



TERRITORY OF HAWAII

# HAWAII AERONAUTICS COMMISSION

*Annual Report* . . . JULY 1, 1950 – JUNE 30, 1951



IN REPLY REFER  
TO LETTER NO.

6741

TERRITORY OF HAWAII  
HAWAII AERONAUTICS COMMISSION  
HONOLULU AIRPORT  
HONOLULU 17, HAWAII

June 30, 1951

Honorable Oren E. Long  
Governor of Hawaii  
Iolani Palace  
Honolulu, Hawaii

Dear Sir:

The accompanying report high-lights the activities of the Hawaii Aeronautics Commission during the fiscal year ending June 30, 1951.

Major operational concern was the Korean War Airlift which commenced a few days before July 1, 1950, in using the Honolulu International Airport as one of its transportation links. This caused a sudden rise in traffic density accelerating our position to third nationally, by control tower count. Readjustment of terminal facilities and increase in airport operational services were instituted by the Commission as a necessary means to assist the Airlift through Honolulu.

Construction of new airports, new terminal facilities, and alterations to existing facilities is still a continuing demand. With added revenues derived from the airlift, the construction program has found its way into the foreground, with sights leveled at five to six years hence for completion.

Federal aid to date for the Territorial Airport System is proportionately far short of the total airport construction required mark. This fund limitation places the Territory, like several States, in a position of constructing some airports and its facilities without such aid.

Respectfully submitted,

*Francis K. Sylva*  
FRANCIS K. SYLVA, Chairman  
Hawaii Aeronautics Commission

RML:ls

Enc.



TERRITORY OF HAWAII

# HAWAII AERONAUTICS COMMISSION

## *Annual Report*

JULY 1, 1950-JUNE 30, 1951

Printed by  
ADVERTISER PUBLISHING COMPANY, LTD.  
1951

Territory of Hawaii  
HAWAII AERONAUTICS COMMISSION

June 30, 1951

FRANCIS K. SYLVA, D.D.S. . . . .	<i>Chairman</i>
CHARLES J. PIETSCH, JR. . . . .	<i>Vice Chairman</i>
RALPH C. HONDA . . . . .	<i>Secretary</i>
ROY R. BRIGHT . . . . .	<i>Member — Oahu</i>
R. ALEXANDER ANDERSON . . . . .	<i>Member — Oahu</i>
O. J. BURNETT . . . . .	<i>Member — Oahu</i>
DORSEY W. EDWARDS . . . . .	<i>Member — Kauai</i>
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DAVID FURTADO . . . . .	<i>Member — Hawaii</i>

EXECUTIVE OFFICER

PEYTON HARRISON . . . . .	<i>Director of Aeronautics</i>
---------------------------	--------------------------------

ADMINISTRATIVE STAFF

CLARK M. KEE . . . . .	<i>Assistant Director &amp; Airport Engineer</i>
RANDOLPH M. LEE . . . . .	<i>Administrative Assistant</i>
CY GILLETTE . . . . .	<i>Superintendent of Airport &amp; Operations</i>

COUNTY AIRPORT MANAGERS

COIN E. PERIN . . . . .	<i>Honolulu</i>
MARK E. MARTIN . . . . .	<i>Hawaii</i>
WILLIAM NEILSON . . . . .	<i>Maui</i>
JOHN E. BATCHELDER, JR. . . . .	<i>Kauai</i>

## FOREWORD

This year saw the opening of another new airport on November 11th at Hana, Maui. Since the inauguration of scheduled flights in and out of Hana, the traffic has been much heavier than had been anticipated.

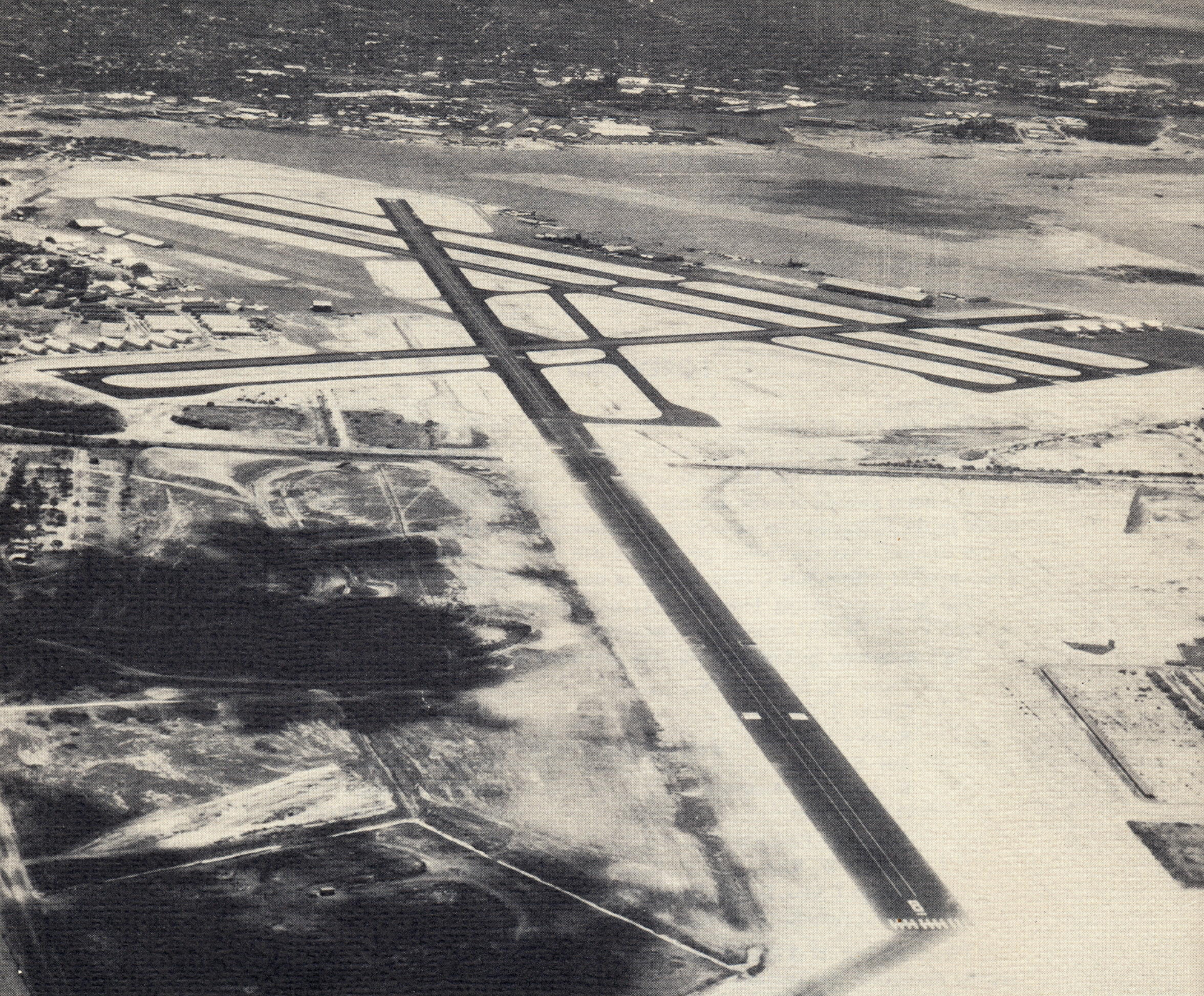
The heavy increase in traffic and new demands upon the Honolulu Terminal, caused chiefly by the Korean lift, necessitated the commencement of plans for major alterations at this terminal, since the Federal government will not sanction the commencement of a new terminal prior to July 1, 1954, because of the war emergency program.

The fiscal year ending June 30, 1951 marked the completion of four years of operation of the Hawaii Aeronautics Commission.

The Commission for this fiscal year was comprised as follows:

Francis K. Sylva, D.D.S.	Chairman
Charles J. Pietsch, Jr.	Vice Chairman
Ralph C. Honda	Secretary
Roy R. Bright	Member — Oahu
R. Alexander Anderson	Member — Oahu
O. J. Burnett	Member — Oahu
Dorsey W. Edwards	Member — Kauai
Harold W. Rice	Member — Maui
George J. Silva, D.D.S. (Until Apr. 29, 1951)	Member — Hawaii
David Furtado (From Apr. 30, 1951)	Member — Hawaii

The fiscal year of 1951 witnessed a continuing upward trend of aeronautical activity throughout the Territory.



*Honolulu International Airport*

# TERRITORIAL AIRPORT SYSTEM

## Kauai County

NAME	ISLAND
Lihue Airport . . . . .	Kauai
Port Allen Airport . . . . .	Kauai

## Maui County

NAME	ISLAND
Maui Airport (Puunene) . . . . .	Maui
Kahului Airport . . . . .	Maui
Hana Airport . . . . .	Maui
Lanai Airport . . . . .	Lanai
Molokai Airport . . . . .	Molokai
Kalaupapa Airport . . . . .	Molokai

## Honolulu County

NAME	ISLAND
Honolulu International Airport . . . . .	Oahu
Bellows Field . . . . .	Oahu
Kipapa Airport . . . . .	Oahu

## Hawaii County

NAME	ISLAND
Hilo Airport . . . . .	Hawaii
Kona Airport . . . . .	Hawaii
Upolu Airport . . . . .	Hawaii
Kamuela Airport . . . . .	Hawaii
South Cape Airport (Morse Field) . . . . .	Hawaii

## Honolulu County

### HONOLULU INTERNATIONAL AIRPORT

The boundaries of Honolulu International Airport, including the seadrome channels, comprise an area of 4,019.476 acres. However, title to an area of 177.883 acres within the airport and adjoining Hickam Air Force Base, on which the ends of runway 14-32 and 8-26 encroach, rests with the Air Force. An effort was made to acquire this land from the Air Force to meet CAA requirements in the expenditure of Federal funds for improvements to the runway and to tie runway 8-26 into the Hickam extension of this runway. The Air Force would only agree to a 20-year lease on portions of this area immediately adjacent to the runways. This lease enabled the Hawaii Aeronautics Commission to pave a 540-foot connecting link with the new Hickam extension to runway 8-26, making a runway 200 feet wide and 13,067 feet long, the Honolulu portion of which is 8,190 feet long. This runway, capable of handling the largest aircraft now in use, is one of the longest in the world.

#### Overseas Terminal Facilities

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 constructed by the Navy during the War.

Located in the lobby of the Overseas Terminal are the following concessions: R.C.A. Communications, a barber shop, a flower shop and a gift shop. The Hawaii Aeronautics Commission has provided free space for a blind vendor's news stand.

A restaurant known as the "Sky Room" is operated on a 24-hour basis in the terminal by the Spencecliff Corporation of Honolulu.

#### Air Traffic Control

The Airport air traffic control is handled by the Civil Aeronautics Administration which furnishes the personnel and equipment to man the control tower, which is maintained and furnished rent free by the Hawaii Aeronautics Commission.

The air route traffic control and flight assistance service are Civil Aeronautics Administration functions entirely, but are housed in the Overseas Terminal Building in offices, radio and maintenance rooms, which are furnished gratis by the Aeronautics Commission.

#### U. S. Weather Bureau

The U. S. Weather Bureau is provided with space in the terminal building for an Airways Weather Service. This office furnishes terminal and route weather forecasts for inter-island and trans-Pacific flight operations. Weather summary and forecast is furnished for local newspaper publication and a daily broadcast of local weather and weather conditions in the Pacific is made from Honolulu International Airport through the facilities of a local broadcasting station.

#### U. S. Customs, Immigration, Public Health and Agriculture

These federal services are supplied space by the Hawaii Aeronautics Commission for the processing of all foreign passengers arriving in Hawaii enroute to the continental United States. In addition, all passengers departing for the West Coast are cleared through Immigration at Honolulu International Airport, thus eliminating delay upon arrival at a mainland airport.

The baggage of all passengers departing for the mainland is inspected by the Department of Agriculture for quarantinable fruits, plants, seeds, etc.

Other runways are parallel 4-22 right and left, 7,000 feet long, and 14-32, 6,150 feet long. Three seaplane channels having corresponding magnetic bearings, are 1,000 feet wide and vary from 10 to 15,000 feet in length.

The Korean Airlift has been in operation for a full year. Overseas operations have just about doubled at Honolulu Airport due to this military operation and the insignia of large transport aircraft bearing such names as Sabena (a Belgian airline), American Overseas, Eastern Airlines, Western Airlines, California Central Airlines, California Eastern Airlines, Flying Tigers, Overseas National Airlines and Seaboard Western Airlines, United Airlines, American Airlines and Pan American World Airways, lends a truly international atmosphere.

The thousands of service men of the United Nations stopping over at the terminal enroute to Korea and returning as casualties, as well as the evacuation of military dependents from Japan, have made this airport unique in the present war effort.

Caring for these enroute passengers, which include as many as 46 infants and small children and their mothers, some of whom were recent war widows, posed a problem which the Salvation Army quickly had under control.

The H.A.C. board room was converted into a "hospitality room" under the able direction of Lt. Jean Hoogstad, Salvation Army.

Volunteer assistants relieve the mothers of the care of their small children for a few hours. This is made possible by a small but fully equipped nursery with supplies of baby food and facilities for preparing the formulas as well as bathing the infants, cribs to put them to sleep in, not to mention an automatic washer and dryer to do a quick laundry job. The guest book for this nursery contains many appreciative entries.

Service men are entertained in the restful atmosphere of the hospitality room where they may read, write, play cards or just rest on the punes. Pineapple juice, coffee, and cookies are "on tap". The Veterans of Foreign Wars have assisted the Salvation Army in providing several thousand dollars to help defray expenses involved in "Operation Hospitality."

While all civilian aircraft involved in the airlift are serviced at Honolulu Airport, aircraft of the Military Air Transport Service actually land at this airport and taxi to Hickam Air Force Base. These operations, together

with the regular overseas and inter-island carriers, have placed Honolulu Airport in third place for the entire nation in total control tower operations.

## Maintenance Notes

For the past fiscal year maintenance has been performed on buildings, grounds, runways, taxiways, roadways and the drainage system to the airport. These projects include cleaning of 2½ miles of open draining ditch, 12½ miles of center line striping of runways and 6 miles of highway markings.

The continued program of maintenance and replacing of runway lighting cable was carried out to keep abreast of the damages caused by termites.

During the past fiscal year, the following improvements have been made to the Overseas Terminal by the airport maintenance force:

The U. S. Agriculture Plant Inspection counter moved to a location between the two front entrance doors to the terminal lobby. This relocation was to make more room for airline counters and increase facilities for expediting plant inspection.

Northwest Airlines provided with counter and dispatching office at previous location of U. S. Dept. of Agriculture.

The Airport Florist relocated and improved as a result of the Agriculture move.

The lanai extension to the airport restaurant was completed just in time to take care of the Korean Airlift. Without this additional space, the airport restaurant would have been greatly handicapped in their service to the public.

Additional space was constructed for Trans-Pacific Airlines to care for dispatching and express requirements.

An extension to the airport kitchen with steam cleaning facilities for sanitary handling of garbage was constructed.

