Commissioners

O. J. Burnett  Ralph C. Honda  Harold W. Rice  Charles J. Pietsch, Jr.


Executive Officers

Randolph M. Lee  John E. Batchelder
Commissioners

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

Executive Officers

Randolph M. Lee .................................. Director of Aeronautics
John E. Batchelder ................................ Asst. Director of Aeronautics

Airport Managers

Mark E. Martin ........................................ Honolulu
Henry C. Peters ................................ Asst. Manager, Honolulu
Charles W. Dahlberg ................................ Hawaii
Coin E. Perin .......................................... Kauai
William Neilson ........................................ Maui
Bo Tong Wat .......................................... Finance Executive

* Cover drawing is an artist's rendering of proposed new Honolulu passenger terminal buildings.
Honolulu International Airport accommodated 255,385 aircraft operations as compared to 194,129 the previous year. Contributing heavily to the increase was the movement of military aircraft. On a national scale, Honolulu Airport handled the largest number of military aircraft movements of any civilian facility.

Due, for the most part, to the general acceptance of tourist class travel, overseas passenger traffic increased 12.7% to 205,840 passengers—a new all-time high.

Inter-island traffic also achieved a record high of 570,263 passengers, or an increase of 2.8 per cent.

These outstanding increases all combined to make Honolulu International Airport the 4th busiest in the nation.

Plans to extend the Kona Airport runway, Kona, Hawaii, to a length of 4,900 feet were suspended during the past year as the result of two injunction suits filed in the first circuit court, followed by an order of the court temporarily restraining the Hawaii Aeronautics Commission from proceeding with its plans. The suits allege that extension of the existing runway at both ends would deprive the plaintiffs, both nearby property owners, of full use of their properties by limiting the heights of buildings to be constructed in the area. At present, the litigation awaits a court hearing.

Preliminary plans for a new passenger terminal at Honolulu International Airport were approved by the Commission in March of this year. Immediately following approval of the preliminary plans, authorization was granted to proceed with construction plans and specifications. According to the timetable set by the Superintendent of Public Works, actual construction is to start on this project not later than mid-1955.

Events of interest during the year include the inauguration in February of trans-Pacific service between Tokyo and San Francisco via Honolulu by Japan Air Lines. Qantas Empire Airways, an Australian air line, now provides the air services formerly furnished by BCPA between the Antipodes and the Pacific Coast.
While on a visit to Hawaii in May, Mr. Robert B. Murray, Jr., Under Secretary for Transportation, U. S. Department of Commerce, met with members of the Commission to discuss federal-territorial airport problems. Following discussions, Mr. Murray offered the assistance of his office whenever needed to help resolve aeronautical problems confronting the territory.

In support of its policy favoring competitive airline services, the Commission during the past year filed statements with the Civil Aeronautics Board unanimously endorsing the recertification of Trans-Pacific Airlines, Ltd., as one of two scheduled inter-island air carriers, and in support of Northwest Airlines' recertification as a carrier to operate direct service between the Pacific Northwest co-terminals and Honolulu.

Despite gains in the volume of air passenger traffic, there was a substantial decrease in revenues from fuel tax collections—the major source of operating income for the Commission. Fuel tax receipts for the past year totaled $993,906. This represents a decrease of 28.6 per cent, as compared with the previous year's total of $1,392,851.

The decrease was anticipated, however, and was primarily the result of the "phasing out" of the Korean Airlift, which officially terminated on March 31, 1954. Reduction of the aviation fuel tax rate from 4 to 3½ cents per gallon, a law which became effective July 1, 1953 contributed to the drop in fuel tax income.

Revenue from other airport fees and charges amounted to $596,700. In addition, $172,099 was received from Federal Grants and $86,345 from other sources. Operating expenditures totaled $951,658. The sum of $981,193 was expended for new construction and equipment, and $32,988 for bond redemption.

Respectfully yours,

FRANCIS K. SYLVA,
Chairman, Hawaii Aeronautics Commission
The Year’s Notable Events

1953

July
—New law (Act 213, SL 1953), reducing territorial aviation gasoline tax from four cents to three and a half cents a gallon, takes effect.
—HAC endorses United Air Lines’ certificate of public convenience and necessity for continued service between Los Angeles and Honolulu.

Aug.
—Dedication of Kamuela’s $1,000,000 airport on Hawaii Island, built entirely with territorial funds.

Sept.
—Medium intensity lighting system for runway 4L-22R, Honolulu International Airport, completed.
—Molokai Airport drainage system project completed.

