HNL Terminal Buildings

The Honolulu International Terminal Complex was the first airport in the United States built from the bottom up to accommodate jet aircraft.

Overseas and International Terminals (John Rodgers Terminal)

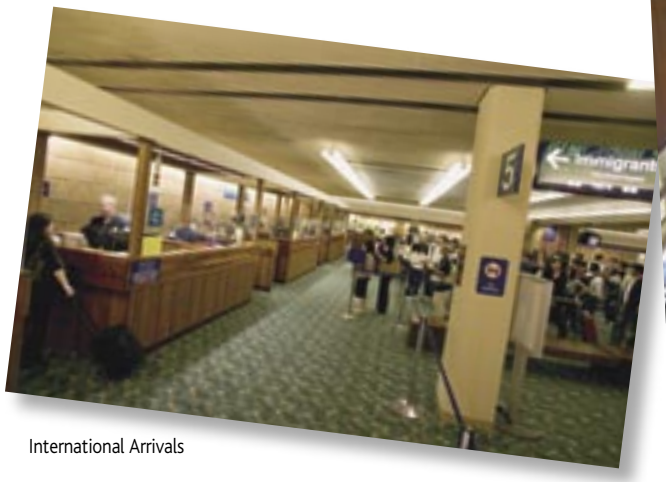
The John Rodgers Terminal was dedicated on August 22, 1962. The Diamond Head Gull Wing was added in 1970 to handle B747 aircraft. The airport's three-level International Arrivals Terminal was completed in 1973. A Central Concourse with Gates 14 through 23, was constructed in 1980 to accommodate wide-bodied aircraft. The Diamond Head extension to the Main Terminal was completed in 1986 and provided more facilities for airline ticket counters, baggage claim areas, etc. Gates 31-34 were added to the Ewa Concourse in 1994. Exterior improvements were made to the International Arrivals Building in 1997 to improve passenger comfort. Modifications to the interior of the International Arrivals Building were completed in 2000 to improve the baggage claim area, rest rooms, air conditioning, lighting, and to give the area a *Hawaiian Sense of Place*. The Overseas Terminal has 29 wide-body gates.

Interisland Terminal

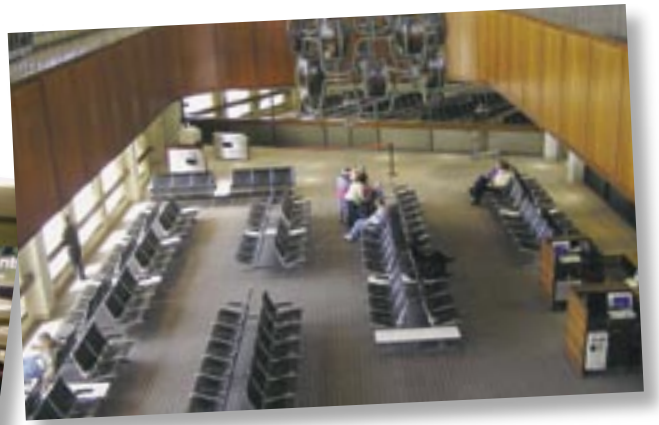
The Interisland Terminal opened on July 21, 1993. It replaced an earlier terminal built in 1961. The terminal serves local carriers, Aloha Airlines and Hawaiian Airlines, and the more than seven million passengers who fly between Oahu, Maui, Kauai, Hawaii (the Big Island), Molokai and Lanai each year. The $130 million terminal was the largest airport construction project undertaken to date by the State Airports Division. Eight additional gates were dedicated in 1995. The Interisland Terminal has a total of 13 gates.

Commuter Terminal

The Commuter Terminal opened on June 2, 1988. Originally it was built as an interim terminal for Hawaiian Airlines operations while the Interisland Terminal was being built. Today it houses the operations of Island Air, go! and several other commuter airlines. It has a total of ten gates.



