

BEFORE THE LAND USE COMMISSION
OF THE STATE OF HAWAII

In the Matter of the Petition of)
)
HAWAIIAN AIRLINES, INC.)
)
To Reclassify approximately 50)
acres of land currently in the)
Agricultural District into the)
Urban District at Mahinahina)
and Kahana, Lahaina, County)
of Maui, Hawaii, TMK: 4-3-01:)
portion of parcel 31)
_____)

DOCKET NO. A84-577
HAWAIIAN AIRLINES, INC.

FINDINGS OF FACT,
CONCLUSIONS OF LAW AND
DECISION AND ORDER

BEFORE THE LAND USE COMMISSION
OF THE STATE OF HAWAII

In the Matter of the Petition of)	DOCKET NO. A84-577
HAWAIIAN AIRLINES, INC.)	HAWAIIAN AIRLINES, INC.
To reclassify approximately 50)	
acres of land currently in the)	
Agricultural District into the)	
Urban District at Mahinahina)	
and Kahana, Lahaina, County)	
of Maui, Hawaii, TMK: 4-3-01:)	
portion of parcel 31)	
_____)	

FINDINGS OF FACT,
CONCLUSIONS OF LAW AND
DECISION AND ORDER

Hawaiian Airlines, Inc., a Hawaii corporation, (hereinafter "Petitioner") filed this petition on August 30, 1984, pursuant to Chapter 205, Hawaii Revised Statutes, and the Rules of Practice and Procedure of the Land Use Commission, State of Hawaii, to amend the land use district boundary for approximately 50 acres of land, situate at Mahinahina and Kahana, Lahaina, Island and County of Maui described as Maui Tax Map Key 4-3-01 portion of parcel 31 (hereinafter the "Property") from the Agricultural District to the Urban District. The Land Use Commission (hereinafter "Commission"), having heard the evidence presented on this matter and having considered the full record as presented in Docket No. A84-577, hereby makes the following Findings of Fact, Conclusions of Law and Decision and Order:

FINDINGS OF FACT

PROCEDURAL HISTORY

1. The Commission conducted hearings on this petition on November 27, and November 28, 1984, and on January 9, 1985, pursuant to notices published in the Maui News and the Honolulu Advertiser on October 19, 1984, and on December 20, 1984.

The Commission closed the hearing on January 9, 1985, after reviewing Petitioner's final exhibit.

2. The Commission received a Petition To Intervene from Mid Pacific Airlines, Inc. on November 5, 1984 and Mid Pacific was admitted as a party on November 27, 1984.

3. The Commission received an untimely Petition To Intervene from Mary Anne Magnier of the Native Hawaiian Legal Corporation on behalf of Abraham Ahia, et al on November 16, 1984, but admitted Abraham Ahia, et al as a party to this hearing on November 27, 1984.

4. The Commission permitted Byron S. Walters, Marsha Sailer, George Apo, Mac Lowson, William Kennison, Latricia Kamaia, Lee Radner, Ron Dela Cruz, Robert Haws, Pat Quigley, Dyke Kondo, Kay Miyaki, Roger Haley, Edwin Nelson, Charles Rose, and Josephine Barca to testify as public witnesses on November 27, 1984.

DESCRIPTION OF THE PROPERTY

5. The Property is located at Mahinahina and Kahana, Lahaina, Maui, approximately two miles northeast of the existing Kaanapali Airport and approximately one-half mile east (mauka) of Honocapiilani Highway. The Property consists of a narrow

rectangular shaped area with a length of approximately 3,500 feet, and a width of approximately 400 feet oriented in a north-south direction.

6. The Property is owned in fee by Maui Land & Pineapple Company, Inc. On November 26, 1984, Petitioner entered into a Development Agreement with Maui Land & Pineapple Company, Inc. which provides Petitioner with an interest in approximately 50 acres for the operation of an airstrip.

Maui Land & Pineapple Company, Inc. has entered into a partial settlement agreement with Abraham Ahia, et al, claimants to portions of the Property. The claimants have agreed to accept land outside of the Property, closer to the realigned Honoapiilani Highway near the Kahana Hui Subdivision in exchange for their interest in the Property.