Nov.
—Hangar for private planes at Hilo Airport completed.
—Peyton Harrison resigns as Director of Aeronautics, effective November 30.
—Northwest Orient Airlines starts tourist fare service between Hawaii, Portland and Seattle-Tacoma.

Dec.
—Randolph M. Lee, formerly assistant director of aeronautics, takes office as new director of aeronautics by Commission appointment.
—Huge crowd from Hilo and vicinity witness dedication of new $600,000 administration and terminal building at Hilo Airport. Dedication program features talks by government and airlines officials, public inspection of new terminal facilities, aircraft exhibit and free airplane rides in private aircraft.
—John E. Batchelder, Jr., named new assistant director of aeronautics.
—Canadian Pacific Airlines begins tourist fare service between Vancouver, B. C. and Hawaii.

1954

Jan.
—Commission appropriates $65,000 for construction of paved areas and service road to Freight Terminal and Small Plane Hangar Area at Hilo Airport.
—Circuit Court Judge Calvin C. McGregor issues temporary order restraining Hawaii Aeronautics Commission from proceeding with construction of Kona Airport runway extension. Restraining order issued following injunction suits filed by Lorrin P. Thurston and David Twiggs-Smith, Kona property owners. Both owners contend property damages would result should Commission proceed with its runway extension project.
—Kalaupapa runway pavement project completed.

Feb.
—Japan Air Lines, new international air carrier, inaugurates regular trans-Pacific flights between Tokyo and San Francisco via Honolulu with DC-6B planes.
—Pan American World Airways establishes new Tokyo-Hawaii flight time of 9 hours and 18 minutes with Stratoclipper in “jet stream” across Pacific.
—Installation of high intensity lighting system for runway 8-26 and a standby power generator at Hilo Airport, completed.

Mar.
—Preliminary plans for new administration and terminal buildings for Honolulu International Airport receive Commission approval. The new improvements, to replace existing over-taxed facilities, are estimated to cost $4,500,000. Plans include new overseas terminal, new inter-island terminal, a foreign arrivals unit, restaurant area plus fencing, ramps, roadways and auto parking areas.
—Commission grants approval for participation at Civil Aeronautics Board hearing concerning application of Trans-Pacific Airlines for recertification as scheduled inter-island air carrier.
—Philippine Air Lines suspends operations between Manila and San Francisco via Honolulu.

—Military terminates Korean airlift. Sharp decline in revenue from landing fees and fuel tax collections.

**Apr.**

—Japan Air Lines inaugurates tourist fare accommodations between Tokyo and San Francisco via Honolulu.

—Sum of $22,000 appropriated for rehabilitation of runway and taxiway at Molokai Airport. Contract awarded for extension of Hawaiian Airlines terminal facilities at Honolulu Airport.

**May**

—Qantas Empire Airways, Australian airline, establishes air service between Australia and Canada via Hawaii, replacing service formerly provided by BCPA.

—Robert B. Murray, Jr., Under Secretary of Commerce for Transportation, arrives for seven-day visit in Hawaii. Mr. Murray visits territorial airports and discusses airport problems with HAC officials.

—United Air Lines' newest passenger aircraft, the DC-7, arrives from New York via San Francisco in pre-certification flight.

—Commission goes on record supporting recertification of Northwest Orient Airlines' Pacific-Northwest route to Hawaii.

**June**

—Airport zoning regulations, developed to prevent creation of airport hazards, take effect.

—Expansion work on passenger lobby and ticket counter facilities at Hawaiian Airlines terminal, Honolulu Airport, completed.

—New $120,000 freight terminal building at Hilo Airport completed.
Architectural rendering of the waiting lobby of the proposed new passenger terminal building for Honolulu Airport.
...progress through the years.

1925 — $65,000 in government and private funds raised for building an airport on Oahu near Honolulu.


1928 — Hilo Airport dedicated.

1929 — Inter-Island Airways starts first commercial air service in the Hawaiian Islands with Sikorsky amphibians.

1935 — Pan American Airways begins first commercial flight across Pacific Ocean, from San Francisco to Honolulu, Midway, Wake, Guam and Manila.

1938 — Maui Airport opened and replaces Maalaea Airfield as the major airport on the Island of Maui.

1939 — $9,000,000 federal grant for design and construction of Keehi Lagoon seadrome and other territorial airports.
Aerial view of John Rodgers Airport (now Honolulu International Airport) as it looked in 1937. At that time, there were only a few buildings, a lone runway and no seadrome.
1940 — Special appropriation of $3,300,000 authorized by U. S. Congress for dredging of Keehi Lagoon.