International Arrivals



Overseas Terminal

Commuter Terminal

Interisland Terminal

Keeping the Aloha Spirit Alive

As the first and last impression on travelers, Honolulu International works hard to make sure a visitor's airport experience is full of the Aloha Spirit. Even in security-conscious 2006, the airport has found a way to continue the tradition of colorful and fragrant lei greetings; provide cultural experiences in art, music and dance; incorporate displays featuring local aviation, sports history and products into the terminals, and to extend the beauty of Hawaii's native flora and fauna in colorful outdoor cultural gardens. Sharing a part of Hawaii with visitors is an important part of our tradition.

Environmental Protection

Environmental management is an integral part of Honolulu International Airport operations. Equipment and procedures are established to maintain effective control in areas such as Noise Monitoring, Soil Remediation, Storm Water Controls, Spill Prevention, and Control and Counter Measures procedures

The airport complies fully with Federal Aviation Administration (FAA) and Environmental Protection Agency (EPA) requirements regarding runway safety areas, fire safety, perimeter security, storm drainage and other matters. HNL has an oil spill prevention plan that meets EPA requirements.

On October 16, 2006, the FAA announced that the noise exposure maps for Honolulu International Airport are in compliance with the Aviation Safety and Noise Abatement Act.

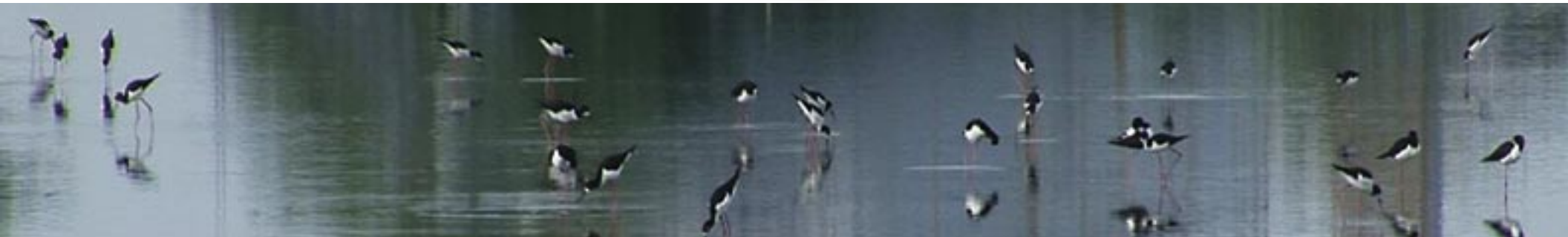
HNL has had a successful bird hazard management program in effect since 1989 to reduce the presence of cattle egret and other birds from the open, grassy areas of the airfield where they feed on insects, mice and other small prey.

The Reef Runway which was completed in 1977, was the world's first major runway built entirely offshore. Great care was taken to minimize the environmental impact on surrounding areas, with the result that water quality was improved and provision made for the indigenous bird population of the region. The quality of water in the marine pond created by the runway was carefully considered by installing eleven 72-inch diameter culverts to allow for tidal circulation and mixing from the Manuwai Drainage Canal.

Other environmental protections included the construction of small islands in Keehi Lagoon for the Hawaiian Stilt, a rare and endangered species which could have been affected by the impact of the construction. In addition, two large bird sanctuaries designed for the Stilt's nesting were constructed in nearby Pearl Harbor. They are still used by the Stilt.

Although the Reef Runway was planned before Congress passed the National Environmental Policy Act of 1969, the project was one of the first airport facilities having to file an Environmental Impact Statement (EIS). The EIS was completed and approved in 1972, but environmental groups obtained a temporary restraining order to stop the project. After going through three courts, and ending up on the doorstep of the U.S. Supreme Court, the runway EIS was ruled adequate, affirming the action of the lower court.

Far left: Oil separators near Kaloaloa Canal near the District Baseyard.
Left: The Reef Runway.
Right: Honouliuli Bird Sanctuary.
Below: Hawaiian Stilt Sanctuary, Pearl Harbor.



