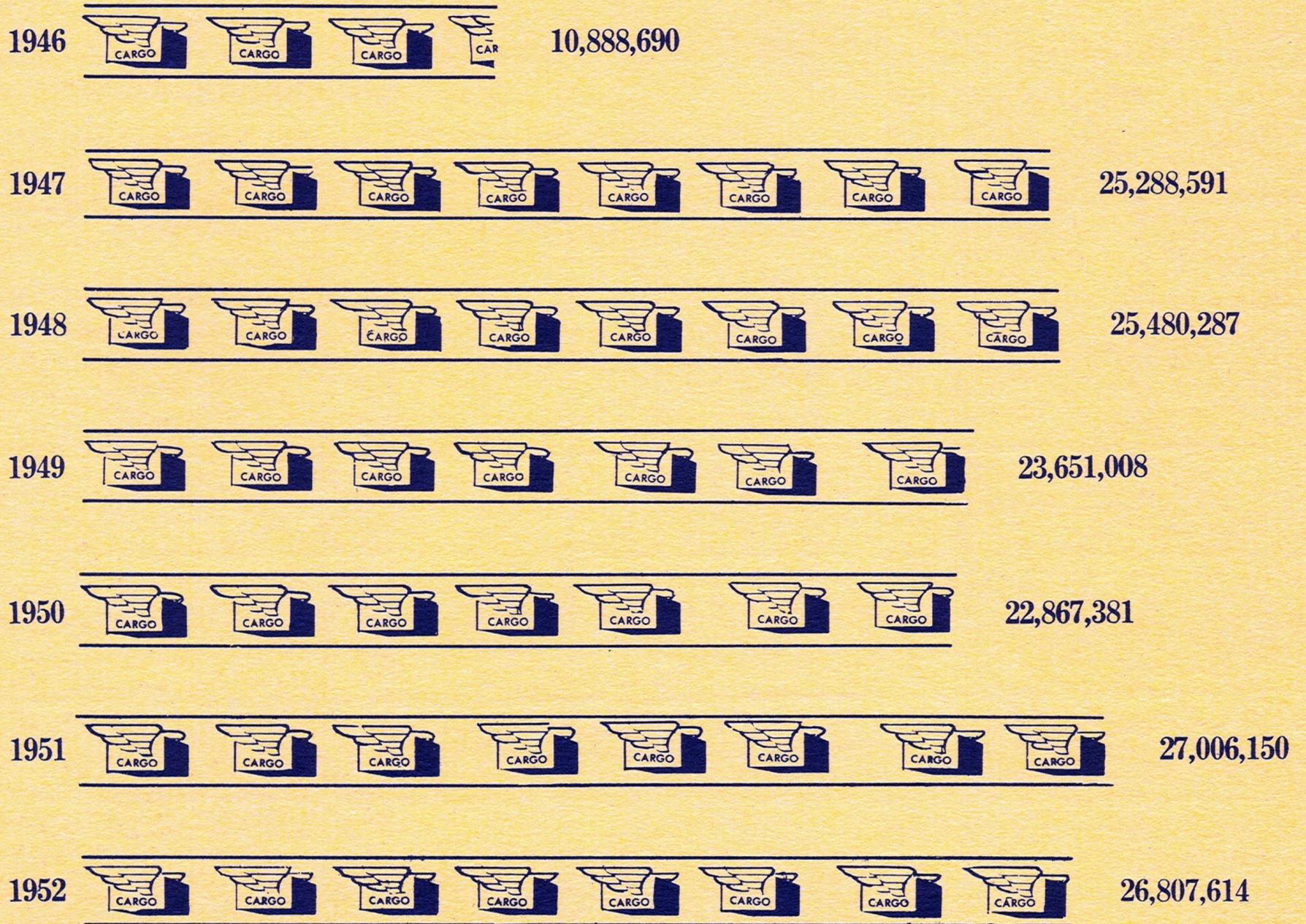
Fiscal Year July 1, 1952 to June 30, 1953

