

25th Anniversary

**John Rodgers
Terminal
Honolulu International
Airport**





Message From Governor John Waihee

Congratulations to the Department of Transportation on the 25th anniversary of the John Rodgers Terminal at Honolulu International Airport.

Hawaii's role as a leader of the Pacific nations is largely due to modern, convenient air travel and Hawaii has led the way by providing state-of-the-art facilities for air travel.

A lot has changed in aviation since Commander John Rodgers departed from San Pablo Bay, California for the Hawaiian Islands in 1925 for the first trans-Pacific flight in a Navy seaplane. Flights that once took 14 hours, now take 4 1/2 hours, and soon may take even less.

As the aviation industry has grown from seaplanes to jumbo jets, so has Hawaii grown as the economic center of the Pacific and the favored destination of three generations of tourists from all over the world. Honolulu International Airport is now the 17th busiest airport in the world, and the 13th busiest in the United States. HIA is second only to Los Angeles International Airport as the Pacific Coast International Gateway.

Since the present John Rodgers Terminal was built in 1962, 266 million passengers have passed through our gates. We expect 20 million passengers this year at HIA.

Airports are constantly changing, and I expect that the changes at HIA in the next 25 years may be just as dramatic and exciting as those of the past quarter century. The State of Hawaii stands ready to meet the challenge.

A handwritten signature in black ink, reading "J. Waihee". The signature is fluid and cursive, with a long horizontal stroke extending to the left.

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Pacific Focus

Hawaii's strategic location in the middle of the Pacific Ocean, coupled with gentle ocean breezes, a tropical climate and a multi-ethnic population, have made us the capitol of the Pacific Basin.

We have emerged from a life when our first people arrived in the islands aboard outrigger canoes to one today where our visitors arrive in huge 747s, have their luggage scanned by x-ray machines for fruits, vegetables and weapons, and have their suitcases moved around by computerized baggage claim devices.

Air travel has changed every aspect of our lives. All of the traditional barriers between time and space have been removed. Our economy has shifted from dependence on agriculture to tourism. Perishable foods arrive daily from many parts of the world. Mail takes two days to get here instead of thirty. Travel to the east or west, which once took weeks by ship, now takes only hours.

Hawaii's vital role in the Pacific came because its political and business leaders had the courage and insight to keep up with the developing aviation industry.

It wasn't easy. Hawaii's first airport was established on Ford Island by the combined aerial forces of the Army and Navy in 1919. Six years later, the Territorial Legislature issued a challenge--if the community wanted an airport of its own, it would have to help raise funds for it. The Chamber of Commerce took the lead and raised \$20,000 and the Legislature came up with \$45,000. The new air-

port opened on March 21, 1927 alongside Keehi Lagoon.

As the aviation industry moved from seaplanes to propeller driven craft to jets, Hawaii airports have been remodeled and rebuilt to keep pace.

In 1940, a total of 1,153 passengers travelled to Hawaii from the Mainland by air. Flights took 16 hours. In 1987, more than 20 million passengers are expected to pass through the gates at Honolulu International Airport from points east, west, north and south.

Today, the State of Hawaii Department of Transportation owns and operates 13 airports on six islands. Five of the airports receive direct flights from the U.S. Mainland. Honolulu International Airport is the third busiest airport in the Pacific, behind Los Angeles International and Haneda in Tokyo.

If Hawaii is going to keep its place in the sun, we must continue to grow to keep pace with the ever-changing demand and our business and political leaders must aggressively reach out to our Pacific neighbors to inspire trade and interaction.

Hawaii's airports will be ready for the challenge.



Above: Jumbo jets from east and west arrive daily.

Right: The 12,357-foot Reef Runway was the world's first major runway built entirely offshore.

Top right: Passengers travel within HIA on Wiki Wiki buses.





Funding

Honolulu International Airport is operated by the state Department of Transportation's Airports Division which has an annual operating budget of \$126 million with \$40 million allocated for HIA.

The DOT is required by law to generate its own monies to fund its programs and projects. Funding for HIA and the 12 other airports operated by DOT comes from the Airport Revenue Fund. The primary sources of income for the Airport Revenue Fund are the aviation fuel tax, landing fees, airport use charges, concession fees and investment income. Other revenue sources are rentals and miscellaneous earnings.

In Fiscal Year 1987-88, the estimated income of the Airport Revenue Fund will be \$166 million with landing fees contributing \$16 million and concessions, \$105 million.

The Capital Improvement Program budget for state airports in the fiscal year 1987-88 is \$128 million, with \$93 million of that budgeted for Honolulu International Airport.

Left: Spectacular views of Diamond Head can be seen from HIA.