A sanitary sewage disposal unit was constructed for joint use of three overseas carriers.

Office space was provided for California-Eastern Airlines, Flying Tigers and Aeronautical Radio as well as Military Air Transport Service by consolidation of other facilities.

Space was constructed adjacent to the baggage claiming counter for a parcel and baggage checking facility.

The Hawaii Aeronautics Commission offices were remodeled to provide a more efficient working space.

The U. S. Public Health, Immigration and Customs areas were renovated and decorated, providing improvements indicated by experience for more expeditious handling of foreign arrivals.

## Fire Department

The increase in air traffic and other operations during the year ending June 30, 1951, have more than doubled the activities of the airport fire department. The department, comprised of 19 men and 5 pieces of mobile apparatus, responded to a total of 728 alarms during this period.

Of these alarms, 377 were for stand-by on aircraft making emergency landings, 2 were for aircraft crashes, 10 for aircraft fires, 14 for other aircraft emergencies on the ground. Structural fires caused 8 of the alarms, 5 were to mop up gasoline spills, 4 calls were for automobile fires,

7 were for fires in material in the outdoor storage area. There were 3 brush fires, 8 rubbish fires and 1 boat fire. One hundred and sixty-one calls were received from the tower for such purposes as removal of automobiles, men, children, animals and other obstructions from the aircraft operating areas, operating stop-signs at road-runway intersections, investigating smoke in and about the airport area, etc.

Precautionary stand-bys were made 111 times for aircraft which, although not in trouble, were carrying hazardous cargo or invalid persons.

It should be noted that, whenever necessary, invaluable assistance was obtained from the Air Force, 14th Naval District and Honolulu fire departments.

In addition to their other activities, the airport fire fighters maintain "First-Aid" fire equipment in buildings and installations throughout the airport, perform fire prevention inspections regularly, including daily scheduled fire patrols throughout the airport.

## Airport Police

Police supervision at the airport is provided by five uniformed officers under an arrangement with the Honolulu Police Department.

The policy under which all police activities at the airport are conducted is one of public relations and to assist any visitor or other person at the airport who may have a question or complaint.

These police are under the general direction of the Airport Manager and perform such duties as supervision of the public at the terminal, control of crowds at loading gates, enforcing no-smoking rules, assisting Honolulu Police in apprehending wanted persons, handling automobile traffic at the terminal and on the airport roads, issuance of citations for traffic on parking violations, investigating thefts and accidents, and any other work normally falling in a police category.

## Airlines—Schools and Other Aeronautical Activities

### SCHEDULED AIRLINES—OVERSEAS

Pan American World Airways System  
United Air Lines, Incorporated  
British Commonwealth Pacific Airlines  
Philippine Air Lines, Incorporated  
Northwest Airlines, Incorporated  
Canadian Pacific Airlines

### NON-SCHEDULED—OVERSEAS

Transocean Air Lines  
California-Hawaiian

### SCHEDULED INTER-ISLAND

Hawaiian Airlines, Limited (Passenger and Freight)  
Trans-Pacific Airlines, Limited (Passenger and Cargo)  
Trans-Air Hawaii, Limited (Freight only)

### IRREGULAR CARRIERS—INTER-ISLAND

Andrew Flying Service, Limited  
Cockett Airlines

### FLYING SCHOOLS

Hawaiian School of Aeronautics (CAA approved)  
Island Aviation, Limited (CAA approved)

### MECHANIC'S SCHOOLS

Honolulu Vocational School (CAA approved)  
Hawaiian School of Aeronautics (CAA approved)

### REPAIR SHOPS

Hawaiian School of Aeronautics (CAA approved)  
Hawaiian Airlines, Limited (CAA approved)  
Trans-Pacific Airlines, Limited (CAA approved)  
Trans-Air Hawaii, Limited (CAA approved)  
Cockett Airlines  
Pan American World Airways System — Line Station  
United Air Lines, Incorporated — Line Station

### BELLOWS FIELD

This World War II Air Force field is maintained by the Hawaii Aeronautics Commission for use by small planes for flight training and practice.

### KIPAPA AIRPORT

Kipapa Airport is a small field used for flight instruction and practice up through first solo flight. Because of its proximity to Honolulu International Airport this field is used heavily by the flight schools.

## Kauai County LIHUE AIRPORT

Lihue Airport completed its first year of operation on January 8, 1951. This airport with one paved runway 3750 x 100 feet and separate taxiway is located one and one-half miles from Lihue, the principal city of Kauai. With the only modern terminal building in the Territory and its beautiful landscaping, Lihue Airport is one of the finest of the system.

During the past fiscal year the auto parking facilities, auto parking sheds and continued landscaping have

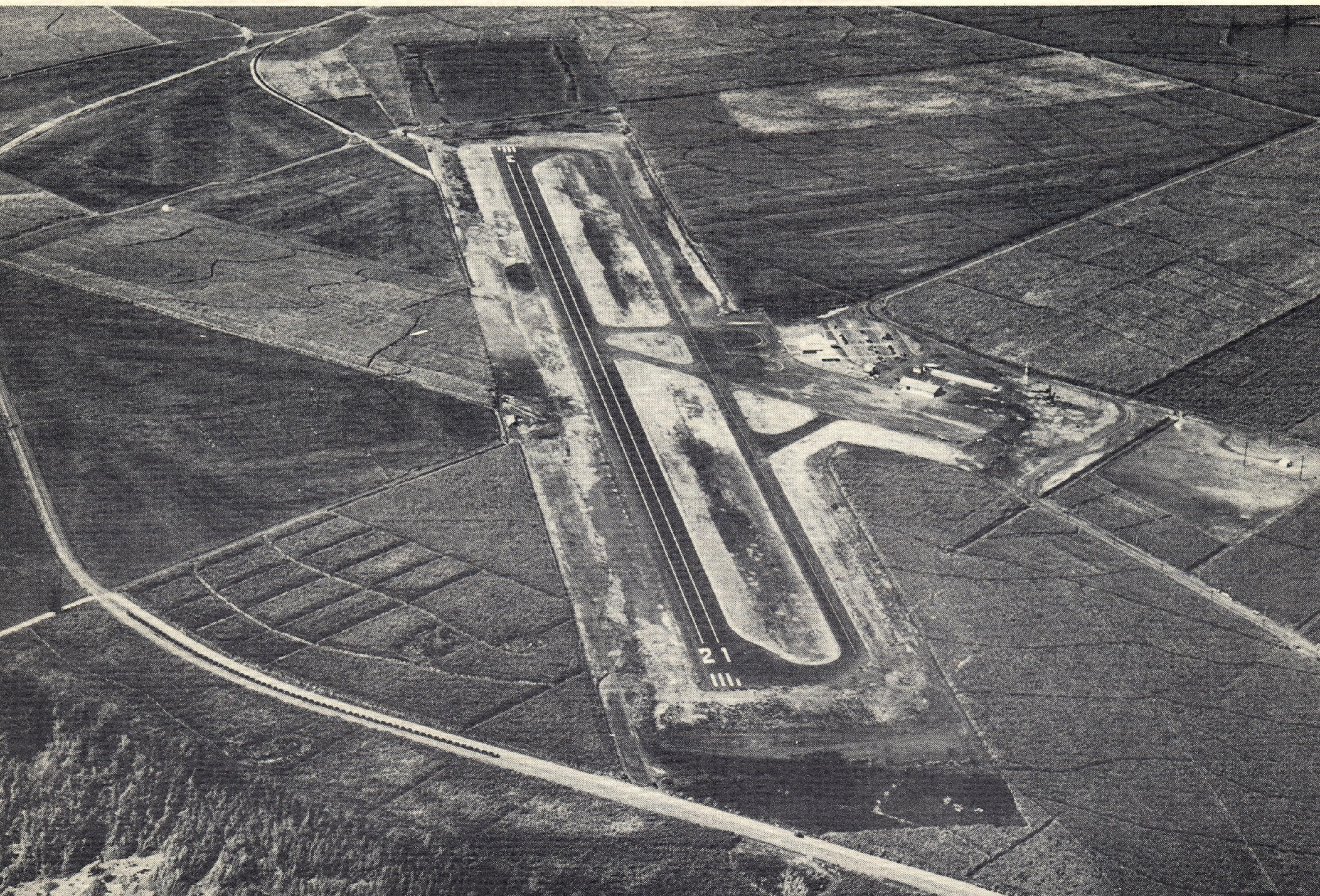
rounded out the facilities of the airport.

The Civil Aeronautics Administration from Port Allen was moved into the terminal building in January 1951.

Services at the Terminal Building include:

Flight Lounge — Restaurant and Bar  
Taxi and U-Drive  
Newsstand  
Civil Aeronautics Administration Communications  
U. S. Weather Bureau

*Lihue Airport — Kauai*



## PORT ALLEN 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 only used by the small non-scheduled air carriers and private aircraft.

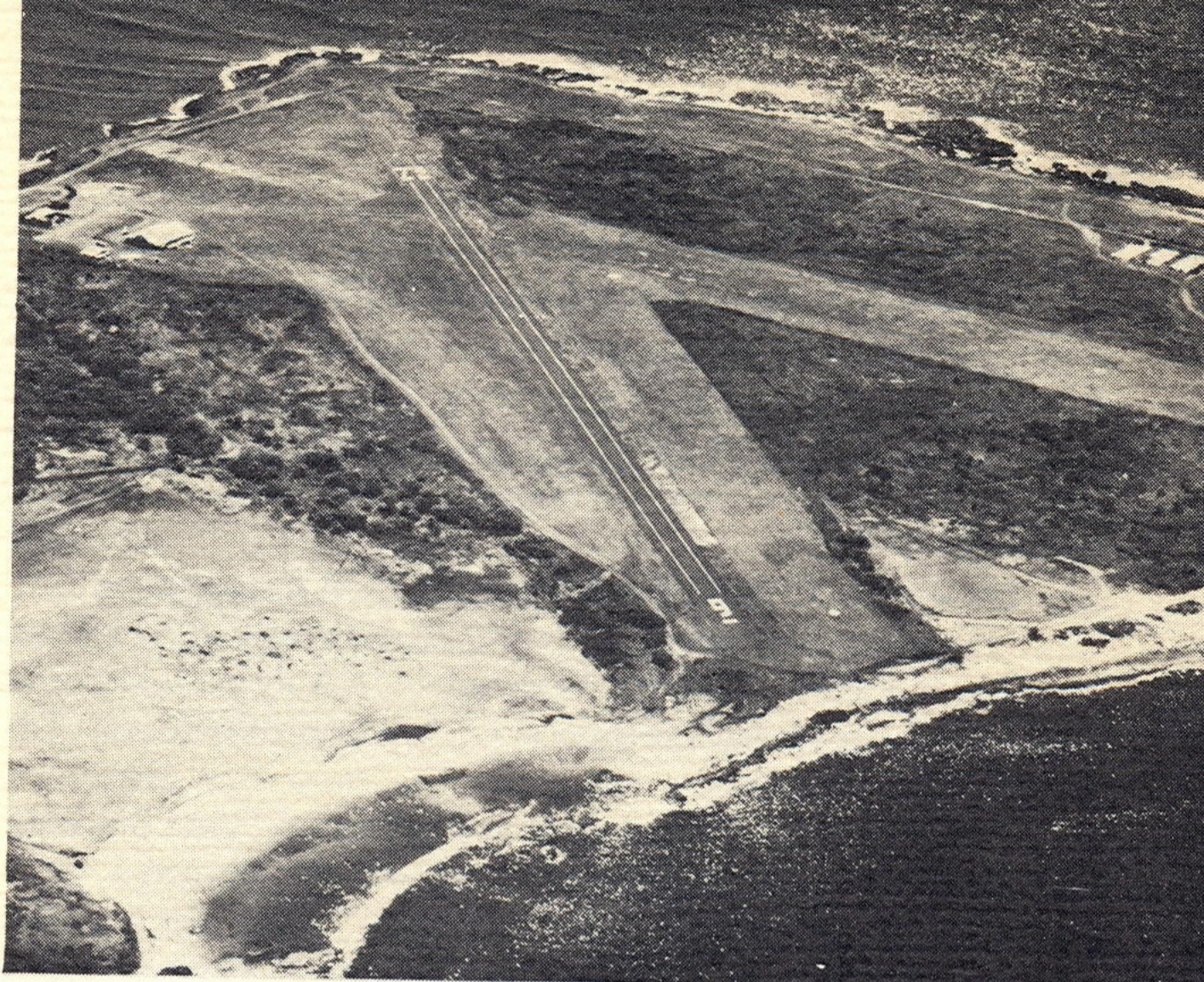
The following installations occupy space on this airport at present:

- Offices, shops and hangar of the Pacific Skyways, Ltd.

- One small privately owned hangar.

- One small Territory owned comfort station.

Routine maintenance and repairs to the building and paved area was performed throughout the year, but no major projects were undertaken during this period.



*Port Allen Airport*

## Maui County MAUI AIRPORT (Puunene)

This airport is still the principal airport on the Island of Maui and is served by all scheduled and non-scheduled operators. It is equipped with lighting facilities for night operations and is a designated International-Alternate for most of the overseas operators. There are two paved runways 400 feet wide and 6,900 feet and 6,000 feet in length respectively.