7. A 35 acre portion within the Property was the subject of land use district amendment application A83-555 filed by Royal Hawaiian Airways, Inc. (Royal Hawaiian) for development of a smaller airstrip measuring 60 feet wide and 3,000 feet long. Royal Hawaiian's proposal also included land for a turnaround area at the north end, an aircraft parking ramp, terminal building, automobile parking for 150 cars and helipad at the south end.

Petitioner's proposal, which is similar in configuration and siting, expands on Royal Hawaiian's proposal by increasing the runway width to 100 feet, adding taxi-ways on the south end, and increasing aircraft parking space.

8. Pioneer Mill Company, Ltd. presently uses a portion of the Property for sugarcane cultivation under a lease which expires in 1990, and Maui Land & Pineapple Company, Inc. uses a portion of the Property for pineapple cultivation. Surrounding lands are also in sugarcane and pineapple cultivation.

9. Elevation of the Property ranges from approximately 220 to 280 feet above mean sea level, with 2 to 10 percent slopes.

10. Mean annual rainfall for the Property is approximately 20 to 35 inches.

11. The Land Study Bureau of the University of Hawaii in its Detailed Land Classification designated the Property as class "A" and class "B" lands on a scale of A through E (with "A" being the most productive, and "E" being the least productive agricultural lands).

12. The United States Department of Agriculture (USDA) Soil Conservation Service Soil Survey designates soils of the Property as belonging to the Lahaina Series.

The Lahaina Series consists of Lahaina silty clay, 3 to 7 percent slopes (LaB) and Lahaina Silty clay, 7 to 15 percent slopes (LaC). On these soils, runoff is slow to medium, erosion hazard is moderate. These soils are used for sugarcane and pineapple. Some acreages are used for truck crops, pasture, homesites, and wildlife habitat. The natural vegetation consists of mudgrass, feather fingergrass, ilima, kiawe, lantana and uhaloa.

13. The State Department of Agriculture's Agricultural Lands of Importance to the State of Hawaii (ALISH) classification system classified the Property as Prime agricultural lands.

14. The Federal Insurance Agency's Flood Insurance Study flood map indicates that the Property is situated in an area designated as Zone "C" or an area of minimal flooding.

PROPOSAL FOR DEVELOPMENT

15. Amfac Properties, Inc. has announced its intention to close the existing Kaanapali Airstrip at the end of the lease term on December 31, 1985. Petitioner proposes to develop the Kapalua-West Maui Airstrip to replace the existing Kaanapali Airstrip. Petitioner proposes to develop an airstrip consisting of a runway approximately 3000 feet long and 100 feet wide, two taxiways connecting the aircraft parking ramp with the center and southern ends of the runway, a 5000 square foot terminal building, and a small helipad. Petitioner will provide space for passenger check-in and waiting, baggage and cargo handling, an administration office, car rental booths, a snack bar, restrooms, and other airstrip facilities in the 5000 square foot terminal building. Petitioner also proposes to provide parking space for 75 cars.

16. Petitioner estimates the preliminary construction cost of the proposed development will be approximately \$6,000,000.00 as follows:

General site work	\$2,481,800
Airside surfacing	1,392,900
Landside surfacing	141,000
Entrance road	132,000
Sewer	111,000
Water	466,000
Drainage	378,000
Grassing	152,000
Electricity/Telephone	131,000
Terminal building	550,000
Re-routing of cane field road & irrigation ditches and intersection improvements of Honoapiilani Highway	<u>60,000</u>
Total	\$5,995,700

17. Petitioner will open the airstrip to use by commercial air carriers engaged in transport of passengers or cargo operating as regularly scheduled or supplemental air carriers and certified by the U.S. Department of Transportation (DOT), or by air taxi operators registered with the DOT, or by commercial aircraft operators who would otherwise qualify for DOT registration or certification if such certification or registration is no longer required.

18. Petitioner proposes to limit use of the airstrip to aircraft within Federal Aviation Administration (FAA) Aircraft Approach Category A and Airplane Design Group III or Aircraft Approach Categories A or B and Airplane Design Groups I or II, provided that such aircraft are FAA approved for take-

off and landing on the proposed airstrip runway. Examples of aircraft which would qualify to use the airstrip are the DeHavilland Dash-7 (operated by the Petitioner), the DeHavilland Twin Otter, and the Cessna 402 (both operated by Royal Hawaiian). Petitioner proposes to operate the airstrip under visual flight rules (VFR) during daylight hours only.