1941 — Additional $1,900,000 authorized for development of John Rodgers airport in conjunction with Keehi Lagoon seaplane project. Hawaiian Airlines (formerly Inter-Island Airways) changes over from amphibians to DC-3 landplanes. Outbreak of World War II on December 7. Military authorities take over and begin intensive development of territorial airports.

1943 — John Rodgers Airport enlarged with fill from Keehi Lagoon dredging. Three runways completed. Hilo Airport name changed to General Lyman Field by legislative act.

1946 — John Rodgers Airport returned to Territory following end of World War II.

1947 — Hawaii Aeronautics Commission created by legislative act for operation and maintenance of all territorial airports. United Air Lines begins regular trans-Pacific service between San Francisco and Honolulu.
This is the Honolulu International Airport as it looks today from the air. White outline shows the approximate area of the airport in 1937 as shown on page 9. In the background may be seen Keehi Lagoon which was dredged to form the three seaplane runways. This airport today is one of the largest in the nation and comprises a total area of 4,019.476 acres, including the seadrome.
1948 — Lanai Airport completed and opened as first airport to be constructed with Territorial funds and matching federal air funds. Northwest Airlines begins scheduled operations between Portland-Seattle and Honolulu.


1950 — Lihue and Hana Airports opened.

1951 — Honolulu Airport name changed by legislative act to Honolulu International Airport. Runway 8 lengthened to 13,104 feet, making it the longest commercial airport runway.

1952 — Kahului Airport, constructed by U. S. Navy, becomes principal airport on Maui. All operations transferred to Kahului from Maui Airport.

1953 — Hawaiian Airlines begins Convair 340 flights for inter-island passenger service.
The newest and fastest passenger aircraft serving Hawaii—the DC-7—arrives on its inaugural "dawn-to-dusk" flight from New York via San Francisco on May 24, 1954.
## Trends

<table>
<thead>
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<th></th>
<th>1948</th>
<th>1949</th>
<th>1950</th>
<th>1951</th>
<th>1952</th>
<th>1953</th>
<th>1954</th>
<th>Per cent increase</th>
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<tr>
<td><strong>AIR CARRIER LANDINGS</strong></td>
<td>43,525</td>
<td>40,101</td>
<td>45,521</td>
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<td>497,536</td>
<td>505,398</td>
<td>535,120</td>
<td>573,613</td>
<td>672,965</td>
<td>737,156</td>
<td>776,103</td>
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<tr>
<td><strong>AIR MAIL</strong></td>
<td>2,623,515</td>
<td>4,045,633</td>
<td>4,429,129</td>
<td>3,970,300</td>
<td>3,717,195</td>
<td>4,100,327</td>
<td>4,853,907</td>
<td>85.0</td>
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<tr>
<td><strong>AIR CARGO</strong></td>
<td>26,797,934</td>
<td>25,118,935</td>
<td>24,000,014</td>
<td>28,731,146</td>
<td>28,661,311</td>
<td>28,115,717</td>
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### POSTWAR PERIOD

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<th>Total (Pounds)</th>
<th>Inter-Island</th>
<th>Overseas</th>
<th>Total (Pounds)</th>
<th>Inter-Island</th>
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<th>Total (Pounds)</th>
<th>Inter-Island</th>
<th>Overseas</th>
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<td>56,228</td>
<td>570,263</td>
<td>205,840</td>
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**Increase or Decrease**

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**Per cent Increase or Decrease**

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<td>95.1</td>
<td>85.0</td>
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**Per cent Increase or Decrease**

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</table>
CONSTRUCTION STORY
Honolulu International Airport

LAND AREA: 4,020 acres
RUNWAYS:
  4R-22L  200' x 7,004'
  4L-22R  200' x 6,950'
  14-32  200' x 6,150'
  8-26  200' x 13,104'
AIRCRAFT OPERATIONS: 255,385
PASSENGER TRAFFIC: 720,033
AIR CARGO: 25,380,281 lbs.
AIR MAIL: 4,851,650 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition

Completed Projects

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Acquisition of Additional Land</td>
<td>$69,660</td>
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<tr>
<td>Acquisition and Improvements to Hangars</td>
<td>$124,356</td>
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<tr>
<td>Auxiliary Power System</td>
<td>$15,144</td>
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<tr>
<td>Fencing and Drainage</td>
<td>$33,137</td>
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<tr>
<td>Improvements to Overseas Terminal Building</td>
<td>$111,812</td>
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<tr>
<td>High Intensity Lighting System, Runway 8-26</td>
<td>$151,799</td>
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<tr>
<td>Lei Vending Stands</td>
<td>$31,710</td>
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<tr>
<td>Extension of Runway 8-26 to H.A.F.B.</td>
<td>$95,097</td>
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<tr>
<td>Rehabilitation of Runways</td>
<td>$135,181</td>
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<td>Medium Intensity Lighting, Runway 4L-22R</td>
<td>$149,553</td>
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<tr>
<td>Miscellaneous Improvements</td>
<td>$131,737</td>
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<tr>
<td>Expansion of Hawaiian Airlines Terminal</td>
<td>$12,000</td>
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Projects under Construction