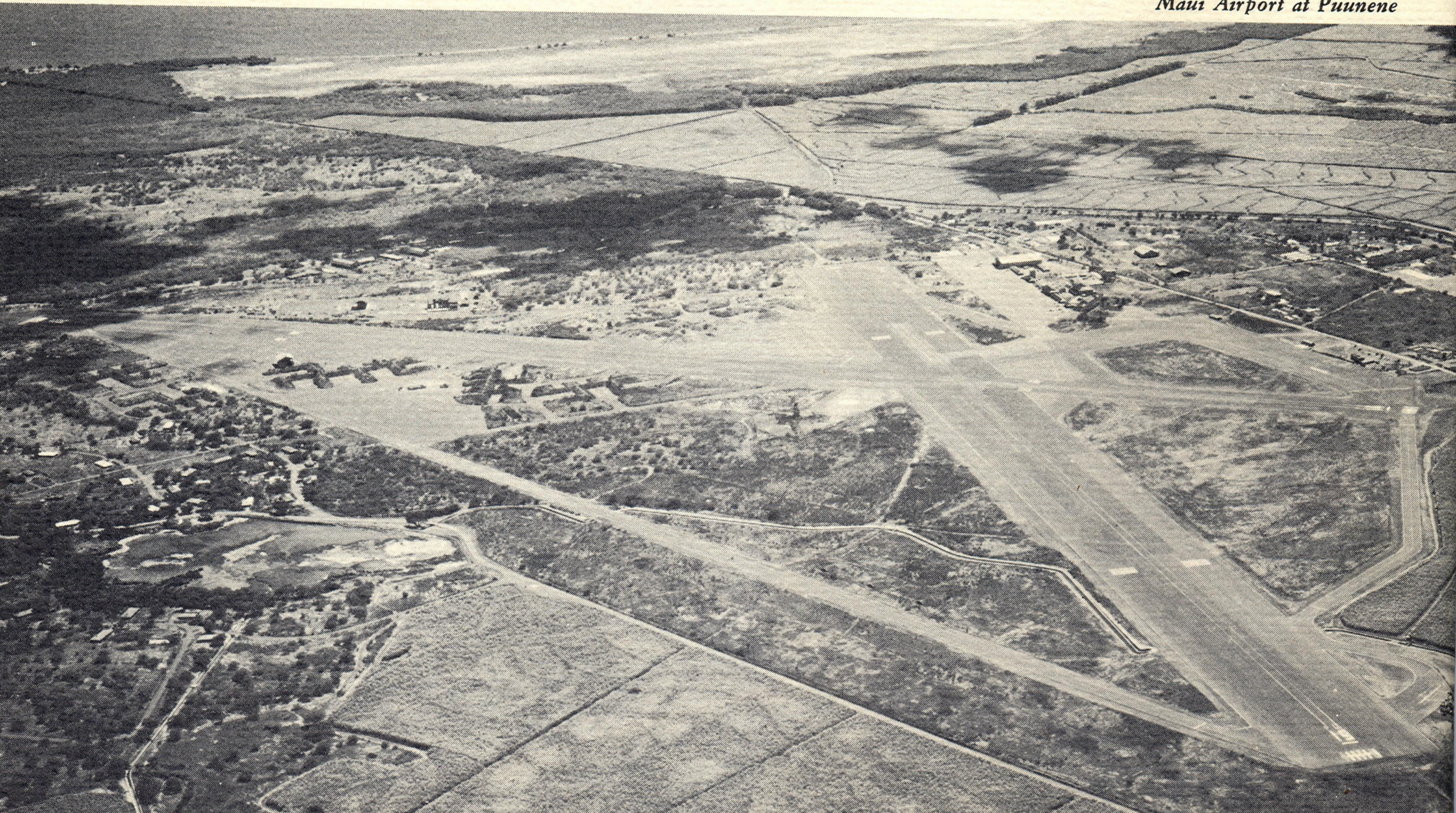
An interesting item of cargo came about through assignment of the Maui County Maintenance Crew to construct an air freight terminal on the Kona Airport, Island of Hawaii. After study it was found that savings in shipping costs could be made through utilization of air freight. Materials for this project were provided by dismantling a surplus building at Puunene Airport and flying it to Kona

at less cost and greater convenience than surface transportation.

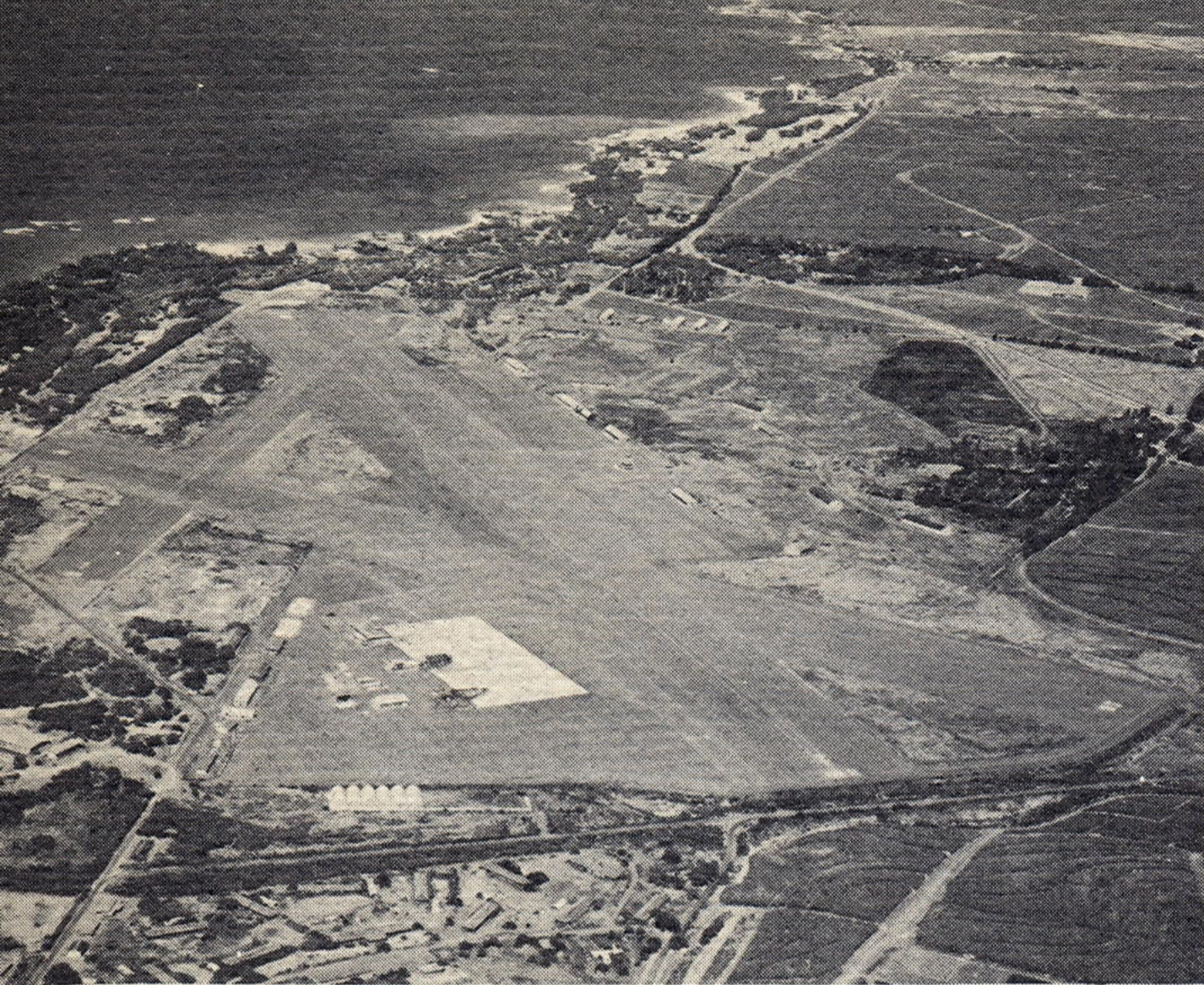
Increased activity in air freight necessitated night flights and increased facilities for both Trans-Air Hawaii and Hawaiian Airlines. Needed lighting facilities and additional freight terminal space were provided for both airlines.

A program of remodeling and modernization of Trans-Pacific Airlines passenger terminal was completed in June, 1951.

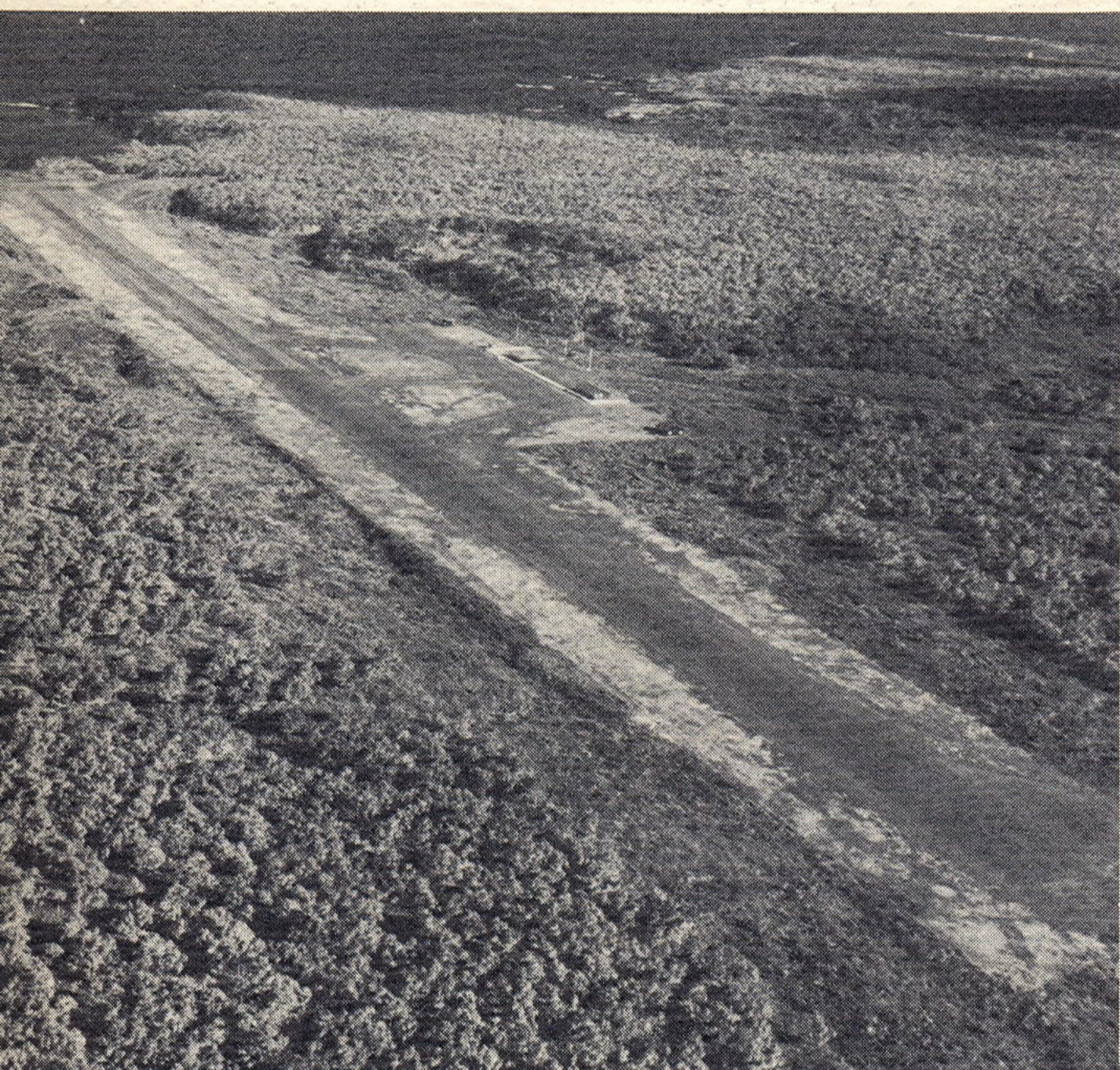
No other major projects were undertaken at this field. Routine maintenance has been carried on and the program of salvaging surplus buildings and materials for use at other airports has continued.



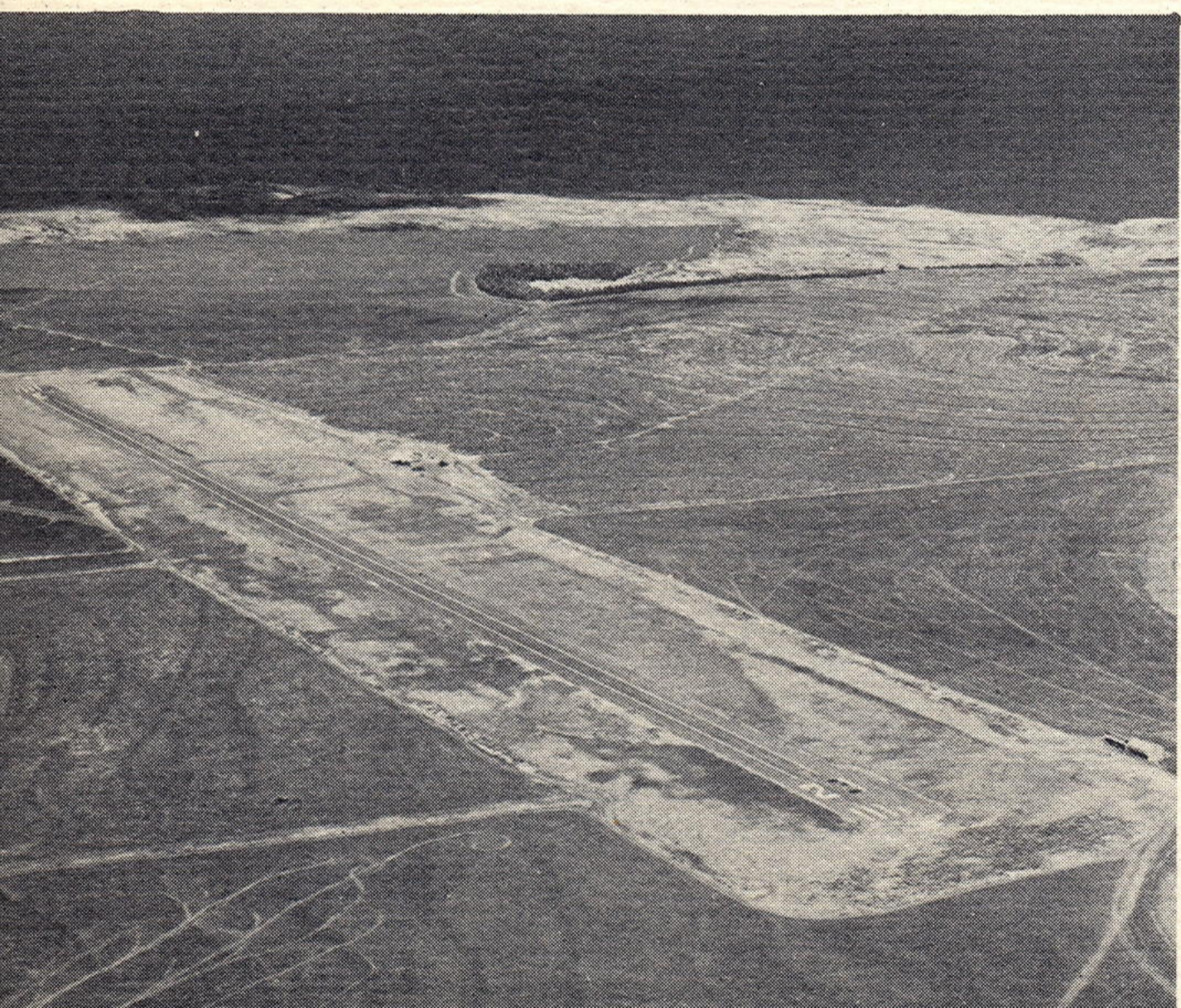
*Maui Airport at Puunene*



*Kahului Airport*



*Hana Airport — Maui*



## KAHULUI AIRPORT

This former Naval Air Station, with three runways, 7,000 x 500 feet, 5,100 x 500 feet and 5,000 x 300 feet, is served by Trans-Air Hawaii, Ltd., a certificated air freight operator. In addition, this field is served by Valley Isle Aviation, Ltd., charter operators, Murrayair, Ltd., crop sprayers and dusters, as well as charter operators from other airports. There are now approximately six privately owned planes based at Kahului. In addition, this airport is headquarters for the Kahului Squadron Civil Air Patrol and the U. S. Coast Guard Auxiliary.

Air activity for Armed Forces Day on the Island of Maui was concentrated here and was marked by the visit of two U. S. Navy 2 V's and a MATS C-54 hospital plane. All local planes participated in flying demonstrations during the day.