From	To:										Port Allen			
	Honolulu	Hilo	Upolu	Kamuela	Kona	S. Pt.	Maui	Kahului	Hana	Molokai		Kalau-papa	Lanai	Lihue
HONOLULU	12,500,927	3,370,023	217,559	156,121	769,643	---	8,000	3,367,261	121,181	637,602	328,743	729,509	2,539,339	255,946
HILO	3,976,558	---	189	---	322	---	---	364,464	250	12,584	---	85,205	27,531	---
UPOLU	378,016	---	---	---	40	---	---	31,368	45,591	1,200	---	1,086	830	---
KAMUELA	839,856	---	---	---	---	---	---	7,175	---	77	---	---	---	---
KONA	1,799,109	---	---	4,875	---	---	---	9,647	1,025	1,099	---	905	626	---
SOUTH POINT	44,172	---	---	---	---	---	---	---	---	---	---	---	---	---
KAHULUI	3,430,604	229,853	16,633	11,850	35,141	896	---	---	4,480	110,217	8,835	265,143	26,755	---
HANA	131,751	385	49	---	---	---	---	365	---	381	---	---	90	---
MOLOKAI	409,324	16,616	1,323	---	1,257	---	---	42,540	323	---	37,415	17,639	2,648	---
KALAUAPAPA	76,939	---	---	---	---	---	---	---	---	90	---	---	---	12
LANAI	187,711	7,295	2,694	---	7,119	---	---	34,141	---	2,564	---	---	1,798	---
LIHUE	734,757	29,917	672	---	1,660	---	---	49,622	9	11,553	---	2,163	---	---
PORT ALLEN	16,571	---	---	---	---	---	---	---	---	---	32	---	---	---
<b>TOTALS</b>	24,526,295	10,447,104	239,119	172,846	815,182	896	8,000	3,906,583	172,859	777,367	375,025	1,101,650	2,599,617	255,958

Total Inter-Island Revenue Air Cargo, July 1, 1952 to June 30, 1953 — 24,526,295 pounds  
Includes Air Freight, Express and Excess Baggage

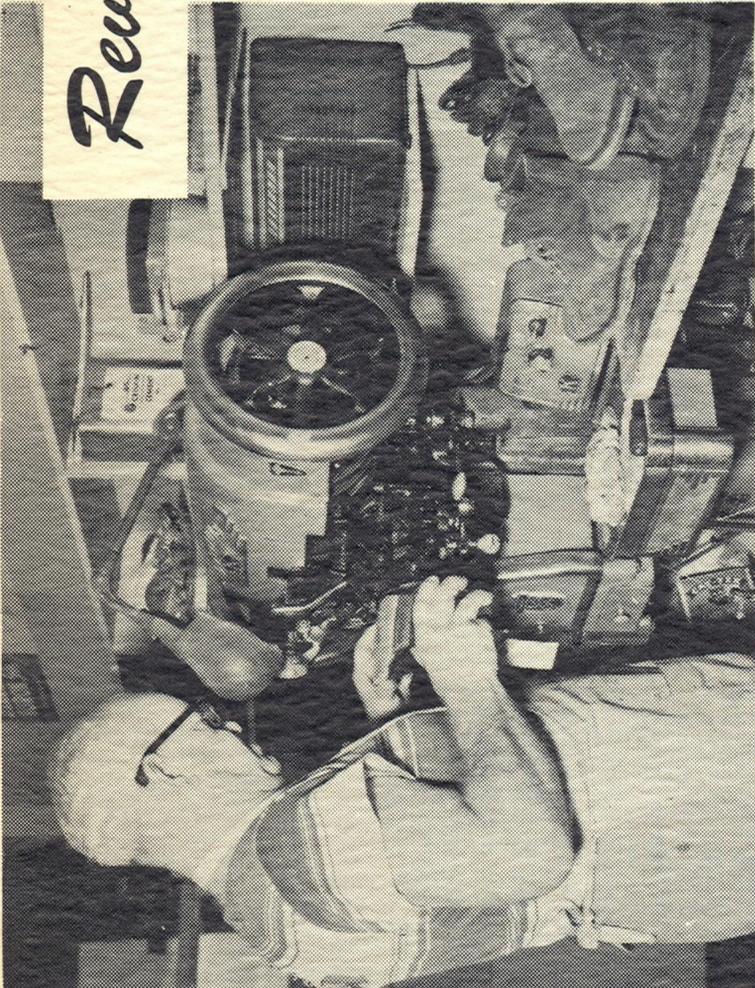
*Air Cargo Volume*  
*Honolulu International Airport*  
**CALENDAR YEAR TOTALS**