19. Petitioner proposes to permit other certified air carriers, including competitors of the Petitioner, to operate at the Airstrip on an equitable basis under license agreements with the Petitioner, provided that competitors obtain aircraft liability insurance currently required by the State of Hawaii Department of Transportation, comply with noise standards, prohibitions on overflights, and any other provisions of the Development Agreement or any applicable governmental regulations or enactments restricting or regulating aircraft operations and carriers at the airstrip.

20. Petitioner proposes to complete construction of the proposed airstrip by 1986.

21. Petitioner proposes to construct an aircraft parking ramp capable of accommodating three aircraft at the DeHavilland Dash-7 size or six aircraft at the Cessna 402 size at any one time.

Petitioner proposes to reserve for its exclusive use a portion of the aircraft parking ramp space capable of accommodating one DeHavilland Dash-7 and make available the remaining spaces for use to all carriers equally.

22. Petitioner will construct the runway according to Federal Aviation Administration requirements for Utility Airports

and all other improvements in compliance with State and County requirements.

23. Petitioner will not permit urban uses on the Property other than an airstrip, including an aircraft runway, terminal building with commercial spaces and other facilities normally found in an airport.

PETITIONER'S FINANCIAL CAPABILITY

24. Petitioner's 1982 balance sheet listed total assets of \$156,665,876, total liabilities of \$159,806,137, and a negative stockholder's equity of (-\$3,140,261). Petitioner's 1983 balance sheet listed total assets of \$150,583,944, total liabilities of \$137,149,761 and stockholder's equity of \$13,434,183 due to extraordinary items.

CONFORMANCE TO STATE AND COUNTY PLANS AND PROGRAMS

25. The Property is situate within the State Land Use Agricultural District.

26. The Lahaina Community Plan adopted by the Maui County Council on December 21, 1983, by Ordinance No. 1354, provides for "a community airstrip in the Mahinahina area," and recommends the creation of "State Urban District boundaries for an airstrip in the Mahinahina area." In addition, the land use map identifies an airport site in the Mahinahina area.

27. County of Maui has zoned the Property in the Agricultural District. Petitioner will require rezoning of the Property for the proposed airstrip.

28. County of Maui has not included the Property in the County of Maui Special Management Area.

FEASIBILITY OF AND
NEED FOR THE PROPOSED DEVELOPMENT

29. Petitioner's consultant, Hastings, Martin, Conboy, Braig & Associates, Ltd., conducted a feasibility study for the proposed Kapalua-West Maui Airstrip in August, 1984, and projected rates of return of 15.7% in 1986 and 37.2% in 1994 on total invested capital of \$6,000,000, based on the assumption that Petitioner will initially charge passenger landing fees at \$3.50 to \$3.75 per passenger per take-off and landing between 1986 and 1994.

These proposed landing fees are significantly higher than the fees charged by the State. For example, the State charges \$15.54 to land a DeHavilland Dash-7. Petitioner's proposed charge of \$3.50 per passenger per landing or take-off will total \$245 based on a 70% passenger load for the same aircraft. The State assesses its fee only on landing and not both landing and take-off as proposed by Petitioner.

Petitioner proposes to keep its ticket price for Honolulu-West Maui equal to its Honolulu-Kahului ticket price, but Petitioner's competitors may be forced to charge a higher differential to fly to West Maui.

30. Petitioner estimates that approximately 20 to 40% of the interisland non-group visitors staying in West Maui, notwithstanding the higher fee, would enplane and deplane from Mahinahina.

31. Petitioner forecasts passenger enplanements and deplanements as follows:

Forecast of Enplanements and Deplanements
at Kapalua-West Maui Airstrip, West Maui, Hawaii

<u>Year</u>	<u>Annual</u>	<u>Per Day</u>	<u>Per Hour</u>
1986	372,000	1,019	85
1987	465,000	1,274	106
1988	527,000	1,444	120
1989	557,000	1,526	127
1990	602,000	1,649	137

32. Petitioner believes that market demand will peak at 750,000 enplanements and deplanements by 1994 because of the short supply of land zoned for additional hotel rooms and resort condominiums in the West Maui area.