Below: Visitors from the Orient make up a large percentage of the tourist trade in Hawaii.





Early Years

Although the Hawaiian Islands may be located nearly 3,000 miles from the nearest continent, Hawaii entered the age of aviation right along with its Mainland neighbors when a daredevil named J. C. "Bud" Mars took off, circled and landed his plane on a neighborhood polo field on New Year's Eve, 1910. He charged onlookers to view the flights, and left Hawaii for Japan mad, when thousands of freeloaders watched his flights from nearby hilltops without paying.

Interest in aviation in Hawaii boomed from that moment on with a number of adventurous souls making flights on Oahu and the Neighbor Islands. The first flight between islands was made on March 15, 1918 when Army officer Maj. Harold M. Clark Jr. flew to Molokai and back.

In 1919, the military were the first to establish a landing strip in Honolulu, but it wasn't until 1925 that a joint fund raising effort by the Chamber of Commerce and the Territorial Legislature made Hawaii's first airport a reality. The land along Keahi Lagoon was acquired for a sum of \$27,410.

The airport was dedicated on March 21, 1927. The field was named in honor of the late Commander John Rodgers, a naval aviator, who piloted the first aircraft to reach Hawaii after an adventurous flight that ended with the plane landing in the ocean and being sailed to the island of Kauai with fabric torn from the wings.

The 1927 Territorial Legislature also appropriated funds for further development of John Rodgers Airport. As a result, aviation enterprises boomed in Hawaii.

Inter-Islands Airways (now known as Hawaiian Airlines) was organized in 1929 and inaugurated service to the Neighbor Islands on November 11 of that year with three eight-passenger amphibians, thus beginning the first dependable air transportation service in Hawaii.

The first commercial airline flight from the mainland to Hawaii was on April 16, 1935 by a Pan American Airways Sikorsky S-42 seaplane. The trip from San Francisco to Pearl Harbor took 17 hours and 14 minutes.



Top right: The first commercial trans-Pacific planes used in Hawaii were seaplanes.

Top left: In the 1940s, stewardesses with a song sheet and ukulele sang and danced for passengers aboard interisland flights.

Left: Passengers wait to board a Sikorsky plane at John Rodgers Airport.

Opposite: A collection of memorabilia from the Pacific Aerospace Museum and HIA.

The military took over all airport operations during World War II, grounding all civilian aircraft. The airport was returned to the Territory of Hawaii on October 1, 1946 and renamed Honolulu Airport.

The following year, the Territorial Legislature formed the Hawaii Aeronautics Commission to operate all airports in the Territory. Following Statehood in 1959, the Hawaii Aeronautics Commission was abolished and its duties were taken over by the state Department of Transportation on July 1, 1961.

With the introduction of jet service to Honolulu in 1959, the old terminal began bursting at the seams. Construction of a new jet-age terminal began in February, 1959. The new John Rodgers Terminal became operational on October 15, 1962. It is continually being upgraded to accommodate modern jet aircraft and an increasing number of passengers.

Honolulu International Airport is adjacent to Hickam Air Force Base and through joint-use agreements, the state and military share the field.



Above: Hawaii's first airport was built along Keehi Lagoon.

Right: The tradition of selling leis at the airport, began in the 1940s when enterprising island women strung the colorful flowers and sold them out of the back of trucks on the road to the airport.

Bottom right: A beautiful fountain was built on the main road into the new Honolulu International Airport in 1962. The drive around the fountain was named Arthur Godfrey Circle in 1964 for the famed entertainer whose ukulele playing and aloha shirts focused attention on Hawaii. The fountain and circle were torn down in the 1970s to make room for a parking garage and freeway on and off ramps.

Far Right: The visitors at the old Honolulu Airport were greeted with an Aloha, as passengers at the new Terminal are today.





Commander John Rodgers, center, and his crew of W. H. Bowlin, O. G. Stantz, B. J. Connell and S. R. Pope, were photographed after their pioneer flight across the Pacific.

John Rodgers

John Rodgers was to early Pacific aviation what Alan Shepherd was to the space age—a brave and gutsy pioneer who risked all odds to conquer a new frontier.

Rodgers, for whom Hawaii's first commercial airport was named, commanded the first attempted trans-Pacific flight from San Francisco to Hawaii in 1925 using a Navy-designed seaplane. He had a crew of four. Actually two planes started out, but one was forced to land in the ocean 300 miles out of San Francisco when it suffered a broken oil pressure line.

In preparation for the voyage, the Navy had stationed ships every 200 miles across the Pacific to act as check-points, for emergency use and to give the planes radio bearings as shore stations would do.

