

MINUTES OF MEETING OF THE AIRPORT ZONING BOARD
 Held on Tuesday, August 30, 1955,
 in the Office of the Airport Manager,
 Honolulu International Airport, Honolulu, T. H.

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

Also Attending: Mr. Mark E. Martin, Airport Manager, HAC

Chairman Houghtailing called the meeting to order at 10:15 a.m.

It was moved by Mr. Andrew and seconded by Mr. Houghtailing and unanimously

VOTED: to confirm previous written approval of the minutes for Airport Zoning Board meetings held on September 25, 1953, and January 6, 1954.

The Chairman explained that the meeting was called to consider the request dated July 20, 1955, from the Hawaiian Electric Company for a variance from the Airport Zoning Regulations in regard to five critical electric poles involved in a proposed rerouting of electric pole right-of-ways; further details shown on Hawaiian Electric Company Drawing No. 0-11553.

A written review of the situation was presented by Mr. Martin, a portion of which is quoted herewith as a part of these minutes.

"PROBLEM

"On June 20, 1955, the Hawaiian Electric Company submitted a letter to the Hawaii Aeronautics Commission requesting approval, as to Airport Zoning Regulations, for a proposed rerouting of a portion of an 11KV power line in the vicinity of Kam Highway and Middle Street.

"Our reply, Letter No. 5534, dated July 7, 1955, advised the Hawaiian Electric Company that five of the new poles would violate the criteria of the Airport Zoning Regulations. We gave them the opportunity to consider their original application as only an informal query so that they could, in turn, request a variance from the Airport Zoning Board.

"The Hawaiian Electric Company, by their letter dated July 20, 1955, accepted the opportunity presented and advised the Hawaii Aeronautics Commission that they would apply to the Airport Zoning Board for a variance.

"In a letter to the Airport Zoning Board dated July 20, 1955, the Hawaiian Electric Company requested a variance from the Airport Zoning Regulations.

"The meeting today was called by the Chairman of the Airport Zoning Board, Mr. George K. Houghtailing, to consider this request for variance.

"REVIEW BY HAWAII AERONAUTICS COMMISSION STAFF

"A study of this problem revealed that the proposed rerouted power line would be behind, and, therefore, shielded by, another existing pole line containing poles of equal heights. The existing pole line also violates the criteria of the Airport Zoning Regulations but falls in the category of 'existing non-conforming uses' covered in Regulation No. 10 of the zoning regulations. The applicant naturally feels that his request for variance

is reasonable because his proposed construction will not create a greater hazard than now exists. On the other hand, the purpose of the Airport Zoning Regulations was to prevent the creation of new airport hazards and to avoid perpetuation of existing hazards when alterations or replacements become necessary.

"The question before the board is to decide whether or not a 'literal' application of the regulations would result in practical difficulty or unnecessary hardship on the applicant. From our point of view, a 'literal' application would call for denying the request, thereby requiring the applicant to abandon the project or to place the critical portion of the proposed rerouted line underground. The applicant has estimated that underground installations would cost approximately \$84,000. It would seem that a literal application would be unjust unless the Territory would commit itself to (simultaneously) correct the existing non-conforming conditions which now screen the area involving the proposed new construction. Their estimated cost to make this correction is \$253,000.

"The only approach zone critically affected by these existing and proposed violating structures (poles) is for Seaplane Runway 4-22. Navy use of the sea lane is relatively light and there are no commercial operators using the seaplane runways on a regular basis at this time. Operations officials of the Navy were contacted informally, and they stated that they are having no particular problem now with this approach and would not be particularly concerned with this specific case unless the hazardous aspects were to be greater than at present."

After extensive discussion, it was moved by Mr. Andrew and seconded by Mr. Lai and unanimously

VOTED: to grant the requested variance with certain qualifying and justifying reasons and to instruct Mr. Martin to prepare the following reply to the Hawaiian Electric Company, for Chairman Houghtailing's signature, outlining the board's action and making said letter a part of these minutes:

Hawaiian Electric Company, Limited
P. O. Box 2750
Honolulu 3, T. H.

Attention Mr. C. H. Williams, Manager of Engineering

Gentlemen:

A meeting of the Airport Zoning Board was held on August 10, 1955, to consider the request for variance outlined in your letter dated July 20, 1955.

After lengthy discussions, the Board voted to grant the requested variance based on the following considerations:

1. The proposed new poles would create no greater hazard than now exists. A literal interpretation, causing the proposed new pole line to go underground, would create a financial burden for the applicant, although realizing no appreciable improvement to aeronautical safety because of other existing non-conforming poles in the vicinity.
2. The proposed project would not obstruct any existing land runway or any anticipated new land runway in the foreseeable future.

3. The area under consideration affects only Seaplane Runway 4-22, which handles relatively little traffic.
4. Navy operations officials contacted regarding this question stated that they were having no problems with this approach at the present time and felt no vital concern as long as the action of the Board would not allow any greater hazard than now exists.

The Board expressed serious concern regarding possible future rerouting of overhead utility lines, and you are advised that the Board will apply literal interpretation to the zoning regulations in all cases where proposed changes would compromise aeronautical safety.

Very truly yours,

/s/ George K. Houghtailing
George K. Houghtailing
Chairman

The meeting was adjourned at 10:45 a.m.

Respectfully submitted,


George K. Houghtailing, Chairman