Cargo Facilities

Honolulu International is a premier international gateway for air freight activity between the United States and Pacific Rim countries. As long-haul aircraft have entered the cargo market, new international routes have materialized and air cargo accommodated at HNL has grown.

To complement its advantageous geographic location for air cargo transshipment, the State is continually working to expedite air cargo processing on the ground with new and expanded loading, unloading and warehousing facilities.

HNL has more than 450,000 square feet of warehouse space and more than one million square feet of cargo ramp area.

Cargo facilities at Honolulu International Airport are located at five different sites in the airport complex. There are nine cargo terminal buildings. The cargo terminals belong to Aloha Airlines, Federal Express, Hawaiian Airlines, Kalitta/Pacific Air Cargo, United Airlines, and United Parcel Service. The State owns the cargo buildings operated by Continental/Japan Air Lines and Delta/American Airlines. The cargo terminals are operated by the airlines.

Although Hawaii is heavily dependent on air cargo to service its own consumption and production needs, most air cargo is in transit, using the island as an intercontinental transfer point. Japan is the largest foreign air cargo destination.

Airport Security

Honolulu International was severely impacted by the new requirements of the Homeland Security Act as a result of the terrorist activity against the United States on September 11, 2001. We work closely with the Transportation Security Administration (TSA) and Customs and Border Protection (CBP) to meet all federal requirements.

The HNL security team meets weekly to review the security situation and discuss appropriate actions. Members of our team include the TSA, CBP, the Center for Disease Control (CDC), the Federal Detention Center, Hickam Air Force Base, Pearl Harbor Naval Station, Drug Enforcement Agency (DEA), U.S. Secret Service, the Honolulu Task Force (FBI), Honolulu Police Department, State Sheriff's and Securitas Security Services, as well as HNL staff.

The threat level is set by TSA and the airport complies with each change. In early 2007 the threat level was Orange.

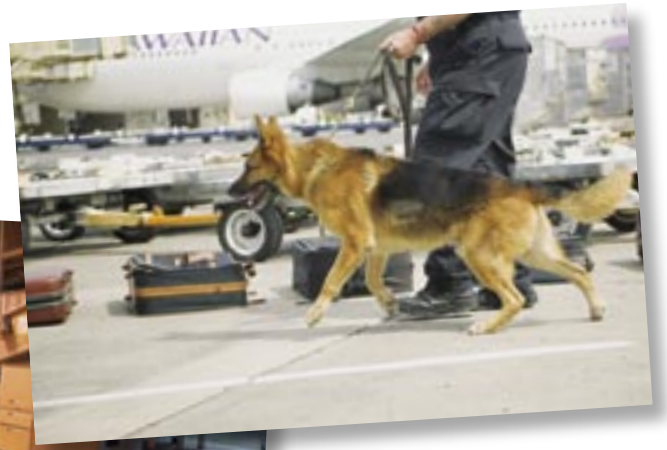
The airport continues to upgrade its surveillance system and physical barriers.

During the past four years we've achieved 100 percent screening of checked baggage by an advanced Explosive Detection System (EDS). The in-line EDS protocol is being fully integrated with the baggage system.

All existing checkpoints were reconfigured to conform to the TSA Strategic Airport Security Rollout Effort (SASR-II) model for more efficient screening of passengers. To facilitate passenger flow through security checkpoints, a new Checkpoint 3 was constructed in the Overseas Terminal. The airport has a total of 19 security lines.

A facility with EDS equipment has been dedicated to handling cruise ship passengers.

The airport also has a K-9 Detection Team.



Airport Modernization Plan

As an island state, Hawaii relies heavily on air transportation for its residents and visitors. The State Strategic Tourism Plan, the final report of the Economic Momentum Commission and numerous others had recommended that significant upgrades be implemented at Hawaii's major airports.

On March 24, 2006, Governor Linda Lingle announced a $2.3 billion Airport Modernization Plan. The plan involves implementing short-term projects within the next five years to improve passenger service and increase security and operational efficiencies. These include upgrades to the passenger terminals, ticket counters, baggage screening operations, runways and airport aprons, airport infrastructure such as air conditioning, restroom facilities, elevators, escalators, electrical systems, drains and sprinkler systems. In addition, the plan incorporates improvements to comply with federal regulations on storm water systems, runway safety, perimeter security and crash fire safety.