Rodger's plane carried 1,278 gallons of fuel in tanks and 50 gallons in five-gallon tins. The plane was so heavy it could barely take off, and in fact, the crew jettisoned things like parachutes and equipment to get out of the water.

The planes took off at 2:55 p.m. on August 31st, 1925 and for the first 17 hours in the air, Rodger's plane flew well, although he did not get as much wind as he would have liked. He radioed a ship that he would have to land in the ocean and take on more fuel. When he got within 200 miles of the fuel ship, he was given erroneous compass bearings and missed the ship and was forced to land in the water about 300 miles from Maui and 365 miles from Honolulu. He had been in the air 25 hours and 35 minutes after flying 1,870 nautical miles and had established a world seaplane record for distance.

Sure that they would be found quickly, the crew slept. Rescue ships searched the Pacific between the 21st and 23rd parallel and the 153rd and 155th meridian and couldn't find them.

After three days, the crew decided they wouldn't be

found and improvised sails from fabric cut from the lower wing and fastened the fabric between the upper and lower wings. They covered about 50 miles a day with their unique sailing rig, while listening to radio reports of their demise.

On the eighth day out, they spotted lights off of what they calculated was Schofield Barracks. Needing more steering control, they worked throughout the night rigging an artificial keel. The next morning they anxiously searched for Kauai. About 9 a.m. the rain cleared and they sighted land. By 2 p.m. they were within 10 miles of Kauai when they were spotted by a Navy submarine and towed into Nawiliwili Harbor. Medics were surprised that they had survived the trip after being without food for a week and with only limited water. Each man had lost about 20 pounds.

Two years after the historic flight, on March 21, 1927, Honolulu's first commercial airport was opened and named John Rodgers Airport. After the airport was returned to the Territory following World War II, it was renamed Honolulu Airport. When the new Honolulu Airport was built in 1962, state officials, not wanting to forget this remarkable man, named the Terminal Building after Rodgers.

Interestingly, Rodger's first trans-Pacific flight was two years before Charles Lindberg made his solo flight across the Atlantic.

A year later, while serving as Assistant Chief of the Bureau of Aeronautics, Rodgers was testing a new Navy plane on which he hoped to fly again to Hawaii. The plane crashed into the Delaware River and Rodgers was killed.

However, Rodgers' pioneering effort was the catalyst for future air travel to the Hawaiian Islands.

HIA Today

Honolulu International Airport is one of the world's largest, busiest and most beautiful airports. Owned and operated by the State of Hawaii Department of Transportation, it covers 4,480 acres of land, and is larger than the major resort destination of Waikiki, located eight miles to the south.

HIA has four active runways, including the 12,357-foot Reef Runway which was the world's first major runway built entirely offshore.

Landscaped with the beautiful trees and flowers of the Hawaiian islands, Honolulu International Airport plays host to more than 20 million visitors each year.

The airport is served by 27 international and domestic carriers, 3 interisland airlines and 2 commuter airlines, with an average of more than 1,100 flights a day.

Passengers are transported from the Main Terminal Ticket Lobbies to 31 gates and holding rooms in the Central, Diamond Head and Ewa Concourses via Wiki Wiki Buses.

In 1986, the Department of Transportation completed a 660,000 square foot addition on the Diamond Head side of

the Main Terminal, which doubled the space available for airline ticket lobbies and baggage claim areas. New Group Tour areas for international passengers and domestic tour groups, facilitate baggage claim and transportation of visitors to Waikiki.

HIA is currently undergoing renovation of its two original ticket lobbies, bringing them up to par with the new Diamond Head ticket lobby.

The airport has two Governor's lounges which are used for visiting heads of state, as well as 13 airline VIP lounges. Four conference rooms are located in the garden area for airport-related meetings.

The Visitor Information Program staff are the front line ambassadors of the Aloha State. They welcome, aid and assist arriving passengers in everything from baggage claim to sightseeing information, at 15 Visitor Information Program counters throughout the airport. Visitor hosts and hostesses provide language interpretation service in Japanese, two dialects of Chinese, two dialects of Ilocano, Korean, German, Spanish, French and Samoan.



Clockwise from above: Visitor Information Program hosts and hostesses assist visitors in 10 languages.

Leis are the traditional way to say Aloha to arriving and departing friends.

All overseas-bound luggage is inspected by state agriculture agents at the airport for fruits and vegetables that could carry fruit flies.

Plaque commemorating John Rodgers' pioneer flight hangs in Overseas Terminal Building dedicated to him.





*Passengers wait to clear
immigrations and customs in
International Arrivals Building.*

There are nine Federal Government agencies located within the airport complex, including U.S. Customs, Immigration Service, Federal Aviation Administration, Agriculture, Drug Enforcement, Fish and Wildlife Service, Post Office, Public Health and the Weather Service.