On May 25, 1951, the Hawaii Aeronautics Commission decided to move inter-island operations from Puunene to Kahului. Accordingly, a program of modernization was immediately undertaken. A new temporary passenger building is now under construction. Extensive patching of paved areas has been accomplished and the area is being cleared of war-time structures to make way for a new modern joint terminal facility.

## HANA AIRPORT

Construction of this new paved airport 3,600 x 100 feet was completed and formal dedication ceremonies were conducted on November 11, 1950. A large crowd of spectators and notables took part in these ceremonies during which Governor Ingram M. Stainback was principal guest and speaker.

Facilities at this airport include passenger terminal, freight terminal, maintenance shop, fire house and fencing all constructed by the Maui County Maintenance Crew.

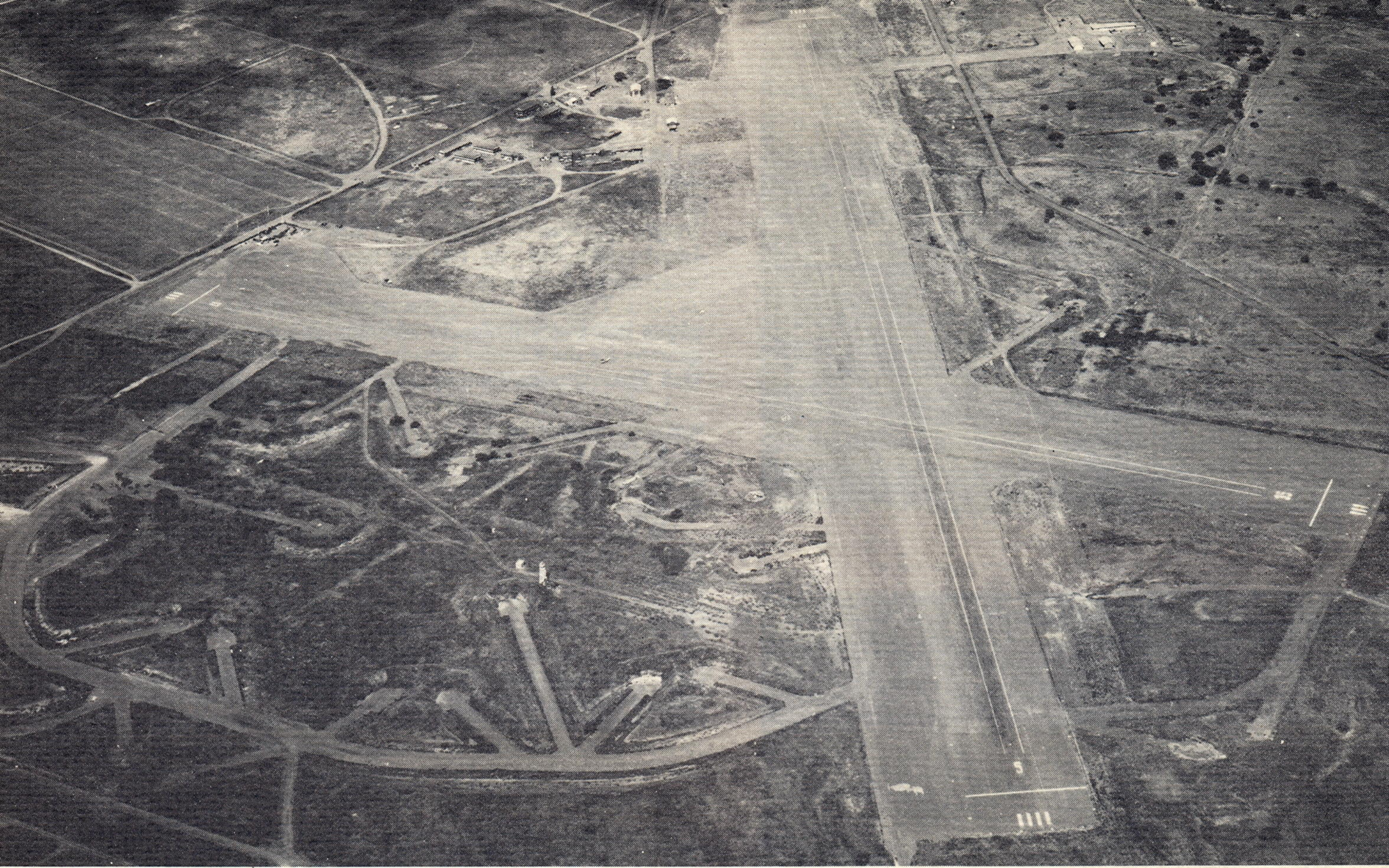
The airport is served on a regular three times a week schedule by Hawaiian Airlines and by charter operators as well.

## LANAI AIRPORT

This airport, with a single paved runway 80 feet wide and 3,700 feet long, on the "Pineapple Isle," is served regularly by Hawaiian Airlines with twice daily passenger service in two directions and twice weekly freight service. Air mail service is also supplied. Additional and non-scheduled flights are made into Lanai by the charter air services.

A full time maintenance man was employed in November and since that time a program of grass cutting, drainage ditch clearance, etc. has been carried on.

*Lanai Airport — Lanai*



*Molokai Airport*

## MOLOKAI AIRPORT

This airport, otherwise known as "Homestead Field," has two paved runways 200 feet wide and 4,400 feet and 3,200 feet in length.

A comprehensive program of improvements was undertaken at this field during the past Fiscal Year. Removal of dirt revetments adjacent to the runways has improved ground visibility and landing conditions on the prevailing wind runway. Hills in the vicinity of the airport were marked with flashing hazard lights enabling night operations to be carried out. New time clocks and an auxiliary

generator set for night lighting have been installed as have additional obstruction lights on the field.

Commercial aviation activity on this field increased considerably during the past Fiscal Year. Approximately 280,000 pounds of freight consisting largely of pineapple seeds were originated in September 1950, and carried by Trans-Air Hawaii; and with 170,000 pounds of incoming freight totaled about 450,000 pounds of air freight handled on this field in one month for an all time high record. Passenger traffic has shown a steady increase and has resulted in additional scheduled flights by Hawaiian Airlines and Trans-Pacific Airlines.

Daily routine maintenance has been carried out.

## KALAUPAPA AIRPORT

This field, a turf strip 400 feet wide and 1,800 feet long, at the Kalaupapa Settlement, is operated and maintained by the Hawaii Aeronautics Commission in cooperation with the administration of the Settlement.

A program of enlarging and improving this airport has been undertaken. Labor from the Settlement has been utilized on the work of lengthening the runway 300 feet, installing water line for irrigation and paving a warm-up pad.



*Kalaupapa Airport — Molokai*

## Hawaii County HILO AIRPORT

Hilo Airport is served by an average of 10 scheduled commercial passenger flights daily, and 2 scheduled commercial freight flights daily. In addition to this there are numerous special flights by scheduled, non-scheduled, and military carriers. The average daily number of operations at Hilo for the fiscal year was 99.58. There are 11 privately owned airplanes based at Hilo Airport.

Numerous special flight facilities are located at or near the airport:

1. C.A.A. Air Traffic Control facilities are operated 15 hours each day in space provided and maintained by HAC.
2. C.A.A. Communications facilities are operated on a 24-hour basis in space provided by HAC.
3. The U. S. Weather Bureau operates on a 24-hour basis.
4. The C.A.A. operates a low frequency radio range station and a VHF range station on a continuous basis.

Hilo Airport is designated as an "International Alternate Airdrome" and was used as such on six occasions during the fiscal year. In each instance the flight originated on the U. S. mainland destined for Honolulu, but landed at Hilo because of fuel shortage or engine trouble.

Other developments of interest were:

1. Extensive improvements were made to the main entrance and the access road to the terminal area. This work was done by the Hawaii County Department of Public Works at a cost of \$26,720.14. The project was completed in April, 1951.
2. Extensive fencing was accomplished. About 16,000 linear feet is now completed and funds and materials are on hand to install about 8,000 linear feet more.
3. A land clearing project was carried out which has greatly improved the air approaches to all runways.

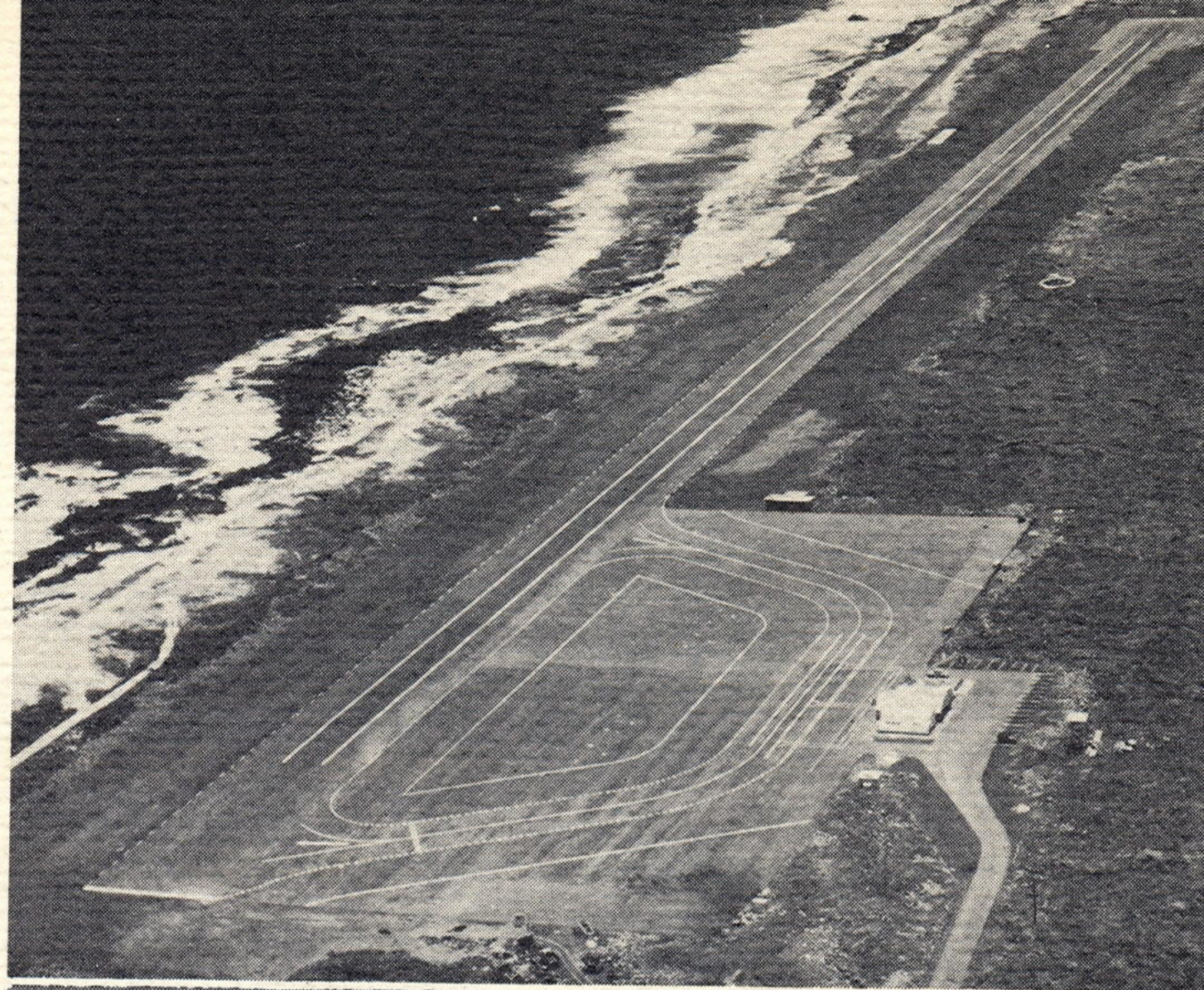
*Hilo Airport — Hawaii*



## KONA AIRPORT

Kona Airport has continued to grow in importance and activity. It is now served by 25 passenger schedules per week and 3 freight plane schedules per week. There are 2 privately owned aircraft based at the airport. Also, there have been a remarkable number of extra section and special flights.

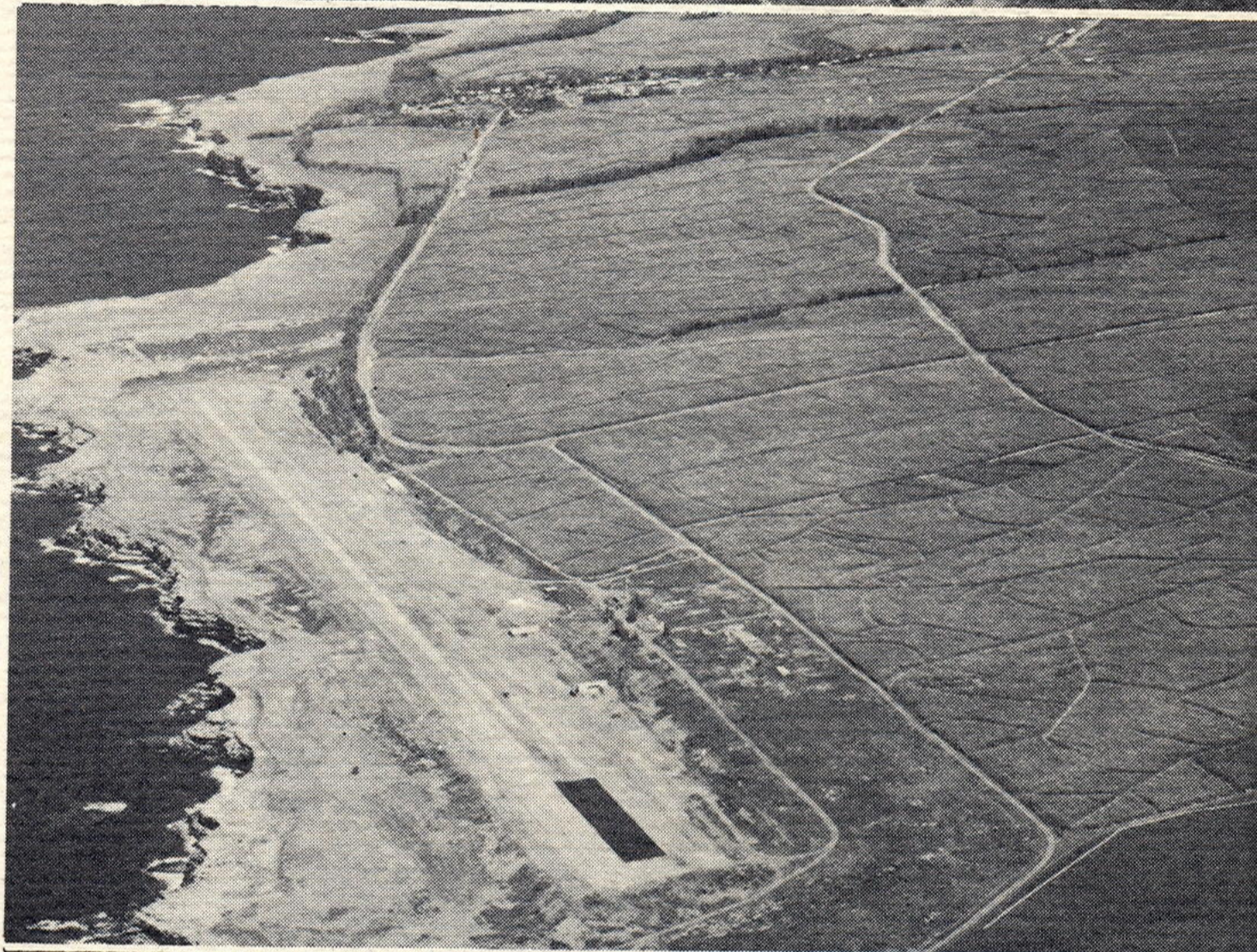
Routine maintenance and custodial duties are performed by one full time HAC employee and one part time contract laborer.