-- POUNDS --



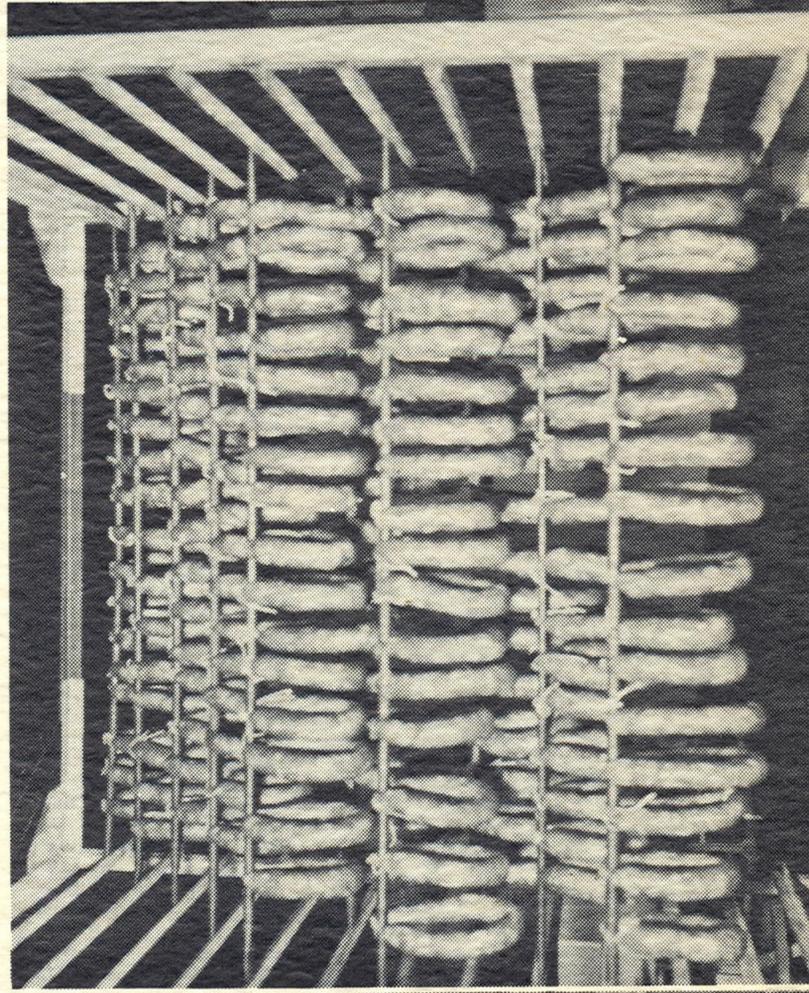
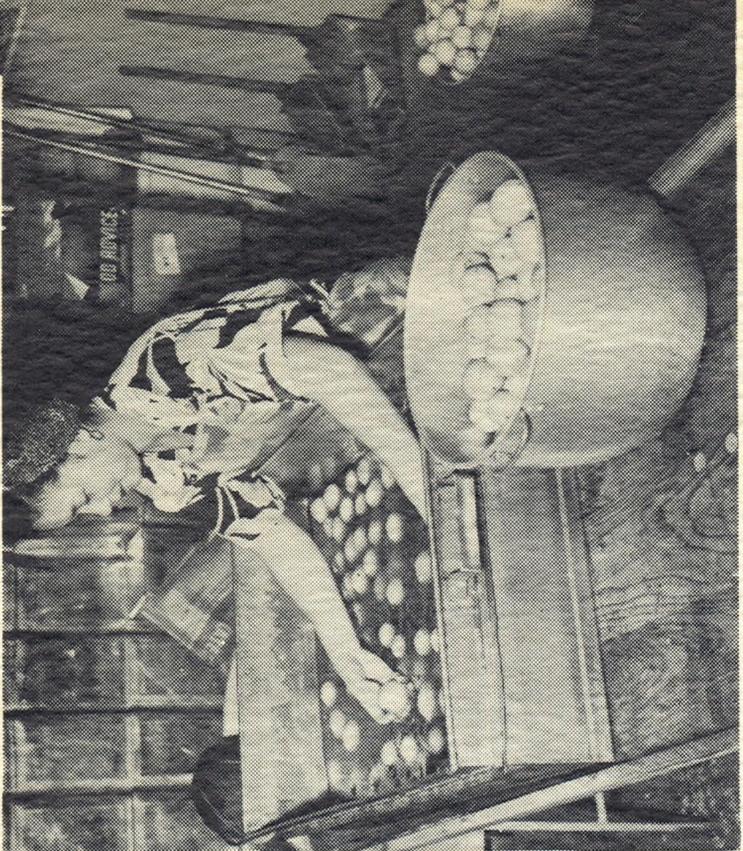
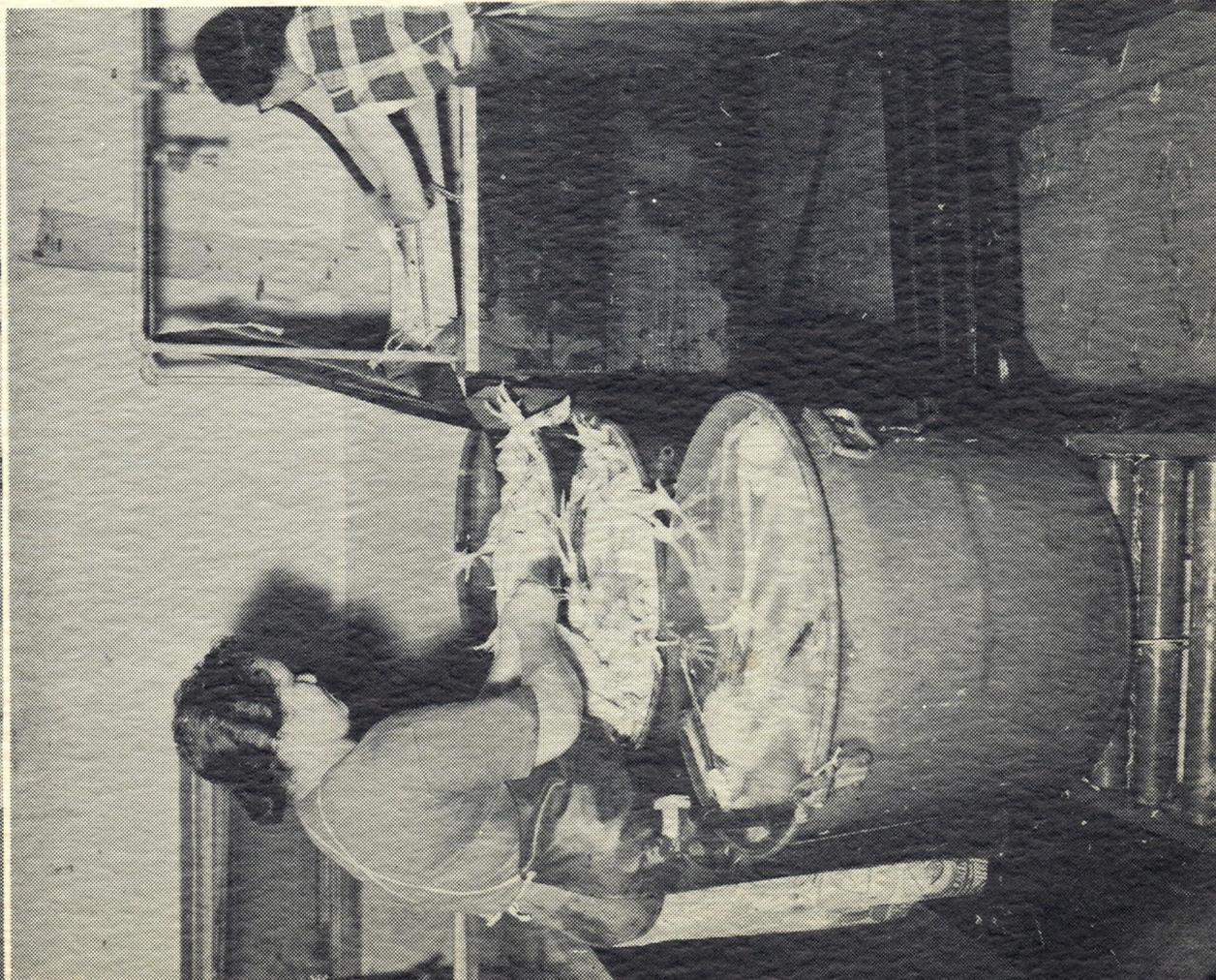
Source: Hawaii Aeronautics Commission  
 Above totals represent both Overseas and Inter-  
 Island Air Cargo, Incoming and Outgoing.