Landscaping of Airport Roads  $19,000

Projects in the Planning Stage

<table>
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<tr>
<th>Project Description</th>
<th>Cost</th>
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<tbody>
<tr>
<td>New Terminal Buildings</td>
<td>$4,800,000</td>
</tr>
<tr>
<td>Private Plane Hangars</td>
<td>$60,000</td>
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<tr>
<td>Maintenance Buildings and Base Yard</td>
<td>$105,000</td>
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<tr>
<td>Aircraft Maintenance Hangars</td>
<td>$315,000</td>
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<tr>
<td>In-Flight Kitchen Building</td>
<td>$75,000</td>
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</table>
Kahului Airport

LAND AREA: 1,341 acres

RUNWAYS:
- 2-20: 200’ x 7,000’
- 5-23: 300’ x 5,000’
- 17-35: 200’ x 5,000’

AIRCRAFT OPERATIONS: 29,909

PASSENGER TRAFFIC: 183,511

AIR CARGO: 6,505,995 lbs.

AIR MAIL: 148,311 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition

Completed Projects
- Passenger Terminal Building and Facilities: $93,421
- Freight Terminal Building and Facilities: 19,075
- Temporary Control Tower: 12,100
- Private Plane Hangars: 7,050
- Miscellaneous Projects: 25,930

Projects in the Planning Stage
- Medium Intensity Runway Lighting System: 105,000
- Permanent Control Tower: 110,000

U. S. Navy

Molokai Airport

LAND AREA: 288 acres

RUNWAYS:
- 5-23: 200’ x 4,500’
- 17-35: 200’ x 3,100’

PASSENGER TRAFFIC: 48,069

AIR CARGO: 1,189,288 lbs.

AIR MAIL: 23,893 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition

Projects Completed
- Drainage System: $29,460
- Miscellaneous Projects: 5,021

Projects under Construction
- Resurfacing of Runway 5-23 and Taxiway and Parking Aprons: 22,000

Projects in the Planning Stage
- Medium Intensity Lighting System Runway 5-23: 88,000
- Passenger Terminal Building: 80,000

Territorial Land
## Hana Airport

| Land Area: | 125 acres |
| RUNWAY: | 8-26 | 100' x 3,600' |
| Passenger Traffic: | 8,141 |
| AIR Cargo: | 180,628 lbs. |
| AIR Mail: | 5,232 lbs. |

**The Construction Story**

Initial Land Acquisition Projects Completed

- Construction of New Airstrip
- Paving of Runways and Aprons
- Passenger Terminal and Freight Buildings

**Territorial Lands and Private Donation**

- $242,718
- $176,442
- $21,730

## Lanai Airport

| Land Area: | 59 acres |
| RUNWAY: | 3-21 | 80' x 3,700' |
| Passenger Traffic: | 16,930 |
| AIR Cargo: | 1,474,302 lbs. |
| AIR Mail: | 11,328 lbs. |

**The Construction Story**

Initial Land Acquisition Projects Completed

- Initial Construction of Airstrip by Department of Public Works in 1946
- Paving of Runway and Construction of Taxiway and Apron
- Construction of Run-up Strip
- Freight Terminal Building

**Private Donation**

- $48,556
- $271,950
- $28,419
- $15,000

## Kalaupapa Airport

| Land Area: | 17 acres |
| RUNWAY: | 5-23 | 100' x 2,650' |
| Passenger Traffic: | 2,342 |
| AIR Cargo: | 455,562 lbs. |
| AIR Mail: | 37,094 lbs. |

**The Construction Story**

Initial Land Acquisition Completed Projects

- Construction of runway, paved areas
- Passenger Terminal Building

**Territorial Land**

- $65,162
- $4,772
Lihue Airport

LAND AREA: 160 acres
RUNWAY: 3-21 100' x 5,100'
AIRCRAFT OPERATIONS: 12,902
PASSenger TRAFFIC: 150,824
AIR CARGO: 3,484,515 lbs.
AIR MAIL: 112,629 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition Cost $100,017
Additional Land Purchased 6,382
Completed Projects
Construction of Airstrip and Paved Runway 426,233
Additional Taxiways and Parking Aprons 252,621
Extension of Runway to 5,100 ft. 178,697
Water System 35,364
Medium Intensity Runway Lighting System 68,059
Passenger Terminal Building 97,223
Alteration and Extension to Passenger Terminal 110,122
Freight Terminal Building 23,662
T-Hangars 13,767
Miscellaneous 6,500
Projects under Construction
Alteration to Entrance Roadways 7,500