## UPOLU AIRPORT

Upolu Airport is served by daily scheduled passenger flights and at least one freight plane schedule per week. This airport, although its volume is light, is very important to our airport system because of its location. It serves as an alternate or emergency landing field for flights all along the chain between Honolulu and Hilo.

Routine maintenance and custodial duties are performed by one full time HAC employee.



## KAMUELA AIRPORT

This airport is served by daily (except Sunday) scheduled freight flights and non-scheduled passenger planes. It does not meet the requirements for scheduled passenger service. Kamuela Airport ranks very high in the Territory as pertains to amount of freight shipped by air.

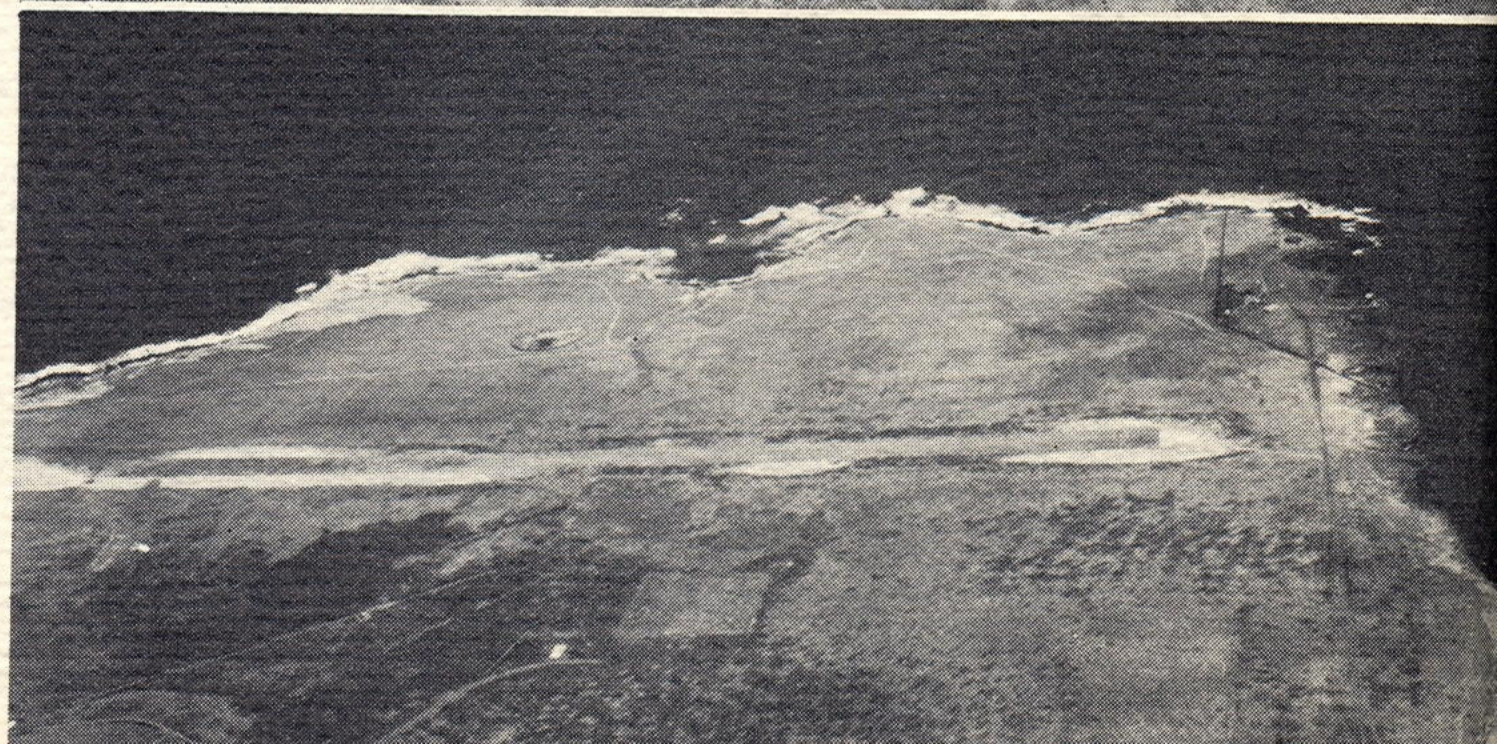
Routine maintenance and custodial duties are performed by one full time HAC employee.



## SOUTH CAPE AIRPORT (Morse Field)

This airport is maintained primarily as an emergency landing field. There are occasional freight flights in and out and even less frequent charter flights.

Minor maintenance is performed by HAC employees from the Hilo staff.



Territory of Hawaii  
HAWAII AERONAUTICS COMMISSION  
Honolulu International Airport  
Honolulu 17, Hawaii

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## Honolulu International Airport

### MONTHLY LANDING TOTALS

Fiscal Year July 1, 1950 to June 30, 1951

		SCHEDULED CARRIERS	NON- SCHEDULED CARRIERS	CIVILIAN AIRCRAFT	MILITARY AIRCRAFT	TOTALS
1950	July	1,608	578	5,478	1,046	8,710
	Aug.	1,915	580	4,198	1,577	8,270
	Sept.	1,641	926	3,752	1,498	7,817
	Oct.	1,593	947	3,570	1,530	7,640
	Nov.	1,362	1,072	4,545	1,383	8,362
	Dec.	1,631	1,342	3,938	1,338	8,249
1951	Jan.	1,688	1,318	3,768	1,238	8,012
	Feb.	1,432	1,094	4,745	1,279	8,550
	Mar.	1,639	1,072	4,773	1,664	9,148
	Apr.	1,562	946	5,952	1,873	10,333
	May	1,640	1,440	6,242	3,163	12,485
	June	1,809	987	5,474	3,409	11,679
Totals		19,520	12,302	56,435	20,998	109,255
Percent gain over preceding fiscal year		20.7	91.4	3.2	536.1	35.6

## Honolulu International Airport

### REVENUE PASSENGERS, CARGO AND AIR MAIL

Fiscal Year July 1, 1950 to June 30, 1951

#### PASSENGERS

	Outgoing	Incoming	Through
Inter-Island . . . . .	200,982	206,076	.....
Overseas . . . . .	49,840	47,084	28,315
Total Revenue Passengers . . . . .	250,822	253,160	28,315
Percent gain or loss from preceding fiscal year	5.3	8.2	30.1

#### CARGO

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island . . . . .	11,329,877	10,231,248	.....
Overseas . . . . .	834,736	879,174	2,595,776
Total Revenue Cargo . . . . .	12,164,613	11,110,422	2,595,776
Percent gain or loss from preceding fiscal year . . . . .	18.8	0.5	86.9

#### AIR MAIL

	Outgoing Pounds	Incoming Pounds	Through Pounds
Inter-Island . . . . .	362,420	346,078	.....
Overseas . . . . .	886,711	981,361	1,393,013
Total Revenue Air Mail . . . . .	1,249,131	1,327,439	1,393,013
Percent gain or loss from preceding fiscal year . . . . .	-23.5	-20.8	24.2

## Territorial Airports

### INTER-ISLAND PASSENGERS, FREIGHT, EXPRESS AND AIR MAIL

Fiscal Year July 1, 1950 to June 30, 1951

		PASSENGERS	FREIGHT Pounds	EXPRESS Pounds	AIR MAIL Pounds
1950	July.....	42,765	1,865,636	211,150	65,413
	Aug.....	51,584	2,543,812	232,732	62,862
	Sept.....	36,161	2,122,877	199,861	63,137
	Oct.....	32,478	1,655,755	189,087	65,311
	Nov.....	29,598	1,413,729	179,690	46,834
	Dec.....	38,221	1,577,055	217,320	94,793
1951	Jan.....	33,917	1,604,589	166,568	46,464
	Feb.....	30,118	1,346,366	155,411	46,322
	Mar.....	37,464	1,649,096	174,405	57,634
	Apr.....	32,867	1,898,657	163,281	49,116
	May.....	34,340	2,265,955	171,797	59,277
	June.....	48,861	2,243,469	173,162	52,052.
	Totals.....	448,374	22,186,996	2,234,464	709,215
	Percent gain or loss from preceding fiscal year.....	6.7	29.6	-7.1	-17.9

### Revenues

During the past fiscal year ending June 30, 1951, the Hawaii Aeronautics Commission enjoyed its best revenue year since its existence. The following revenue tabulation reveals the tremendous rise:

<i>Fiscal Year</i>	<i>Aviation Fuel Tax</i>	<i>Other Airport Fees and Charges</i>
1948	\$ 557,451.00	\$ 234,017.00
1949	632,842.00	253,728.00
1950	586,188.00	286,248.00
1951	1,135,081.00	427,633.00

The primary factor which has caused this rise is the Korean Airlift Traffic portion of the military chartering of commercial airlines using Honolulu International Airport as one of its mid-Pacific transit bases. Revenue generated from such condition is considered as "non-recurring" in our revenue determination for normal operations of the territorial airport system. With this "emancipated income" the Hawaii Aeronautics Commission has pushed forward at an earlier date the new terminal development program for Honolulu International Airport with the aim of placing under early construction the first stage of this project.

### Expenditures

Capital expenditures, that is improvements to land such as structures, taxi ways, runways, roadways, etc., continue to utilize a great portion of finances under the control of Hawaii Aeronautics Commission to provide needed airport changes, developments and in some instances new ports for the travelling public. Expenditures for operations have kept abreast with normal conditions and growth of the system. The changes of these conditions are indicated below for the past four fiscal years:

<i>Fiscal Year</i>	<i>Operating Expenditures</i>	<i>Capital Expenditures</i>
1948	\$ 509,540.00	\$ 387,724.00
1949	654,901.00	997,570.00
1950	689,479.00	1,278,882.00
1951	872,026.00	1,785,330.00

The Hawaii Aeronautics Commission has undertaken an extensive study of its method of operation to determine where operational expenditures could be curtailed without interruption of efficiency such studies are the development and installation of budgetary controls, the establishment of revenue and cost centers, redetermination of organizational forces to cope with the basic functions in the management and operation of airport system.

INTER-ISLAND REVENUE PASSENGERS

July 1950 — June 1951

To:		Hilo	Upolu	Kamu- ela	Kona	S. Pt.	Maui	Kahu- lui	Hana	Molo- kai	Kalau- papa	Lanai	Lihue	Port Allen
From:	Hono- lulu													
HONOLULU.....	200,982	50,879	4,364	1,210	9,012	1	53,329	35	1,716	16,516	1,127	6,794	55,221	778
HILO.....	58,111	.....	.....	.....	24	.....	7,205	.....	52	249	.....	42	151	.....
UPOLU.....	5,880	.....	.....	4	10	.....	1,165	.....	.....	12	.....	74	.....	.....
KAMUELA.....	1,381	.....	.....	.....	.....	.....	59	4	.....	6	.....	26	46	5
KONA.....	16,513	1	.....	.....	.....	6	605	.....	286	37	9	.....	23	.....
SOUTH POINT.....	11	6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MAUI.....	71,662	10,383	1,120	24	636	.....	.....	.....	174	4,345	8	3,035	162	7
KAHULUI.....	45	.....	.....	.....	.....	.....	.....	.....	16	.....	10	.....	.....	.....
HANA.....	2,311	71	4	8	204	.....	226	8	.....	74	.....	.....	.....	.....
MOLOKAI.....	22,446	219	12	.....	52	.....	4,733	.....	47	.....	133	900	.....	.....
KALAUAPAPA.....	995	.....	.....	.....	.....	.....	13	15	.....	108	.....	.....	.....	.....
LANAI.....	11,122	90	121	38	39	.....	2,929	2	.....	1,019	.....	.....	21	.....
LIHUE.....	56,228	95	.....	.....	.....	.....	69	.....	.....	.....	.....	22	.....	.....
PORT ALLEN.....	687	.....	.....	.....	.....	.....	8	.....	.....	.....	.....	.....	.....	.....
TOTALS.....	448,374	206,076	61,744	5,621	1,284	9,977	70,341	64	2,291	22,366	1,287	10,902	55,624	790

Total Revenue Passengers, July 1950 to June 1951—448,374

INTER-ISLAND REVENUE AIR FREIGHT

Pounds Carried

July 1950 — June 1951

To:		Hilo	Upolu	Kamu- ela	Kona	S. Pt.	Maui	Kahu- lui	Hana	Molo- kai	Kalau- papa	Lanai	Lihue	Port Allen
From:	Honolulu													
HONOLULU.....	9,634,760	2,183,661	132,760	179,077	419,843	2,229	1,056,026	1,641,631	27,993	774,740	257,054	927,255	1,790,639	241,852
HILO.....	2,762,313	.....	131	115	10,077	.....	167,794	130,117	965	7,286	.....	135,700	23,422	.....
UPOLU.....	214,826	.....	.....	.....	1	.....	6,214	1,297	.....	529	.....	261	3,690	.....
KAMUELA.....	1,548,795	.....	.....	.....	.....	.....	.....	18,266	.....	648	.....	120	152	.....
KONA.....	716,931	.....	.....	8,049	.....	.....	5,159	11,046	14	882	.....	882	3,723	.....
SOUTH POINT.....	616,319	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
MAUI.....	3,048,322	124,303	1,056,733	.....	7,162	.....	.....	.....	839	118,720	.....	71,045	2,351	.....
KAHULUI.....	1,991,921	68,605	.....	843	56,029	.....	.....	.....	.....	7,962	4,600	4,738	375	.....
HANA.....	32,280	427	7	.....	55	.....	100	.....	.....	.....	64,449	12,816	978	.....
MOLOKAI.....	783,602	12,278	390,384	13,321	8,740	13,390	50,757	26,007	258	.....	477	.....	.....	.....
KALAUAPAPA.....	46,308	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
LANAI.....	248,256	.....	845	160	6,651	.....	20,575	22,150	2,709	3,818	.....	.....	1,004	.....
LIHUE.....	518,535	32,356	9,471	10,118	4,000	.....	7,068	35	7	1,210	.....	1,349	.....	.....
PORT ALLEN.....	23,827	.....	.....	.....	.....	.....	.....	.....	.....	.....	25	.....	.....	.....
TOTALS.....	22,186,996	9,751,840	2,443,179	1,590,331	211,683	512,558	1,313,693	1,850,549	32,785	916,272	326,128	1,154,166	1,826,341	241,852