Some other interesting operating statistics about HIA: there are 120 greeting services-for-hire companies; 104 ground transportation companies; 325 tenants; 7 car rental companies; 7 commercial photographers; an average of 16,000 passenger meals prepared daily, and an average of 53 million gallons of fuel used monthly.

The airport has its own retail stores, restaurants and bars, barber shop, bank and instant teller machines, a mini-hotel, cable company, medical facilities, insurance companies, currency exchange, gasoline station, jail, freeway, traffic lights, light industry and parks. The Pacific Aerospace Museum is expected to open in the near future

in the Main Lobby.

At any given daytime or evening hour, an estimated 10,000 people are in the airport complex as passengers, employees or visitors. Approximately 15,000 people work at the airport everyday and another 25,000 depend on the airport daily for their livelihood.

The Airports Division has a workforce of nearly 500 employees at HIA, half of whom are custodians and maintenance personnel. The state operates two Crash/Fire/Rescue Stations, one adjacent to the Reef Runway and the other near the Main Terminal. The Airports Division works closely with the Honolulu Airlines Committee, made up of representatives of the airlines, and the Airport Tenants and Leasees Committee, in the operation of HIA.

As much as HIA has changed over the past 25 years, it is certain to change even more in the next quarter century.



Aerial photo of Honolulu International Airport as it looked in July, 1987.

Below left: Gate areas are well lighted and comfortable for waiting passengers.

Below right: Ramp controller in terminal tower has a bird's eye view of the Central Concourse area.

Bottom: New Diamond Head Ticket Lobby was completed in 1986. It features island koa wood at check in and ticket counters and in wall paneling.

Passenger Counts

Honolulu International Airport

Year	No. of Passengers
1940.....	1,153
1950.....	494,041
1960.....	1,609,303
1970.....	7,234,594
1980.....	15,155,337
1987.....	20,000,000*
2012.....	42,000,000*
*Estimated	



The Next 25 Years

As incredible as it seems, all indications are that passenger traffic at Honolulu International Airport will more than double during the next 25 years. Experts predict that by the year 2012 there will be approximately 26 million overseas passengers and 16 million interisland passengers at HIA.

This means that from the time the state's first jet-age terminal opened in 1962, the number of overseas passengers will have grown by 2100% and interisland passengers by 1600%.

To meet this projected growth, the Hawaii Department of Transportation plans to spend more than \$500 million over the next 25 years at Honolulu International Airport. Among the projects planned:

- Construction of a new multi-level Interisland Terminal with 24 gates and a 1,360 car parking garage. Construction of the Interisland Terminal Complex began in 1987 and completion is expected in 1991.
- Expansion of the Overseas Terminal by 50% to 3,375,000 square feet. An additional 10 overseas gates will be built.
- Relocation of the North Ramp Commuter Airline Facility to the new Interisland Terminal when completed.
- Expansion of the International Arrivals area to hold more transit passengers.
- Expansion of the Intra-Airport Transportation System to accommodate the expansion of the Overseas Terminal and the new Interisland Terminal.
- Development of the South Ramp area for air cargo, fixed base operations, air taxis, air commuters and general aviation

facilities. Adjacent to the South Ramp on Lagoon Drive, the Department will develop a 1,200 slip marina.

- Relocation and expansion of the Airport Crash Fire Rescue facility to an area west of the terminal.
- Acquisition of two acres of land on the South Ramp and several additional acres on the North Ramp of the airport will be required for the necessary expansion. Discussions are presently underway with the Air Force for some land for the Interisland airline maintenance facilities.
- In addition, an alignment for a spur rail for the proposed Honolulu Rapid Transit is being considered. If the transit system is built, two stations, one at the Interisland Terminal, and one at the Overseas Terminal, will provide convenient access for the public.

Noise Compatibility Program

The state is developing a Noise Compatibility Program which will insure compatible land use in the airport environs.

As part of the Noise Compatibility Program, the state plans to seek compatible land use zoning, update the noise monitoring system, acoustically treat and obtain aviation easements for existing structures, and establish a purchase assurance program for houses in high noise areas.

It is expected that the Noise Compatibility Program will cost the State \$20 million to implement over the next 25 years, but it will insure that as Honolulu International Airport grows, it will be a good neighbor.

Right: Architect's sketch of new Interisland Terminal/Parking Complex scheduled for completion in 1991.

Opposite: Planes line up at the Interisland Terminal before dawn, waiting for passengers who will travel to more than a dozen airports on the other Hawaiian islands.







Edward Y. Hirata
State Director of Transportation
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