Port Allen Airport

LAND AREA: 175 acres
RUNWAYS:
9-27 60' x 2,500'
5-23 100' x 2,600'
PASSENGER TRAFFIC: 568
AIR CARGO: 327,642 lbs.
AIR MAIL: None

THE CONSTRUCTION STORY

Territorial Land

Initial Land Acquisition
Completed Projects
Rehabilitation of Runways $33,457
General Lyman Field

LAND AREA: .................................. 650 acres
RUNWAYS:
  3-21 ....................................... 200' x 6,000'
  8-26 ....................................... 200' x 6,500'
AIRCRAFT OPERATIONS: ................. 40,022
PASSenger TRAFFIC: ......................... 153,831
AIR CARGO: ................................ 7,631,438 lbs.
AIR MAIL: .................................. 363,959 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition
Completed Projects
  Rehabilitation of Roads and Runways ................................ $ 30,500
  Protective Fencing ......................................................... 26,282
  New Terminal and Administration Building .......................... 381,008
  Parking Aprons, Access Roads, Ramps and Auto Park ......... 281,129
  High Intensity Lighting System, Runway 8-26 .................. 176,637
  Freight Terminal Building ............................................. 109,396
  "Private" Plane Hangars .................................................. 20,119
  Miscellaneous Projects .................................................. 75,564

Projects in the Planning Stage
  Medium Intensity Lighting System, Runway 3-21 .................. 123,000
  Reconstruction of Pavement Runway 3-21 and Field Drainage System .... 148,000
Kamuela Airport

LAND AREA: 90 acres
RUNWAY: 4-22 100’ x 5,200’
PASSENGER TRAFFIC: 6,891
AIR CARGO: 1,715,769 lbs.
AIR MAIL: 5,253 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition $ 7,000

Completed Projects
  Construction of New Airstrip and Runway 864,441
  Passenger and Freight Terminal Building 79,749
  Miscellaneous Projects 3,459

Projects in the Planning Stage
  Refrigeration Facilities, Terminal Building 20,000
  Medium Intensity Lighting, Runway 4-22 93,000

New air cargo terminal building at General Lyman Field.
Kona Airport

LAND AREA: 120 acres
RUNWAY: 11-29 100' x 3,800'
PASSENGER TRAFFIC: 46,570
AIR CARGO: 1,278,440 lbs.
AIR MAIL: 22,010 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition ........................................ $ 11,860
Acquisition of Additional Land ................................ 8,601
Completed Projects
  Construction of New Airstrip and Runway ............... 309,150
  Additional Taxiways, Parking Aprons and Other Paved Areas .... 166,411
  Water System ............................................. 12,000
  Passenger Terminal Building ............................ 32,694
  Freight Terminal Building ............................... 20,137
  "Private" Plane Hangars ................................. 26,243
Projects under Construction (Plans Completed)
  Extension of Runway to 5,100 ft. ....................... 310,000
Projects in the Planning Stage
  Medium Intensity Lighting System, Runway 11-29 .... 111,000

Upolu Airport

LAND AREA: 95 acres
RUNWAY: 7-25 150' x 4,000'
PASSENGER TRAFFIC: 8,656
AIR CARGO: 583,746 lbs.
AIR MAIL: 8,623 lbs.

THE CONSTRUCTION STORY

Initial Land Acquisition

Completed Projects
  Passenger Terminal ...................................... $27,433
  Repaving and Resurfacing of Runway and Apron .......... 54,581

Territorial Land
<table>
<thead>
<tr>
<th>Month</th>
<th>Scheduled Carriers</th>
<th>Non-Scheduled Carriers</th>
<th>Civilian Aircraft</th>
<th>Military Aircraft</th>
<th>Totals</th>
</tr>
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<tr>
<td>1953 July</td>
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<td>1,167</td>
<td>2,435</td>
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<td>7,763</td>
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<td>1,343</td>
<td>5,775</td>
<td>9,743</td>
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<td>1,088</td>
<td>1,374</td>
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<td>1,103</td>
<td>1,527</td>
<td>9,051</td>
<td>13,269</td>
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<td>1954 January</td>
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<td>1,431</td>
<td>1,375</td>
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<td>1,156</td>
<td>1,059</td>
<td>8,675</td>
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<tr>
<td>June</td>
<td>1,798</td>
<td>947</td>
<td>1,197</td>
<td>7,648</td>
<td>11,590</td>
</tr>
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</table>

|                 | Totals             | 18,839                | 13,604            | 17,900            | 77,347  | 127,690 |