33. Petitioner believes that the proposed reclassification is necessary at this time in order to assure the continuation of air transportation services to the West Maui area.

IMPACT UPON RESOURCES OF THE AREA

AGRICULTURAL RESOURCES

34. Maui Land & Pineapple Company, Inc. will lease approximately 50 acres to Pioneer Mill Company, Ltd. to replace land removed from sugarcane and pineapple in cultivation as a result of the development and construction of the proposed airstrip.

35. Maui Land & Pineapple Company, Inc. will not dismiss any of its employees as a result of the proposed airstrip.

36. Maui Land & Pineapple Company, Inc. will reimburse Pioneer Mill Company for the loss of drip irrigation systems resulting from the construction of the airstrip.

HISTORIC/ARCHAEOLOGICAL RESOURCES

37. Hamilton Ahlo, Jr. and Robert Hommon of Science Management, Inc. (SMI) conducted an archaeological survey of a 35 acre portion of the Property for Royal Hawaiian in 1983 and a supplemental survey of the remaining 15 acre balance of the Property for Petitioner in June 4, 1984. Due to its years in cane cultivation, SMI did not observe any archaeological sites on the Property, and concluded that construction of the airfield and supporting facilities would not adversely impact upon archaeological sites.

In the event Petitioner's construction activity uncovers any archaeological sites, Petitioner will stop construction and report the sites to the State of Hawaii Historic Preservation Office (HPO). Petitioner will follow the recommendations of the HPO with regard to sites discovered.

FLORA AND FAUNA

38. On June 4, 1984, Erin M. Hall of Earthwatch Environmental Resource Investigators (EERI) conducted a botanical survey of the 15 acre portion of the Property to supplement her previous survey on 35 acres of the Property done for Royal Hawaiian. EERI observed no endangered or rare plant species since the Property has been in sugar cultivation for many years.

39. Dr. Andrew J. Berger conducted a vertebrate field study on 35 acres of the Property for Royal Hawaiian on May 16 and 17, 1983, and supplemented this study on the remaining 15 acre portion of the Property. Dr. Berger observed no endemic

amphibians, land reptiles, or mammals at or in the vicinity of the proposed airstrip, and concluded the proposed project would have no adverse impact on any native or endemic plant or animals.

IMPACTS FROM AIRCRAFT NOISE

40. Darby-Ebisu & Associates, Inc. (DEA) evaluated noise impacts for the proposed airstrip and concluded that Ldn values (day-night sound level) projected to 1990 for noise sensitive areas are well within the 55 Ldn criteria recognized by the Environmental Protection Agency (EPA). DEA based this conclusion on 42,632 projected aircraft operations per year by the year 1990. DEA used the following breakdown of average daily operations: 36 Dash 7 operations, 8.6 Dash 6 operations, 52.2 Cessna 402 operations, and 20 helicopter operations. Petitioner estimates aircraft noise in 1994 will increase by 1 Ldn over 1990 values, if aircraft operations increase by 25 percent, and the aircraft mix remains the same.

The nearest residential subdivision is the vacant Kahana Hui Subdivision located approximately 1000 feet makai of the proposed airstrip. Petitioner estimates the 1990 Ldn for this subdivision will be 51 Ldn and is within the EPA established 55 Ldn criteria for protecting the public health and welfare.

ADEQUACY OF PUBLIC SERVICE AND FACILITIES

Highways

41. Petitioner will improve an existing agricultural road, in accordance with County requirements, to a two-lane roadway connecting the proposed airstrip to Honoapiilani Highway

opposite Akahale Street. Petitioner will provide intersection improvements, including a left-turn lane for southbound traffic on Honoapiilani Highway into the access road and acceleration and deceleration lanes.

42. Petitioner does not anticipate the airstrip will significantly impact traffic on the Honoapiilani Highway, which is currently at Level of Service C. Theodore Kawahigashi, consulting engineer for Austin, Tsutsumi and Associates, Inc., projects that by the year 2000, only two percent of the traffic on the Honoapiilani Highway will be generated by the proposed airstrip, and concludes that the project in and of itself will not be the primary cause of traffic congestion on the Honoapiilani Highway.