# Revenue from Rentals



## DIVERSIFIED INDUSTRIES

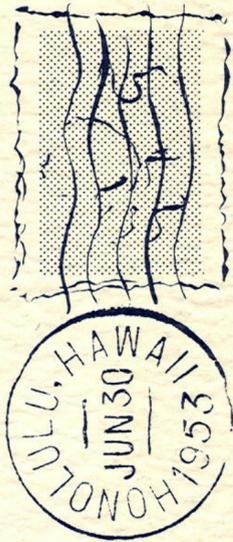
Approximately \$160,000 in revenues from rentals of land and buildings accrues to the Hawaii Aeronautics Commission each year. One of the most thriving business communities in Honolulu today is the section on the north side of the Honolulu Airport. Here are located many thriving business enterprises such as apartments, hotels, candy making, grocery stores, shoe repair, boat building, furniture manufacturing, poultry and meat packing, sausage factory, warehouses, a theater, coconut chips and guava canning and others. Pictured on this page are some of these industries. Top panel, left to right, coconut chips factory, shoe repair and guava juice canning. Bottom, poultry packing, sausage factory and candy making.



# INTER-ISLAND REVENUE AIR MAIL SUMMARY

Fiscal Year July 1, 1952 to June 30, 1953

Pounds Carried



From:	To:									
	Honolulu	Hilo	Upolu	Kona	Kahului	Hana	Molokai	Kalaupapa	Lanai	Lihue
HONOLULU . . . . .	354,102	118,214	9,726	11,758	89,455	1,643	14,350	34,909	7,429	66,618
HILO . . . . .	204,386	---	---	---	1,041	---	---	---	---	---
UPOLU . . . . .	5,573	---	---	---	17	---	---	---	---	---
KONA . . . . .	9,982	---	---	---	---	---	---	---	---	---
KAHULUI . . . . .	65,639	1,990	296	---	---	37	---	---	110	---
HANA . . . . .	2,527	---	---	---	---	---	---	---	---	---
MOLOKAI . . . . .	11,212	---	---	---	103	---	---	---	6	---
KALAUPAPA . . . . .	8,153	---	---	---	---	---	---	---	---	---
LANAI . . . . .	5,936	---	---	---	90	---	---	---	---	---
LIHUE . . . . .	47,963	---	---	---	---	---	---	---	---	---
<b>TOTALS</b> . . . . .	<b>718,964</b>	<b>120,204</b>	<b>10,022</b>	<b>11,758</b>	<b>90,706</b>	<b>1,680</b>	<b>14,350</b>	<b>34,909</b>	<b>7,545</b>	<b>66,618</b>