Per cent gain or loss from preceding fiscal year: —13.8  —6.6  —46.9  187.6  31.6
HONOLULU INTERNATIONAL AIRPORT

REVENUE PASSENGER, CARGO AND AIR MAIL SUMMARY

Fiscal Year July 1, 1953 to June 30, 1954

**PASSENGERS**

<table>
<thead>
<tr>
<th></th>
<th>Outgoing</th>
<th>Incoming</th>
<th>Through</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inter-Island</td>
<td>255,862</td>
<td>258,331</td>
<td>—</td>
</tr>
<tr>
<td>Overseas</td>
<td>87,138</td>
<td>82,263</td>
<td>36,439</td>
</tr>
<tr>
<td><strong>TOTAL REVENUE PASSENGERS</strong></td>
<td>343,000</td>
<td>340,594</td>
<td>36,439</td>
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<tr>
<td>Per cent gain or loss from preceding fiscal year</td>
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<td>4.4</td>
<td>5.6</td>
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**CARGO**

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<tr>
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<th>Outgoing Pounds</th>
<th>Incoming Pounds</th>
<th>Through Pounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>Inter-Island</td>
<td>13,009,569</td>
<td>8,686,381</td>
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</tr>
<tr>
<td>Overseas</td>
<td>808,470</td>
<td>907,954</td>
<td>1,967,907</td>
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<tr>
<td><strong>TOTAL REVENUE CARGO</strong></td>
<td>13,818,039</td>
<td>9,594,335</td>
<td>1,967,907</td>
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<td>—15.7</td>
<td>7.3</td>
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**AIR MAIL**

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<th>Incoming Pounds</th>
<th>Through Pounds</th>
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</thead>
<tbody>
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<td>Inter-Island</td>
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<td>Overseas</td>
<td>1,242,593</td>
<td>1,189,927</td>
<td>1,685,312</td>
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<tr>
<td><strong>TOTAL REVENUE AIR MAIL</strong></td>
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<td>1,584,119</td>
<td>1,685,312</td>
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<td>Per cent gain or loss from preceding fiscal year</td>
<td>2.1</td>
<td>9.9</td>
<td>52.5</td>
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</table>
## INTER-ISLAND REVENUE PASSENGER SUMMARY

Fiscal Year July 1, 1953 to June 30, 1954

<table>
<thead>
<tr>
<th>From:</th>
<th>Honolulu</th>
<th>Hilo</th>
<th>Upolu Kamuela</th>
<th>Kona</th>
<th>Kahului</th>
<th>Hana</th>
<th>Molokai</th>
<th>Kalaupapa</th>
<th>Lanai</th>
<th>Lihue</th>
<th>Port Allen</th>
</tr>
</thead>
<tbody>
<tr>
<td>HONOLULU</td>
<td>255,862</td>
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<td></td>
<td></td>
<td></td>
<td>979</td>
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<td>74,259</td>
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<td>61,886</td>
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<td>4</td>
<td>50</td>
<td>626</td>
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<td>6,310</td>
<td>54</td>
<td>162</td>
<td>199</td>
<td>181</td>
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<tr>
<td>KALAUPAPA</td>
<td>1,191</td>
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<td>18</td>
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<td>273</td>
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<tr>
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<td>8,405</td>
<td>5,109</td>
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<td>3</td>
<td>29</td>
<td>3</td>
<td>3,064</td>
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<td>164</td>
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<td>74,349</td>
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<td>495</td>
<td>441</td>
<td></td>
<td>168</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**TOTALS**       | **570,263** | **258,331** | **82,423** | **4,131** | **3,477** | **17,418** | **91,418** | **4,091** | **23,860** | **1,151** | **8,525** | **75,153** | **285**

Total Inter-Island Revenue Passengers, July 1, 1953 to June 30, 1954—570,263
Inter-Island Passenger Traffic

CALENDAR YEAR TOTALS

1938  28,611
1939  21,861
1940  28,624
1941  48,855
1942  82,397
1943  107,945
1944  110,242
1945  170,437
1946  272,513
1947  412,228
1948  393,938
1949  389,227
1950  438,938
1951  490,490
1952  545,532
1953  561,500

Source: Hawaii Aeronautics Commission
Totals shown are for passengers carried by air between the islands.
## TERRITORIAL AIRPORTS