Total Revenue Air Freight Pounds, July 1950 to June 1951—22,186,996

# INTER-ISLAND REVENUE AIR EXPRESS Pounds Carried

July 1950 — June 1951

	To: Hono- lulu	Hilo	Upolu	Kona	Maui	Hana	Molo- kai	Kalau- papa	Lanai	Lihue
From:										
HONOLULU	362,420	117,509	15,604	7,398	88,655	1,279	15,037	38,069	8,425	70,444
HILO	153,926	.....	.....	.....	.....	.....	.....	.....	.....	.....
UPOLU	7,035	.....	.....	.....	.....	.....	.....	.....	.....	.....
KONA	11,019	.....	.....	.....	.....	.....	.....	.....	.....	.....
MAUI	79,960	.....	.....	.....	.....	646	.....	.....	.....	.....
HANA	2,672	.....	.....	.....	71	.....	.....	.....	.....	.....
MOLOKAI	11,536	.....	.....	.....	.....	.....	.....	.....	.....	.....
KALAUAPAPA	8,082	.....	.....	.....	.....	.....	.....	.....	.....	.....
LANAI	6,975	.....	.....	.....	.....	.....	.....	.....	.....	.....
LIHUE	65,590	.....	.....	.....	.....	.....	.....	.....	.....	.....
TOTALS	709,215	117,509	15,604	7,398	88,726	1,925	15,037	38,069	8,425	70,444

Total Revenue Air Mail Pounds, July 1950 to June 1951—709,215

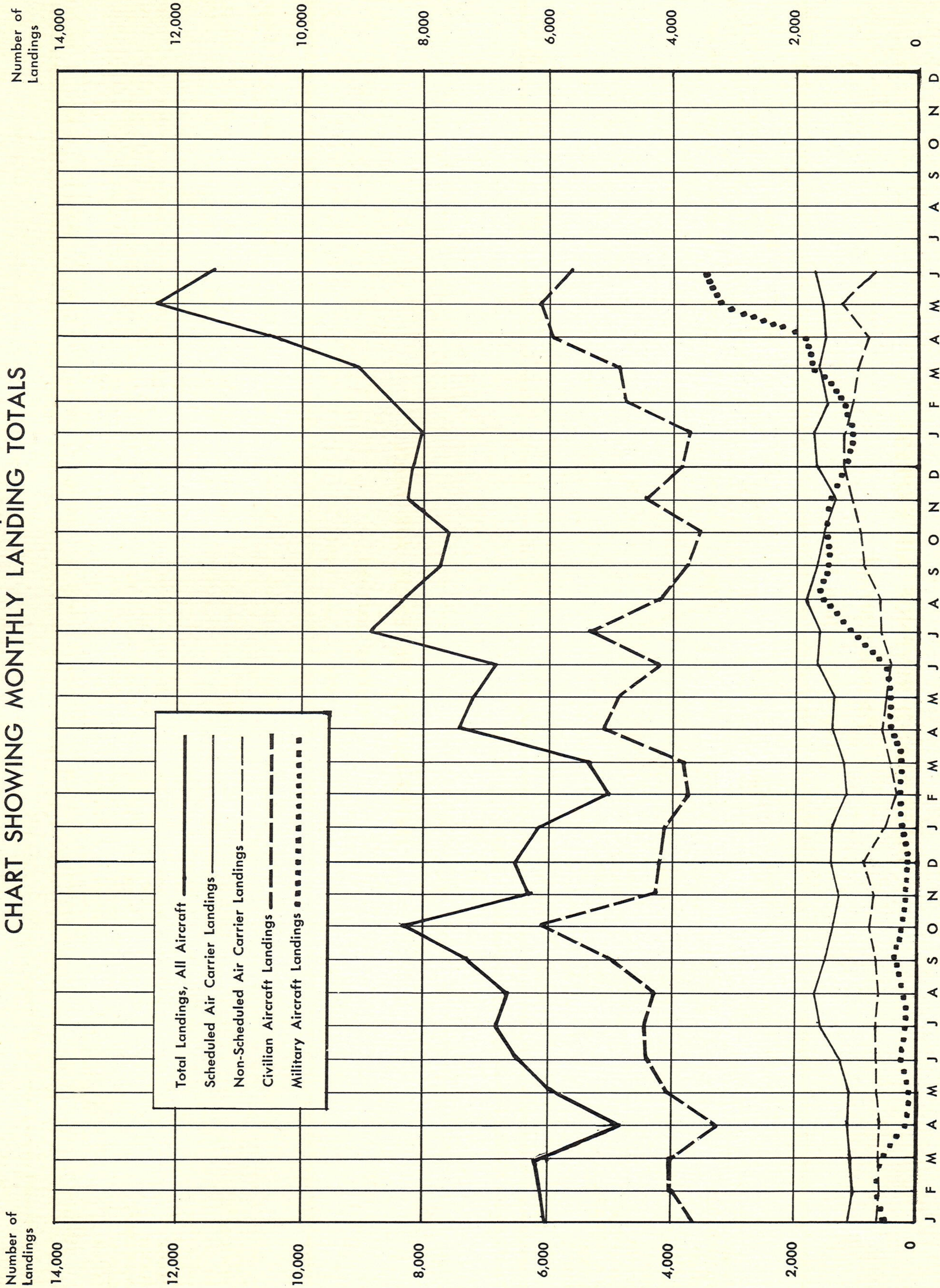
# INTER-ISLAND REVENUE AIR MAIL Pounds Carried

July 1950 — June 1951

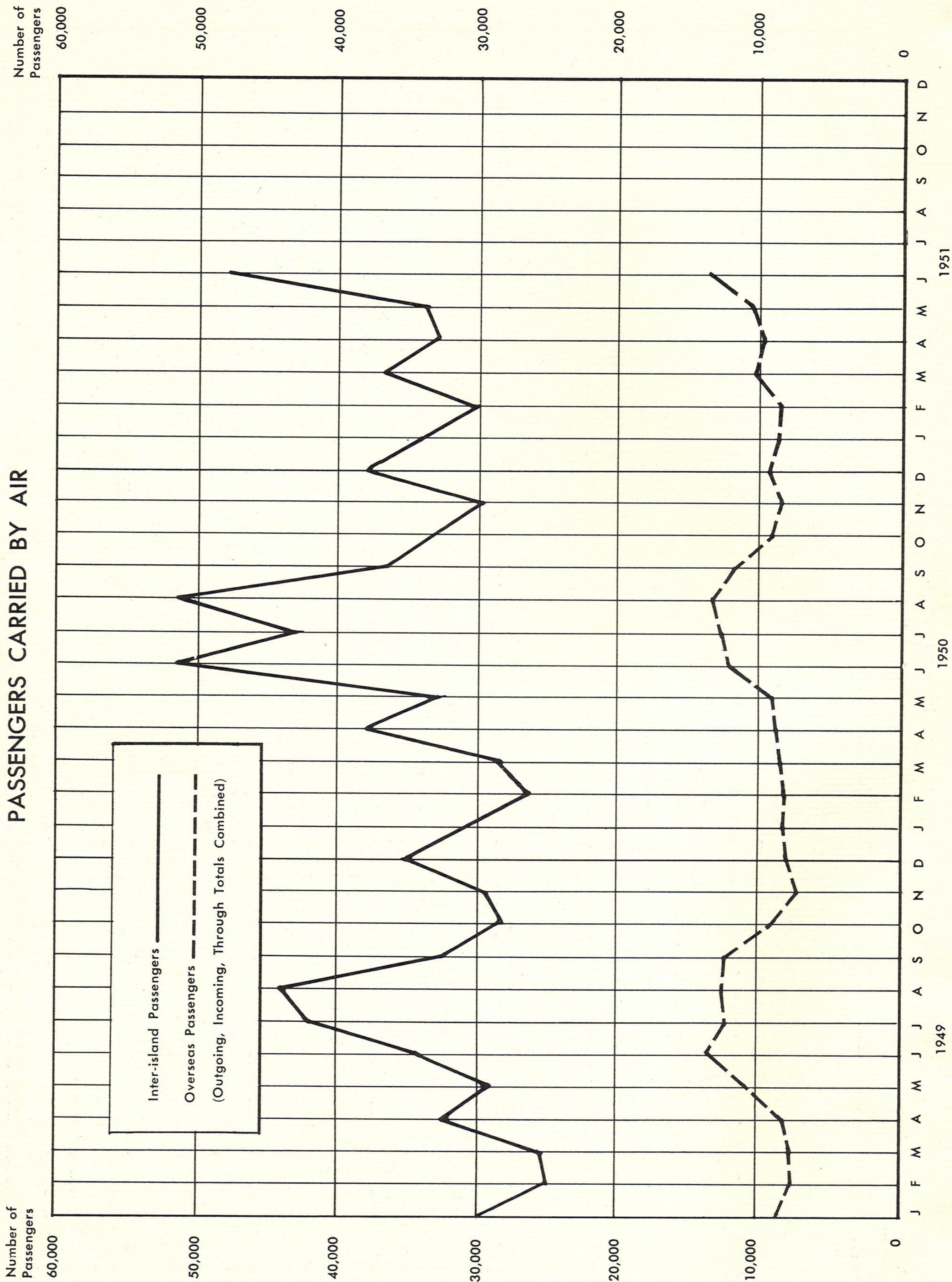
	To: Honolulu	Hilo	Upolu	Kona	Maui	Hana	Molokai	Lanai	Lihue
From:									
HONOLULU	1,695,117	559,671	54,845	66,174	615,610	2,127	79,377	39,681	277,632
HILO	203,983	.....	98	8	11,778	18	1,315	291	2,538
UPOLU	15,836	.....	.....	.....	1,351	.....	189	74	20
KONA	15,787	.....	.....	.....	213	.....	11	.....	17
MAUI	153,448	9,868	2,793	1,565	.....	43	6,845	5,365	383
HANA	2,001	98	.....	.....	.....	.....	.....	.....	.....
MOLOKAI	20,390	400	94	14	4,069	37	.....	1,354	134
LANAI	20,916	1,205	606	197	2,127	3	1,149	.....	437
LIHUE	106,986	1,767	35	242	1,055	.....	69	64	.....
TOTALS	2,234,464	573,009	58,471	68,200	636,203	2,228	88,955	46,829	281,161

Total Revenue Express Pounds, July 1950 to June 1951—2,234,464

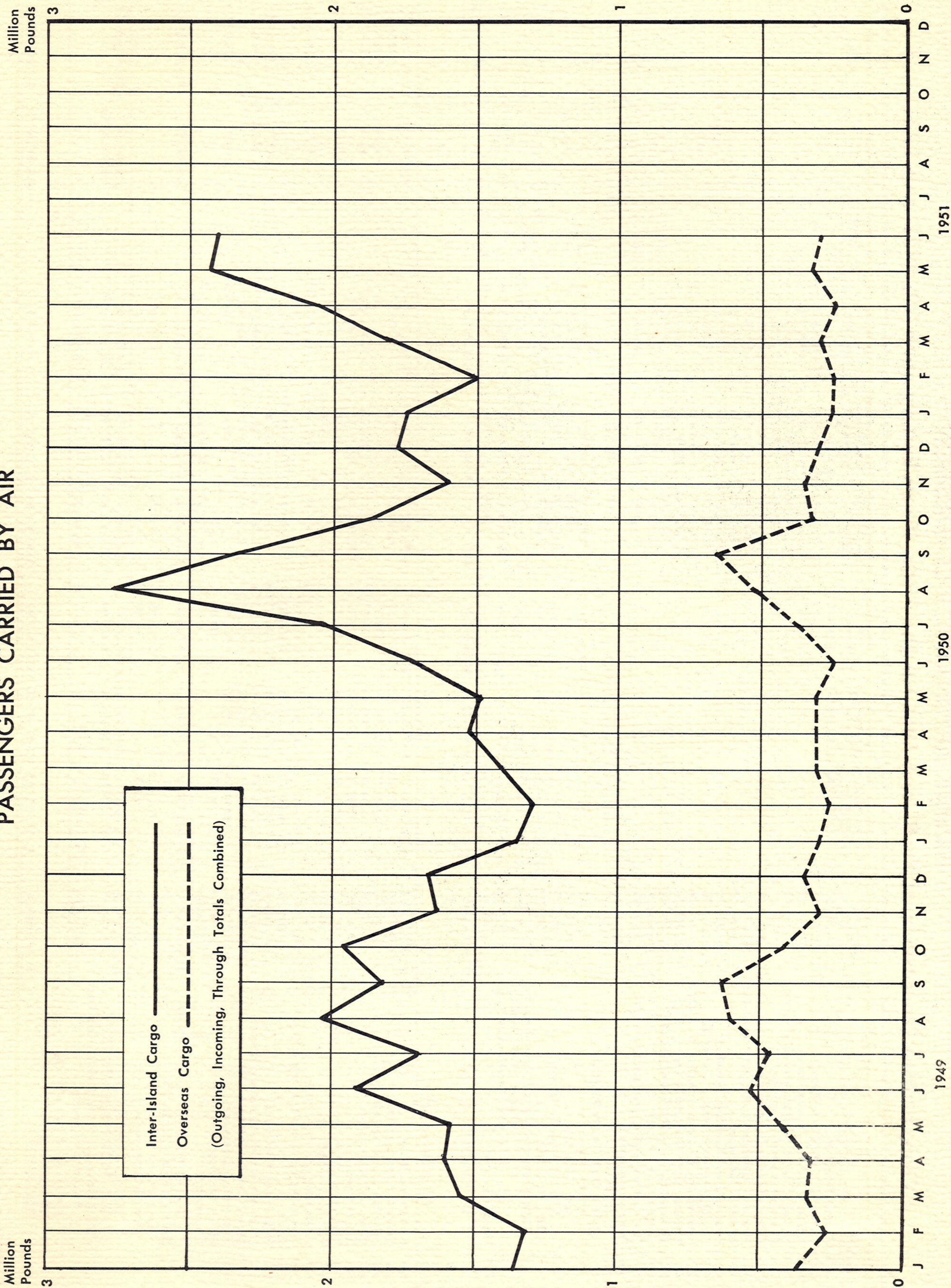
# Honolulu International Airport CHART SHOWING MONTHLY LANDING TOTALS