Long-term improvement projects include increasing the airport's capacity and enhancing convenience and efficiency. These projects include constructing additional gates, ramp space and passenger loading bridges, increasing holding room capacity, and expanding public parking facilities.

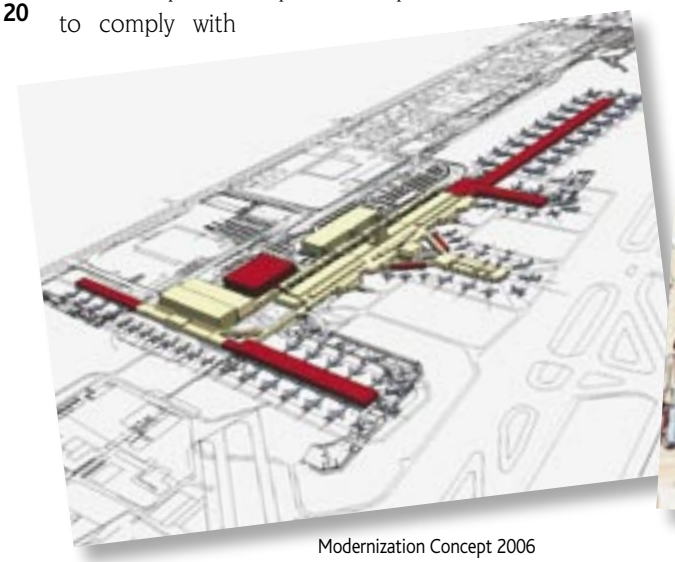
The proposed upgrades will be paid for entirely by airport fees and federal funds, and will not utilize any State General Funds.

Goal

- To create a 'world class' airport transportation system that meets the needs of our residents and visitors today and into the future.
- The phased modernization plan will create efficiencies and effectiveness in operations and increase the level of satisfaction for our residents and visitors.

Challenges

- Air traffic to the state has changed over the past few years and more trans-Pacific flights are flying direct to Kahului, Lihue and Kona airports. The old model of a hub-and-spoke air transportation system for the State of Hawaii is no longer appropriate.
- Airports on the Neighbor Islands were not designed to accommodate the large number of wide-body aircrafts currently serving these destinations. Kahului, Kona and Lihue airports need additional gates and ticket lobby spaces.
- Many of the aircraft gates at Honolulu International Airport are over 30 years old and need to be replaced with more modern and convenient facilities.
- Airports were not designed for the security measures that are in place today. Explosive Detection System (EDS) and Explosive Trace Detection (ETD) machines for baggage screening are congesting the ticket lobbies and need to be relocated. Passenger checkpoints are undersized to handle the growing number of trans-Pacific flights and to meet the Transportation Security Administration (TSA) needs.
- Demand for Commuter Terminal and General Aviation facilities is growing at a rapid pace.
- Existing parking facilities are inadequate to accommodate the increased demand.
- Parts of the infrastructure are in need of replacement. Water, sewer, drain and fire sprinkler lines have not been replaced since their original construction and are beginning to deteriorate. Escalators, elevators, jet bridges, and air con-



Modernization Concept 2006

International Arrivals Corridor

ditioning systems are in need of replacement. Electrical systems are close to capacity and need to be upgraded.

- Airports need to be in compliance with Environmental Protection Agency's (EPA) environmental and Federal Aviation Administration's (FAA) certification measures such as storm water compliance, runway safety areas, perimeter security, and crash fire safety requirements.

Strategy

- Meet the current and forecasted demand for air transportation service by providing facilities that are cost-effective, functional, efficient, flexible, and safe.
- Leverage growing public-private cooperation between the airport system and its key stakeholders to forge consensus and make rapid progress.
- Implement short-term projects, within the next five years, to improve passenger service, increase security and operational efficiency, and ensure regulatory compliance.
- Advance long-term construction program, beyond five years, to increase capacity, convenience and efficiency.
- Create a hospitable environment with a 'Hawaiian Sense of Place' within our airports.