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

**By Months**

**Fiscal Year July 1, 1953 to June 30, 1954**

<table>
<thead>
<tr>
<th></th>
<th>PASSENGERS</th>
<th>CARGO Pounds</th>
<th>AIR MAIL Pounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1953</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>July</td>
<td>59,665</td>
<td>2,318,140</td>
<td>57,485</td>
</tr>
<tr>
<td>August</td>
<td>70,237</td>
<td>2,069,241</td>
<td>51,536</td>
</tr>
<tr>
<td>September</td>
<td>46,766</td>
<td>1,764,331</td>
<td>52,542</td>
</tr>
<tr>
<td>October</td>
<td>43,250</td>
<td>1,890,416</td>
<td>56,022</td>
</tr>
<tr>
<td>November</td>
<td>39,440</td>
<td>1,680,483</td>
<td>54,257</td>
</tr>
<tr>
<td>December</td>
<td>46,669</td>
<td>2,111,571</td>
<td>111,327</td>
</tr>
<tr>
<td>1954</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>January</td>
<td>42,174</td>
<td>1,587,994</td>
<td>50,874</td>
</tr>
<tr>
<td>February</td>
<td>36,967</td>
<td>1,648,600</td>
<td>53,367</td>
</tr>
<tr>
<td>March</td>
<td>37,434</td>
<td>1,849,750</td>
<td>57,846</td>
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<tr>
<td>April</td>
<td>47,865</td>
<td>1,953,710</td>
<td>66,754</td>
</tr>
<tr>
<td>May</td>
<td>43,131</td>
<td>1,944,611</td>
<td>67,596</td>
</tr>
<tr>
<td>June</td>
<td>56,665</td>
<td>2,442,795</td>
<td>56,469</td>
</tr>
<tr>
<td>TOTALS</td>
<td>570,263</td>
<td>23,261,642</td>
<td>736,075</td>
</tr>
</tbody>
</table>

Per cent gain or loss from preceding fiscal year: 2.8% - 5.2% = 2.4%
# Inter-Island Revenue Air Mail Summary

**Pounds Carried**  
Fiscal Year July 1, 1953 to June 30, 1954

<table>
<thead>
<tr>
<th></th>
<th>To:</th>
<th>Honolulu</th>
<th>Hilo</th>
<th>Upolu</th>
<th>Kamuela</th>
<th>Kona</th>
<th>Kahului</th>
<th>Hana</th>
<th>Molokai</th>
<th>Kalau-papa</th>
<th>Lanai</th>
<th>Libue</th>
</tr>
</thead>
<tbody>
<tr>
<td>From:</td>
<td>HONOLULU</td>
<td>339,626</td>
<td>120,528</td>
<td>3,922</td>
<td>3,105</td>
<td>11,738</td>
<td>83,435</td>
<td>2,069</td>
<td>13,130</td>
<td>29,362</td>
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</tr>
<tr>
<td></td>
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<td>2,127</td>
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<td></td>
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<tr>
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</tr>
<tr>
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<tr>
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<tr>
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<tr>
<td><strong>TOTALS</strong></td>
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<td>2,646</td>
<td>13,345</td>
<td>29,362</td>
<td>6,484</td>
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Total Inter-Island Revenue Air Mail, July 1, 1953 to June 30, 1954—736,075 pounds
# Inter-Island Revenue Air Cargo Summary

## Pounds Carried

**Fiscal Year July 1, 1953 to June 30, 1954**

<table>
<thead>
<tr>
<th>From:</th>
<th>To:</th>
<th>Honolulu</th>
<th>Hilo</th>
<th>Upolu</th>
<th>Kamuela</th>
<th>Kona</th>
<th>Kahului</th>
<th>Hana</th>
<th>Molokai</th>
<th>Kalapapa</th>
<th>Lanai</th>
<th>Lihue</th>
<th>Port Allen</th>
</tr>
</thead>
<tbody>
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<td>13,099,569</td>
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<td>673,313</td>
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<td>329,678</td>
<td>829,334</td>
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<td>326,702</td>
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</tr>
<tr>
<td>MOLOKAI</td>
<td></td>
<td>377,501</td>
<td></td>
<td>231,008</td>
<td>38,646</td>
<td>1,463</td>
<td>625</td>
<td>3,407</td>
<td>50,141</td>
<td>772</td>
<td></td>
<td>46,850</td>
<td>2,258</td>
</tr>
<tr>
<td>KALAUPAPA</td>
<td></td>
<td>75,034</td>
<td></td>
<td>73,034</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>2,000</td>
<td></td>
</tr>
<tr>
<td>LANAI</td>
<td></td>
<td>199,540</td>
<td></td>
<td>123,296</td>
<td>11,704</td>
<td>1,175</td>
<td>200</td>
<td>5,811</td>
<td>51,731</td>
<td></td>
<td></td>
<td>4,921</td>
<td></td>
</tr>
<tr>
<td>LIHUE</td>
<td></td>
<td>759,729</td>
<td></td>
<td>727,308</td>
<td>10,643</td>
<td>102</td>
<td></td>
<td>664</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PORT ALLEN</td>
<td></td>
<td>5,462</td>
<td></td>
<td>5,462</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>84</td>
</tr>
</tbody>
</table>