# CHART SHOWING PASSENGERS CARRIED BY AIR



# CHART SHOWING PASSENGERS CARRIED BY AIR



## HAWAII AERONAUTICS COMMISSION

Symbol	INCOME	Total All Funds	Fuel Tax Fund—Fiscal Year 1951	Fuel Tax Fund—Fiscal Year 1950	Increase or Decrease	Airport Revenue Fund—Fiscal Year 1951	Airport Revenue Fund—Fiscal Year 1950	Increase or Decrease	General Funds 1951	General Funds 1950	Increase or Decrease
445	Aviation Fuel Tax.....	\$1,721,269.22	\$1,135,080.96	\$586,188.26	\$548,892.70	\$17,676.07	\$9,612.98	\$8,063.09			
401	Rental of Land—Paved Area.....	27,289.05				43,863.39	33,034.04	10,829.35			
402	Rental of Land—Unpaved Areas.....	76,897.43				22,743.56	20,647.92	2,095.64			
403	Rental of Space—Administration Building.....	43,391.48				11.54	714.63 Cr.	726.17			
404	Rental of Nose Hangar Space.....	703.09 Cr.*				20,477.47	5,484.74	14,992.73			
405	Rental of Other Hangars & Sheds.....	25,962.21				144,592.11	81,085.98	63,506.13			
406	Rental of Warehouses and Other Structures.....	225,678.09				4,546.60	1,485.00	3,061.60			
407	Rental of Equipment.....	6,031.60				35,087.00	26,736.00	8,351.00			
410	Landing Fees—Certified Operators.....	61,823.00				7,346.06	3,945.44	3,400.62			
411	Landing Fees—Uncertified Operators.....	11,291.50				273.28	398.00	124.72 Cr.			
413	Parking and Uncovered Storage of Aircraft.....	671.28				42,397.36	20,708.24	21,689.12			
420	Terminal Sales—Restaurant Cafe.....	63,105.60				1,105.50	712.50	393.00			
421	Terminal Sales—Radio Communications.....	1,818.00				2,946.52	1,551.72	1,394.80			
422	Terminal Sales—Florist.....	4,498.24				19,879.05	13,050.00	6,829.05			
435	Terminal Sales—Taxi Stall Rentals.....	32,929.05									
440	Miscellaneous Income:										
	Taxi Permits.....	3,214.00				1,966.00	1,248.00	718.00			
	Sale of Buildings & Materials:										
	B.O.Q. Maui.....	25,651.11				9,422.56	16,228.55	6,805.99 Cr.			
	Sale of Buildings.....	19,037.50				675.00	18,362.50	17,687.50 Cr.			
	Sale of Materials—Other.....	21,812.05				10,441.30	11,370.75	929.45 Cr.			
	Fire Loss Claim.....	5,000.00				5,000.00		5,000.00			
	Other Income:—Janitors' Fees, Royalties Photographer Vendors and Miscellaneous Rents.....	57,874.06				36,853.43	21,020.63	15,832.80			
441	Interest Income.....	609.45				329.64	279.81	49.83			
	TOTAL INCOME.....	\$2,435,150.83	\$1,135,080.96	\$586,188.26	\$548,892.70	\$427,633.44	\$286,248.17	\$141,385.27			
Symbol	EXPENDITURES										
501	Salaries and Wages.....	\$909,324.04	\$381,088.72	\$303,818.83	\$77,269.89	\$95,409.97	\$114,729.58	\$19,319.61 Cr.		\$14,276.94	\$14,276.94 Cr.
502	Stationery and Supplies.....	33,875.79	17,890.46	7,234.36	10,656.10	4,688.96	3,871.43	817.53		190.58	190.58 Cr.
503	Materials (Buildings and Field).....	9,335.02	6,920.72	2,228.47	4,692.25					185.83	185.83 Cr.
504	Communication Service.....	11,655.76	1,663.27	1,136.44	526.83	5,536.41	3,287.22	2,249.19		32.42	32.42 Cr.
505	Travel Expense.....	28,361.71	3,890.68	2,060.92	1,829.76	12,006.98	10,403.13	1,603.85			
506	Transportation of Things.....	2,973.53	1,612.88	906.18	706.70	126.87	100.78	26.09			
507	Printing and Binding.....	1,904.85				1,809.45	95.40	1,714.05		226.82	226.82 Cr.
508	Advertising and Publishing.....	1,421.70				418.39	568.16	149.77 Cr.		435.15	534.15 Cr.
509	Furnishing Heat, Light, Power & Water.....	94,129.90	51,836.73	42,293.17	9,543.56						
510	Rents.....	13,095.56	4,689.17	3,224.37	1,464.80	2,620.47	2,561.55	58.92			
511	Repairs and Alterations.....	140,108.45	99,594.03	38,047.96	61,546.07 Cr.	214.23	167.06	47.17			
512	Insurance and Miscellaneous Expense.....	12,115.52	2,924.33	5,254.10	2,329.77 Cr.						

\* **NOTES:** Debit balance due to a cash refund to C.A.A. relative to a prior period.  
a. Revenues are recorded on a cash basis.  
b. Supply and materials are recorded on a cash basis.

b. Supply and material expense accounts are reduced by the inventories as of June 30, 1951.

# Territory of Hawaii

## HAWAII AERONAUTICS COMMISSION

### Statement of Income and Expenditures

For the Fiscal Year July 1, 1950 to June 30, 1951

Symbol	INCOME	Total All Funds	Fuel Tax Fund	Airport Revenue Fund
445	Aviation Fuel Tax.....	\$1,135,080.96	\$1,135,080.96	.....
401	Rental of Land—Paved Area.....	17,676.07	.....	\$ 17,676.07
402	Rental of Land—Unpaved Areas.....	43,863.39	.....	43,863.39
403	Rental of Space—Administration Building.....	22,743.56	.....	22,743.56
404	Rental of Nose Hangar Space.....	11.54	.....	11.54
405	Rental of Other Hangars and Sheds.....	20,477.47	.....	20,477.47
406	Rental of Warehouses and Other Structures.....	144,592.11	.....	144,592.11
407	Rental of Equipment.....	4,546.60	.....	4,546.60
410	Landing Fees—Certified Operators.....	35,087.00	.....	35,087.00
411	Landing Fees—Uncertified Operators.....	7,346.06	.....	7,346.06
413	Parking and Uncovered Storage of Aircraft.....	273.28	.....	273.28
420	Terminal Sales—Restaurant—Cafe.....	42,397.36	.....	42,397.36
421	Terminal Sales—Radio Communications.....	1,105.50	.....	1,105.50
422	Terminal Sales—Florist.....	2,946.52	.....	2,946.52
435	Terminal Sales—Taxi Stall Rentals.....	19,879.05	.....	19,879.05
440	Miscellaneous Income:			
	Taxi Permits.....	1,966.00	.....	1,966.00
	Sale of Bldgs. and Materials—B.O.Q. Maui.....	9,422.56	.....	9,422.56
	Sale of Buildings.....	675.00	.....	675.00
	Sale of Materials—Other.....	10,441.30	.....	10,441.30
	Fire Loss Claim.....	5,000.00	.....	5,000.00
	Other Income: Janitors' fees, Royalties, Photographer, Vendors & Misc. rents.....	36,853.43	.....	36,853.43
441	Interest Income.....	329.64	.....	329.64
	Total Income.....	\$1,562,714.40	\$1,135,080.96	\$427,633.44
EXPENDITURES				
501	Salaries and Wages.....	\$ 476,498.69	\$ 381,088.72	\$ 95,409.97
502	Stationery and Supplies.....	22,579.42	17,890.46	4,688.96
503	Materials (Buildings and Fields).....	6,920.72	6,920.72	.....
504	Communication Service.....	7,199.68	1,663.27	5,536.41
505	Travel Expense.....	15,897.66	3,890.68	12,006.98
506	Transportation of Things.....	1,739.75	1,612.88	126.87
507	Printing and Binding.....	1,809.45	.....	1,809.45
508	Advertising and Publishing.....	418.39	.....	418.39
509	Furnishing Heat, Light, Power and Water.....	51,836.73	51,836.73	.....
510	Rents.....	7,309.64	4,689.17	2,620.47
511	Repairs and Alterations.....	99,808.26	99,594.03	214.23
512	Insurance and Miscellaneous Expenses.....	5,508.99	2,924.33	2,584.66
513	Motor Vehicle Upkeep.....	32,538.65	30,285.02	2,253.63
514	Engineering Expenses.....	8,005.05	8,005.05	.....
516	Survey and Appraisal Expenses.....	90.00	90.00	.....
	Depreciation.....			\$117,514.73
	Less: Portion on Fixed Assets provided by Grants-in-Aid.....			524.83
	Net Deduction.....	116,989.90		116,989.90
	Total Operating Expenses.....	\$ 855,150.98	\$ 610,491.06	\$244,659.92
	Less Other Charges.....			
	Contribution to Pension Fund.....	14,174.74	10,666.05	3,508.69
	Bond Interest Paid.....	2,700.00	2,700.00	.....
	TOTAL EXPENDITURES.....	\$ 872,025.72	\$ 623,857.11	\$248,168.61
	NET PROFIT FOR PERIOD.....	690,688.68	511,223.85	179,464.83
	Less Reserve for Uncollectable Notes and Accounts Receivable.....	40,000.00	.....	40,000.00
	FINAL NET PROFIT OR LOSS TRANSFERRED TO CAPITAL ACCOUNTS.....	\$ 650,688.68	\$ 511,223.85	\$139,464.83

Territory of Hawaii

**HAWAII AERONAUTICS COMMISSION**

Balance Sheet as at June 30, 1951

ASSETS

CURRENT

Cash Available			
Territorial Airport Fund—S7161			\$ 619,094.19
Unencumbered Balance		\$ 566,800.28	
Encumbrances		52,293.91	
Territorial Airport Revenue Fund—S7169			667,235.95
Federal Grants—Kona—Lihue Airports			46,671.03
S7171—S7173			
Encumbrances		\$ 46,671.03	
TERRITORIAL APPROPRIATIONS			
General Fund Appropriations—Prior Years			135,478.34
Unencumbered Balance		\$ 133,452.53	
Encumbrances		2,025.81	
Loan Fund Appropriations			
Various Airports—Act 18 S.S.L. of H. 1949			4,323,943.07
Unencumbered Balance		\$4,323,943.07	
Encumbrances			
OTHER ASSETS			
Accounts Receivable—Lessees		\$ 140,735.50	
Accounts Receivable—Reimbursable Services		3,556.81	
Notes Receivable		18,650.64	
		\$ 162,942.95	
Less Reserve for Uncollectible Notes and Accounts Receivable		40,000.00	
			122,942.95
Deposits and Guarantees		\$ 41,094.77	
Prepaid Expenses—Insurance, Travel		3,189.49	
Inventories—Office Supplies, materials (Bldgs. & Field)		30,349.12	
			74,633.38
TOTAL CURRENT ASSETS			\$5,989,998.91

FIXED ASSETS

Unimproved Land			409,045.28
Improved Land—Runways			761,966.87
Provided by H.A.C. Funds		\$ 508,160.67	
Provided by Federal Grants-in-Aid		253,806.20	
Roads, Walks, Parking Areas		\$ 36,016.05	
Provided by H.A.C. Funds	\$ 34,946.48		
Provided by Federal Grants-in-Aid	1,069.57		
Less Reserve for Depreciation		479.70	35,536.35
Fences		\$ 27,726.34	
Provided by H.A.C. Funds	\$ 23,790.58		
Provided by Federal Grants-in-Aid	3,935.76		
Less Reserve for Depreciation		2,744.97	24,981.37

Improved Ocean Areas (Keehi Lagoon) .....	\$ 25,318.65	.....
Less Reserve for Depreciation .....	20,254.92	5,063.73
Buildings—Terminal and Administration .....	\$ 291,189.47	.....
Less Reserve for Depreciation .....	99,049.07	192,140.40
Nose Hangars .....	\$ 22,853.00	.....
Less Reserve for Depreciation .....	10,564.20	.....
		12,288.80
Other Hangars and Sheds .....	\$ 159,207.35	.....
Less Reserve for Depreciation .....	54,391.72	104,815.63
Other Structures .....	\$ 303,093.49	.....
Less Reserve for Depreciation .....	121,406.38	.....
		181,687.11
Drainage and Water Systems .....	\$ 12,930.76	.....
Provided by H.A.C. Funds .....	\$ 10,730.44	.....
Provided by Federal Grants-in-Aid .....	2,200.32	.....
Less Reserve for Depreciation .....	820.48	12,110.28
Field Lighting Systems .....	\$ 15,337.96	.....
Provided by H.A.C. Funds .....	\$ 14,998.26	.....
Provided by Federal Grants-in-Aid .....	339.70	.....
Less Reserve for Depreciation .....	1,256.00	14,081.96
Power Supply Systems .....	\$ 3,378.66	.....
Less Reserve for Depreciation .....	359.53	3,019.13
Landscaping .....	\$ 5,702.27	.....
Less Reserve for Depreciation .....	655.17	5,047.10
Purchase Price of Leases .....	\$ 22,500.00	.....
Less Reserve for Depreciation .....	629.75	21,870.25
Airport Equipment .....	\$ 16,734.10	.....
Less Reserve for Depreciation .....	8,898.96	7,835.14
Automotive Equipment .....	\$ 60,982.70	.....
Less Reserve for Depreciation .....	24,414.34	36,568.36
Office Equipment Furnishings .....	\$ 31,272.93	.....
Less Reserve for Depreciation .....	13,286.03	17,986.90
Engineering Instruments, Repair and Other Equipment .....	\$ 62,829.80	.....
Less Reserve for Depreciation .....	13,787.41	49,042.39
TOTAL FIXED ASSETS .....		<u>\$1,895,087.05</u>
WORK IN PROGRESS		
Honolulu, Hana, Lihue, Kona and Miscellaneous Jobs .....		1,711,097.60
Provided by H.A.C. Funds .....	\$1,111,477.99	.....
Provided by Federal Grants-in-Aid .....	599,619.61	.....
DEFERRED CHARGES		
		153,195.91
Major Repairs to Runways .....	\$ 121,704.92	.....
Master Plans—Honolulu, Hilo, Kahului .....	31,490.99	.....
TOTAL ASSETS .....		<u>\$9,749,379.47</u>

Territory of Hawaii  
HAWAII AERONAUTICS COMMISSION  
Balance Sheet as at June 30, 1951  
Liabilities and Capital

CURRENT

Temporary Deposits.....	.....	\$ 79,551.15
Accounts Payable.....	\$ 41,094.77	.....
	38,456.38	.....
TOTAL CURRENT LIABILITIES.....		\$ 79,551.15

OTHER LIABILITIES

Long-Term Loans		
Due Other Territorial Funds: Inter Dept. Loans (See Contra and Note Below).....	.....	4,341,770.00
Advancement re Paving and Improvements for various Territorial Airports.....	.....	.....
Bonds Payable—Lihue and Hana Projects.....	.....	300,000.00
Deferred Income—Rentals, Fees, etc.....	.....	159,386.14
TOTAL LIABILITIES.....		\$4,880,707.29

CAPITAL ACCOUNTS AND SURPLUS

Territorial Airport Fund—S7161.....	\$ 383,299.27	.....
Add Net Profit for Period.....	660,619.71	.....
Balance in Capital Account—June 30, 1951.....		\$1,043,918.98
TERRITORIAL AIRPORT REVENUE FUND.....	\$ 228,166.76	.....
Less Prior Year's Depreciation.....	161,043.73	.....
	\$ 67,123.03	.....
Add Net Profit for Period.....	191,830.31	.....
Balance in Capital Account—June 30, 1951.....		258,953.34

OTHER GENERAL FUND APPROPRIATIONS

Balance in Capital Account.....	\$ 669,129.56	.....
Deduct Net Loss for Period.....	18,803.65	.....