Total Inter-Island Revenue Air Mail, July 1, 1952 to June 30, 1953 — 718,964 pounds



One of the popular innovations started by the scheduled trans-Pacific airlines during the year was air tourist flights featuring reduced fares. A typical passenger-visitor crowd scene at the airport during the departure of an air tourist flight is pictured on the left.

## AIRPORTS — A DAY AND NIGHT OPERATION

On the right is the control tower section of the Honolulu International Airport terminal building. The tower, which is operated by the Civil Aeronautics Administration on a 24-hour basis, controls all arriving and departing traffic in the immediate vicinity of the airport. Airways communications services, and the air route traffic control center, also operated by the CAA on a 24-hour basis, are located on the third floor. Space occupied by the CAA in the terminal building is furnished free by the HAC.



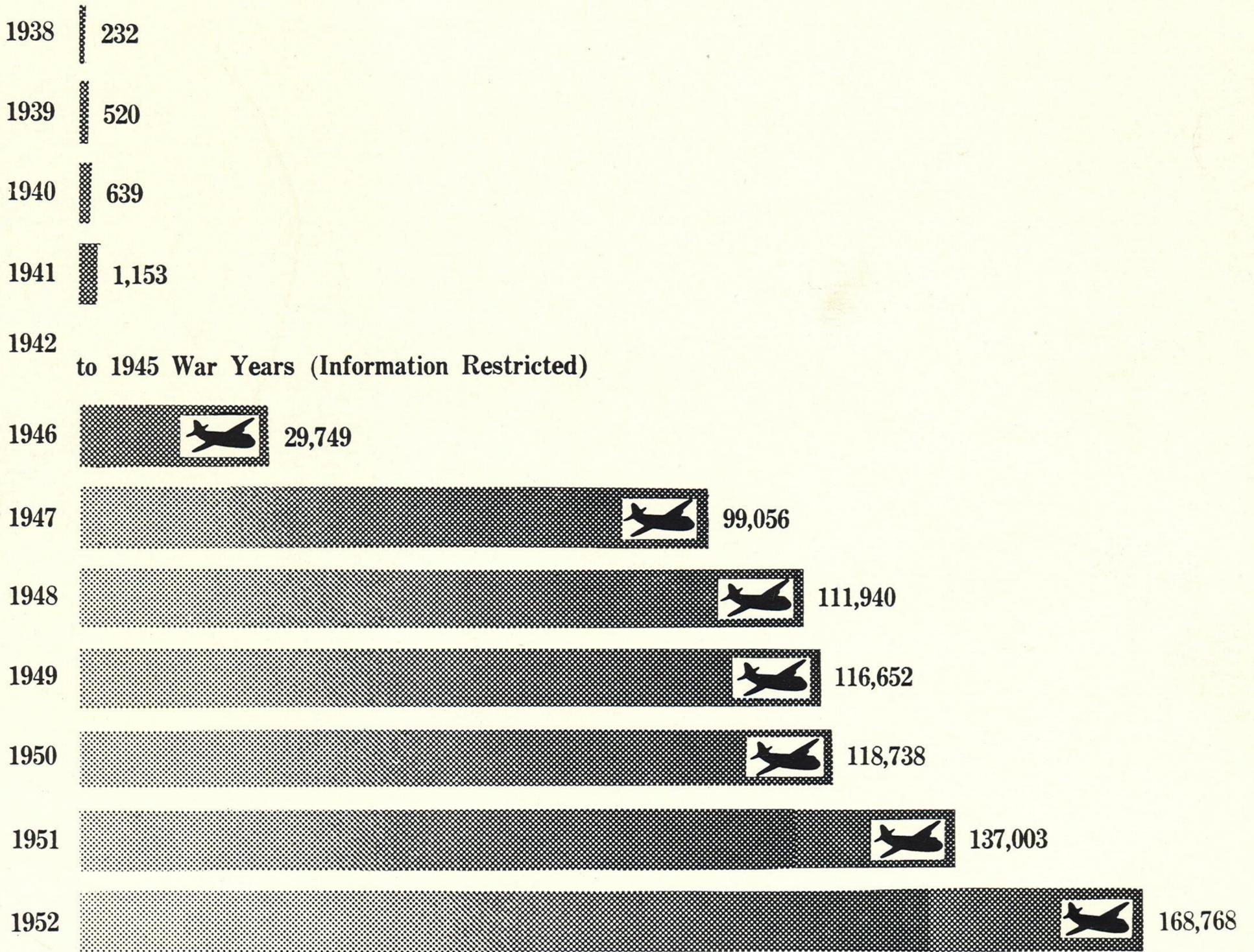
**STATEMENT OF INCOME AND EXPENDITURES FOR  
THE ONE YEAR ENDING JUNE 30, 1953**