**TOTALS**: 23,261,642 8,686,381 3,831,006 240,185 207,472 702,052 3,939,002 141,501 811,787 380,528 1,274,762 2,724,786 322,180

Total Inter-Island Revenue Air Cargo, July 1, 1953 to June 30, 1954—23,261,642 pounds
Honolulu International Airport
Air Cargo Volume
CALENDAR YEAR TOTALS

<table>
<thead>
<tr>
<th>Year</th>
<th>Pounds</th>
</tr>
</thead>
<tbody>
<tr>
<td>1946</td>
<td>10,888,690</td>
</tr>
<tr>
<td>1947</td>
<td>25,288,591</td>
</tr>
<tr>
<td>1948</td>
<td>25,480,287</td>
</tr>
<tr>
<td>1949</td>
<td>23,651,008</td>
</tr>
<tr>
<td>1950</td>
<td>22,867,381</td>
</tr>
<tr>
<td>1951</td>
<td>27,006,150</td>
</tr>
<tr>
<td>1952</td>
<td>26,807,614</td>
</tr>
<tr>
<td>1953</td>
<td>24,887,782</td>
</tr>
</tbody>
</table>

Source: Hawaii Aeronautics Commission
Above totals represent both Overseas and Inter-Island Air Cargo, Incoming and Outgoing.
### Statement of Income and Expenditures for the Year Ending June 30, 1954

<table>
<thead>
<tr>
<th></th>
<th>Total All Funds</th>
<th>Fuel Tax Fund S-7161</th>
<th>Revenue Fund S-7169</th>
<th>Federal Grants</th>
<th>General &amp; Loan Funds Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Opening Balances, July 1, 1953</td>
<td>$2,423,247</td>
<td>$1,722,606</td>
<td>$16,526</td>
<td>$74,570</td>
<td>$609,545</td>
</tr>
</tbody>
</table>

#### Income

**Operating Income**

- Aeronautical Revenues
  - Fuel Tax Collections 993,906 993,906
  - Landing Fees 60,284 60,284
  - Rentals of Land 19,314 19,314
  - Rentals of Buildings & Hangars 96,323 96,323
  - Sale of Aviation Fuel 2,807 2,807

- Non-Aeronautical Revenues
  - Concession Fees 127,354 127,354
  - Rentals of Land & Buildings 230,033 230,033
  - Other Fees and Income 60,585 60,585

**Non-Operating Income**

- Federal Grants Received 172,099
- Refunds, Transfers, etc. 86,345 74,107 128

**Total Income**

1,849,050 1,068,013 596,828 172,099 12,110

#### Expenditures

**Current Expenditures**

- Salaries & Wages 620,530 434,587 185,943
- Other Current Expenses 326,519 16,796 309,723
- Aviation Fuel Purchased For Resale 2,510
- Inventories & Other Prepaid Expenses 2,099

**Capital Expenditures**

- Equipment 49,457 24,308 25,149
- Land, Buildings & Construction Projects 931,736 682,588 1,890 246,669 589
- Bond Payments 32,988

**Total Expenditures**

1,965,839 1,158,279 560,302 246,669 589

**Closing Balances at June 30, 1954**

2,306,458 1,632,340 53,052

**Encumbrances**

- Unliquidated Contract Encumbrances 17,271 17,271
- Other Construction Work-In-Progress 1,849,174 1,385,580

**Total Encumbrances**

1,866,445 1,402,851

**Net Unencumbered Balances**

440,013 229,489 53,052 157,472
Honolulu International Airport
Overseas Air Passenger Traffic
CALENDAR YEAR TOTALS

1938 | 232
1939 | 520
1940 | 639
1941 | 1,153

1942 to 1945 War Years (Information Restricted)

1946 | 29,749
1947 | 99,056
1948 | 111,940
1949 | 116,652
1950 | 118,738
1951 | 137,003
1952 | 168,768
1953 | 195,156

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