At Honolulu International Airport, the ongoing modernization plan accommodates future growth, improves operational efficiencies and passenger convenience and experience

Short-Term Projects (within 5 years)

Increase Passenger service

- Modernize the Flight Information Display System, Public Address System, and install a new Gate Management System which will be ADA compliant by providing visual paging capabilities
- Construct a new parking structure which will provide 1,000 additional parking spaces
- Construct a 3rd Level Ewa Concourse Sterile Corridor with moving walkways which will reduce the reliance of the Wiki-Wiki buses for international arrivals
- Procure new buses which will replace the aging and obsolete Wiki-Wiki buses
- Develop and implement an intra-terminal signage program which will provide better way-finding for passengers
- Replace the ceiling in the International Arrivals Building

Increase Operational Efficiency

- Replace the air conditioning chilled water loop and Diamond Head chiller plant
- Replace elevators and escalators
- Replace jet bridges
- Upgrade electrical systems
- Resurface taxiways
- Replace leaking roofs within the terminal
- Replace airfield lighting and signage
- Improve the utility infrastructure

Increase Security

- Modernize the security access control and video monitoring systems
- Construct an in-line Explosive Detection System (EDS)

Compliance Adherence

- Improve storm water drainage systems
- Install wash water containment systems
- Improve Aircraft Rescue and Fire Fight (ARFF) stations and training pits

Long-Term Projects (5 to 12 years)

- Construct additional gates
- Construct an Automated People Mover system

Below: Moving Walkways

Bottom: Future Ticket Lobby

FAA Honolulu Control Facility

The Federal Aviation Administration dedicated its state of the art Air Traffic Control Facility on January 11, 2002 to support air traffic needs in the State of Hawaii and the National Airspace System (NAS).

The facility centralizes the Honolulu Center Radar Approach Control (CERAP), the Hawaii-Pacific System Manage Office (SMO), Honolulu Airport Traffic Control Tower (ATCT) and the Terminal Radar Approach Control (TRACON).

The HCF enhances the FAA's ability to provide for the safe, secure and efficient movement of air traffic, and ensures that NAS users are provided optimum levels of service and safety. The combined services provided by the HCF include the control of en-route air traffic, arrivals, departures, and over-flights in and around the numerous airports of the Hawaiian Island chain, as well as to aircraft from the U.S. Mainland, Asia, South Pacific, New Zealand and Australia.

The complex includes an air traffic control operations room with 17 radar control positions; a Service Operations Center for the Pacific; an electronic equipment room; mechanical and electrical environmental area; administrative offices, building support warehouses and an employee cafeteria. More than 200 FAA employees work in the facility.

FAA Honolulu Control Facility

Hickam Air Force Base

Honolulu International Airport and Hickam Air Force Base (HAFB) have been neighbors and partners for many years. In 1956 The Air Force and the Hawaii Aeronautics Commission (predecessor to the State of Hawaii Department of Transportation) agreed to a single airport complex that would be operated under a joint use agreement.

Today, HAFB and HNL share runways, safety networks, and a partnership that is more than 50 years old.

Hickam Field, as it was then known, was completed and officially activated on September 15, 1938. It was the principal army airfield in Hawaii and the only one large enough to accommodate the B-17 bomber. During World War II the base played a major role in pilot training and aircraft assembly work, in addition to service as a supply center for both air and ground troops. Hickam served as the hub of the Pacific aerial network, supporting transient aircraft ferrying troops and supplies to, and evacuating wounded from, the forward areas, not only during World War II but also during the Korean Conflict and the Vietnam War.

During the Korean Conflict, 19 percent of HNL operations were military. During the Vietnam War that increased to 20-50%. Today, military operations are five to six percent of total operations at HNL.

Hickam AFB is shown in the foreground, with HNL and the Reef Runway at top.