	Total All Funds	Fuel Tax Fund S-7161	Revenue Fund S-7169	Federal Grants	General & Loan Funds Appropriations
Opening Balances, July 1, 1952 .....	2,741,927	1,595,618	29,343	52,870	1,064,096
<b>INCOME</b>					
<b>OPERATING INCOME</b>					
Aeronautical Revenues					
Fuel Tax Collections .....	1,392,851	1,392,851			
Landing Fees .....	60,714		60,714		
Rentals of Land .....	20,029		20,029		
Rentals of Buildings & Hangars .....	92,292		92,292		
Sale of Aviation Fuel .....	2,031		2,031		
Non-Aeronautical Revenues					
Concession Fees .....	115,505		115,505		
Rentals of Land & Buildings .....	240,818		240,818		
Other Fees and Income .....	85,016		85,016		
<b>NON-OPERATING INCOME</b>					
Federal Grants Received .....	251,710			251,710	
Refunds, Transfers, etc. ....	11,309	4,687	2,577		4,045
<b>TOTAL INCOME</b> .....	2,272,275	1,397,538	618,982	251,710	4,045
<b>EXPENDITURES</b>					
Current Expenditures					
Salaries & Wages .....	531,039	347,523	183,516		
Other Current Expenses .....	366,123		366,123		
Aviation Fuel Purchased For Resale .....	1,848		1,848		
Inventories & Other Prepaid Expenses .....	2,922		2,922		
Capital Expenditures					
Equipment .....	75,965	19,642	56,323		
Land, Buildings & Construction Projects .....	1,527,569	903,385	4,396	230,010	389,778
Bond Payments .....	16,671		16,671		
<b>TOTAL EXPENDITURES</b> .....	2,522,137	1,270,550	631,799	230,010	389,778
<b>LAPSED TO TERRITORIAL GENERAL FUND</b> .....	68,818				68,818
<b>CLOSING BALANCES AT JUNE 30, 1953</b> .....	2,423,247	1,722,606	16,526	74,570	609,545
<b>ENCUMBRANCES</b>					
Unliquidated Contract Encumbrances .....	296,820	222,250		74,570	
Other Construction Work In Progress .....	1,593,036	1,150,466			442,570
<b>TOTAL ENCUMBRANCES</b> .....	1,889,856	1,372,716		74,570	442,570
<b>NET UNENCUMBERED BALANCES</b> .....	533,391	349,890	16,526		166,975

*Overseas Air Passenger Traffic*

*Honolulu International Airport*

CALENDAR YEAR TOTALS



Source: Hawaii Aeronautics Commission  
Totals are for Incoming and Outgoing passengers between mainland U.S., Hawaii and other countries.