FEDERAL GRANTS-IN-AID CAPITAL ACCOUNT.....	650,325.91	.....
	679,436.34	.....
TOTAL CAPITAL ACCOUNTS.....		2,632,634.57

FIXED CAPITAL SURPLUS ACCOUNT

Contra to Donated Assets and Capital Outlays.....	.....	2,236,037.61
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TOTAL LIABILITIES, CAPITAL AND FIXED CAPITAL SURPLUS.....		\$9,749,379.47
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Notes: The Loan Fund Appropriations are purely Authorizations, and out of the appropriations in the sum of \$4,641,770.00  
Less Asset balance contra..... 4,323,943.07  
The actual expenditures to June 30, 1951 out of Loan Funds were..... \$ 317,826.93  
of which sum there has been allocated to Bonds Payable..... 300,000.00

## CHRONOLOGICAL HISTORY OF EVENTS

A Chronological History of Events for the fiscal year follows:

### JULY 1950

- The effect of the United Nations' decision to take police action in Korea was beginning to be felt by increased military and military charter flights through Honolulu Airport to Korea. The passage of troops through the terminal was reminiscent of World War II days.
- Dr. Francis K. Sylva elected chairman of the Hawaii Aeronautics Commission. Other officers chosen are Charles J. Pietsch, Jr., vice chairman, and Ralph C. Honda, re-elected secretary.
- Office space furnished in Overseas Terminal for MATS Liaison personnel for working with military contract carriers.
- Bids opened for rehabilitation of Honolulu Airport and contract awarded to Hawaiian Bitumuls Co., Ltd. Project includes resurfacing and sealcoating of runways and taxiways at a cost of \$133,370.
- Commission approved expenditure of \$258,000 for construction of new Hilo Terminal Building with first priority to be given to project.
- Hawaiian Airlines, Ltd., begins "family fare" plan for travel between the Islands. "Family fare" rates are effective on Tuesdays, Wednesdays and Thursdays and enables the head of the family who pays full fare on these days to take along his wife and children between the ages of 12 to 21 by paying half-fare for them.
- Hawaiian Airlines, Ltd., begins airlift of pineapple seedlings from Maui to Kohala, Hawaii, for experimental growing of pineapples on the Big Island. Airlift to take seven or eight weeks to complete in order to fly 1,600,000 pounds of pineapple seedlings.

### AUGUST 1950

- Installation of automatic emergency electrical power generator for runway marker lights, and CAA communications at Honolulu Airport started.
- Contract for construction of a freight terminal at Lihue Airport is awarded to S. Honjiyo, low bidder for the project with a bid of \$20,075.
- Contract for installation of runway lights at Lihue Airport awarded to Ken's Electric Company for \$46,672.

—Aircraft ramp positions at Honolulu Overseas Terminal increased from 5 to 8, and passenger concourse fencing for new positions completed.

—Trans-Air Hawaii begins airlift of pineapple seedlings from Molokai to Kohala, Hawaii, for the Kohala Sugar Co. A total of 875,000 pineapple tops is expected to be flown before the airlift is completed.

### SEPTEMBER 1950

- Hawaiian Bitumuls Co., Ltd. completes resurfacing and sealcoating of runways and taxiways at Honolulu Airport. This is the first resurfacing and sealcoating of runways and taxiways since the development of Honolulu Airport by the Navy during World War II.

### OCTOBER 1950

- United Air Lines inaugurates Los Angeles-Honolulu service with the arrival of its Boeing Stratocruiser "Hawaii" with 48 passengers, including Miss Patricia Patterson, daughter of W. A. Patterson, president of United Air Lines.
- United Air Lines' Boeing Stratocruiser is christened "Oahu" at a colorful ceremony held at Honolulu Airport before its departure for Los Angeles with 34 passengers on board. Heretofore, United Air Lines flew only between San Francisco and Honolulu but was recently authorized by the Civil Aeronautics Board to fly between Los Angeles and Honolulu.
- Electrical system of Maui Airport turned over to Maui Electric Company.
- Hawaiian Airlines' hangar No. 1, constructed 20 years ago, reverted to the Hawaii Aeronautics Commission.

### NOVEMBER 1950

- New Hana Airport is officially opened with appropriate program by the Hawaii Aeronautics Commission. The new airport was completed at a cost of \$244,000 of territorial funds which was matched by the federal government. Speakers at the opening program included Governor Ingram M. Stainback, Dr. Francis K. Sylva, chairman of the Hawaii Aeronautics Commission; John V. Dolan of the Civil Aeronautics Administration, Rear Admiral E. W. Litch, Com. Air Force, Pac. Fleet; Harold W. Rice, member of the Hawaii Aeronautics Commission, and Paul Fagan, owner of Hotel Hana-Maui.
- Hawaiian Airlines' hangar No. 2, constructed 20 years ago, reverted to the HAC.

—Pan American World Airways observes the 15th anniversary of its trans-Pacific flight from San Francisco to Honolulu, Midway, Wake, Guam and Manila. The first flight was made by the China Clipper which carried the first air mail from San Francisco to Manila. During the 15 years since its first trans-Pacific flight, Pan American World Airways has made 18,254 flights between the mainland United States and Hawaii and carried a total of 281,613 passengers.

—Hawaii Aeronautics Commission decides to begin airport improvement work on the Big Island with the aid of the Hawaii County public works department. The project includes repair work at Kamuela and Upolu Airports and improvements of the entrance road to Hilo Airport.

#### DECEMBER 1950

—Repair and resurfacing of runway at Upolu Airfield started.

—Commission approved leasing for 20 years from the Air Force the Hickam Air Force portions of Parcel 1 on which the Honolulu Airport runways are located.

—Old Hamoa Airfield, Maui, turned back to Commissioner of Public Lands.

#### JANUARY 1951

—United Air Lines celebrates the 10,000th crossing of the Pacific between California and Honolulu. Although United Air Lines inaugurated its commercial flying service in Honolulu in May 1947, it has more than eight years of trans-Pacific flying experience, including both commercial and military contract operations.

—Jeep crash fire trucks put into operation at Hilo, Upolu, Kona, Hana, Molokai and Lihue Airports.

—Second phase construction of Kona consisting of 300 feet additional runway, grading, additional 400 feet, 100-foot shoulders graded both sides of runway, grading and paving auto parking lot, air freight terminal area, and access road, completed at a cost of \$152,402.

—Completion of Kamuela runway widening of 16 feet and complete resurfacing at a cost of \$17,198.

—Water distribution system at Honolulu Airport turned over to Board of Water Supply for operation and maintenance.

#### FEBRUARY 1951

—Obstruction lights erected on three hills in vicinity of Molokai Airport.

—20 covered auto parking stalls completed at Lihue Airport.

—Lihue air freight terminal completed.

#### MARCH 1951

—Complete night lighting facilities consisting of rotating beacon, runway marker lights and lighted wind tee commissioned at Kona.

#### APRIL 1951

—O. J. Burnett reappointed member of the Hawaii Aeronautics Commission by Governor Ingram M. Stainback, and appointment confirmed by the territorial senate.

—David Furtado, manager of the Excelsior Dairy in Hilo, is appointed member of the Hawaii Aeronautics Commission, replacing Dr. George Silva of Honokaa, Hawaii. His appointment was confirmed by the territorial senate on April 30.

—Act 3, Session Laws of Hawaii 1951, is signed by the governor to change the name of Honolulu Airport to Honolulu International Airport. Act is promulgated on April 27 and takes effect ten days after its promulgation.

—The extensive improvements to main entrance and access road to Hilo Airport completed at a cost of \$26,720.

—Completion of new joint air freight terminal building at Kona by HAC Maui personnel.

—New paving consisting of widening taxiways and constructing a warm-up and turn-around apron at Lanai Airport completed at a cost of \$27,877.

—Honolulu International Airport Master Plan by Clark M. Kee, Consulting Engineer for HAC, distributed.

#### MAY 1951

—Clark M. Kee, consulting engineer for the Hawaii Aeronautics Commission, is appointed by the commission as airport engineer and maintenance director.

—Decision made by HAC to move inter-island air operations from Puunene to Kahului.

—Electrical distribution system at Honolulu International Airport turned over to Hawaiian Electric Company, Ltd. for operation and maintenance.

—Joint Resolution 13, Session Laws of Hawaii 1951, is signed by the governor. One of its provisions exempts any individual, firm or corporation engaged solely in the business of transporting property by air within the territory from the payment of aircraft landing fees, land and building rentals charged by the Hawaii Aeronautics Commission, for a period of three years ending May 9, 1954.

—Dale E. Doty, assistant secretary of the interior department, and Emil J. Sady, chief of the Pacific branch

of the interior department, who visited Hawaii for the inauguration of Governor Oren E. Long on May 8, are taken on an aerial tour of Hawaii, Maui, Molokai and Lanai airports as guests of the Hawaii Aeronautics Commission, accompanied by Dr. Francis K. Sylva, chairman; Harold W. Rice, member; Peyton Harrison, director of aeronautics; Cy Gillette, superintendent of airports and operations; William S. Holloway, safety engineer; Guy Murray of the Civil Aeronautics Administration; Rep. Flora K. Hayes, Rep. Ester K. Richardson, Rep. Earl A. Nielsen; Thomas B. Vance, director of institutions; and Frank G. Serrao, commissioner of public lands.

—Trans-Pacific Airlines begins carrying inter-island air mail under an air mail subsidy permit granted by the Civil Aeronautics Board. Inter-island air mail is also carried by Hawaiian Airlines which started commercial operations in the Hawaiian Islands on November 11, 1929. Cockett Airlines also carries inter-island air mail, but only between Honolulu and Kalaupapa, Molokai.

—Army Air Force B-47 Boeing Stratojet bomber lands at Honolulu International Airport setting non-stop record of 2600 miles from California.

—Hickam Air Force Base completed their section of 5,417 feet of runway joining with 7,650 feet of Honolulu International Airport runway to form a continuous runway of 13,067 feet for instrument Runway 8-26.

## JUNE 1951

—Dr. Francis K. Sylva, chairman of the Hawaii Aeronautics Commission; Harold W. Rice, member; Clark M. Kee, airport engineer, and Randolph M. Lee, administrative assistant, leave for Washington, D. C. to discuss with federal and military officials the transfer of Hilo and Kahului airports ownership to the territory and to obtain federal aid funds for airport development in the territory.

—The first Hawaiian Islands Airport Directory and Flying Safety Manual, containing information about all airports in the Hawaiian Islands as well as the facilities available at each airport, is issued by the Hawaii Aeronautics Commission.

—Terminal area fencing installed at Kona Airport.

—New joint passenger terminal completed at Upolu Airport.

—New passenger terminal building completed at Kalaupapa Airport.

—Start of construction on temporary joint passenger terminal at Kahului to handle operations to be moved from Puunene.

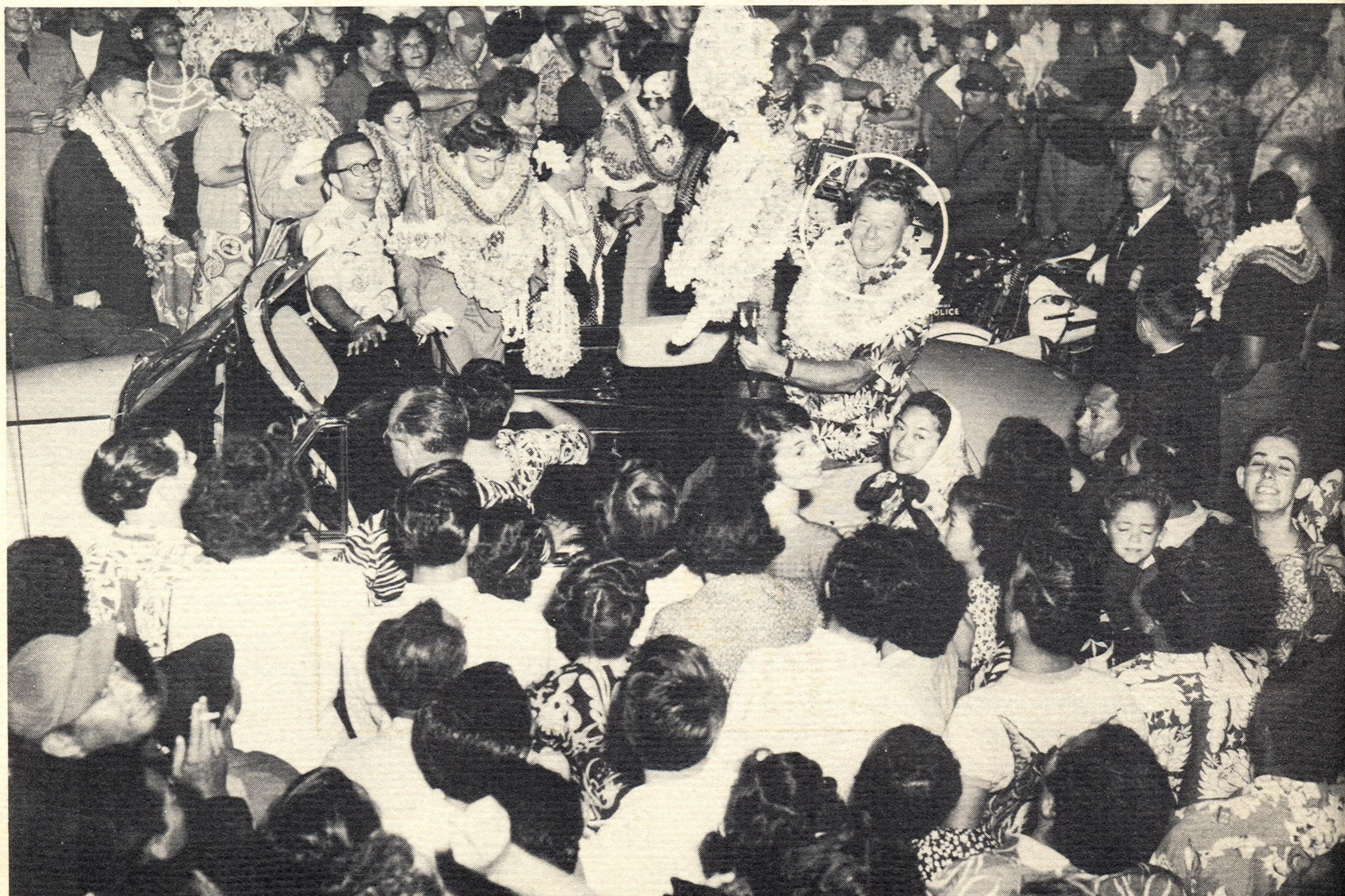
—Dr. Francis K. Sylva is re-elected by the Hawaii Aeronautics Commission as chairman for the 1951-52 fiscal year. Charles J. Pietsch, Jr. and Ralph C. Honda are re-elected vice-chairman and secretary, respectively.

—E. F. Nilson with low bid of \$145,960.86 awarded contract for extension of Lihue Airport 1,000 feet and 350 feet respectively.



*Arrival of General Douglas MacArthur at the Honolulu International Airport*

*Arrival of Arthur Godfrey at the Honolulu International Airport*



# Territorial Airport System LOCATION MAP Showing Island Location of Airports