Water

43. Petitioner estimates the proposed airstrip will require approximately 10,000 gallons of potable water for domestic use. Petitioner does not have a water supply commitment from the County Department Water Supply for the project. Prior to construction, Petitioner will obtain the required water commitment from the County. Petitioner will develop a water system, including water lines, booster pumping station, storage reservoir and fire hydrants.

Wastewater Disposal

44. Petitioner estimates the proposed airstrip will generate approximately 7,000 gallons of wastewater per day. Petitioner has not obtained County approval for its proposal

to connect its sewer lines to the public sewer system along Honoapiilani Highway.

Petitioner will develop its wastewater system in accordance with County Department of Public Works standards.

Drainage

45. Petitioner will develop drainage culverts and catch basins in accordance with County Public Works standards to minimize impacts of overland runoff on downstream properties.

Petitioner will coordinate its project development with the USDA Soil Conservation Service in order to mitigate potential adverse impacts on the Honolua Watershed Project.

Telephone and Electrical Services

46. Hawaiian Telephone Company will provide telephone service by extending telephone lines from Old Honoapiilani Road to the Property.

Maui Electric Company, Ltd. will provide electrical service to the Property from dual electrical 12KV distribution lines which run from a substation along the cane road to Mahinahina. Petitioner will relocate overhead lines underground.

Police and Fire Services

47. County of Maui will provide police and fire service to the airstrip from police and fire stations located approximately five miles from the project site between the Kaanapali resort and Lahaina.

CONTIGUITY OF THE PROPOSED DEVELOPMENT

48. The Property is surrounded on all sides by lands

in the Agricultural District. The closest lands in the Urban District are located approximately one-half mile west (makai) of the Property. The proposed reclassification would result in the creation of an isolated Urban District.

PREFERENCES FOR DEVELOPMENT

49. The closing of the Kaanapali Airstrip will leave West Maui without direct air service. The State of Hawaii has recognized the need for a West Maui airport but has no plans to develop an airport in West Maui. Petitioner's proposed airstrip is consistent with the State Transportation Plan.

CONFORMANCE WITH THE HAWAII STATE PLAN

50. Petitioner's proposed airstrip is in conformance with the following provisions of the Hawaii State Plan Chapter 226, Hawaii Revised Statutes: Part I, Section 17(5), which encourages the promotion of a reasonable level and variety of mass transportation services that adequately meet statewide and community needs, and Part I, Section 17(6), which encourages the use of transportation systems that serve as a means of accommodating present and future development needs of communities.

COMPLIANCE WITH STANDARDS DETERMINING DISTRICT BOUNDARIES

51. The proposed airstrip is proximate to basic services and will not burden taxpayers to provide public support services.

52. The proposed airstrip will assist long-range community development by fulfilling essential air transportation needs.

53. The airstrip is located in close proximity to major employment centers at Lahaina, Kaanapali and Kapalua.

54. Petitioner will permanently employ approximately eight to ten persons, including airport and concession personnel to operate the airstrip.

55. Petitioner's proposed development conforms to the Lahaina Community Plan.

56. The Property shall be characterized by "city-like" concentration of people, structures, urban level of services, and other related land uses.

57. Petitioner may operate the proposed airstrip in a financially profitable manner by charging a landing fee significantly higher than charged by State of Hawaii for public airports.

58. The proposed airstrip will have capacity for increased use based upon a ten-year projection.

59. The Property includes lands with satisfactory topography and drainage which are reasonably free from the danger of floods, tsunami, and unstable soil conditions and other adverse environmental effects.

60. The proposed project will minimize adverse impacts on urban areas since it will be located away from sensitive urban uses.

61. The Property represents a minor addition to the urban district and will not contribute towards scattered spot urban development necessitating unreasonable investment in public supportive services.

62. Petitioner's proposed airstrip is in conformance with the Maui County General Plan.

RULING ON PROPOSED FINDINGS OF FACT

63. Any of the proposed findings of fact submitted by Petitioner or other parties not already ruled upon by the Land Use Commission by adoption herein, or rejected by clearly contrary findings of fact herein, are hereby denied and rejected.

CONCLUSIONS OF LAW

Pursuant to Chapter 205, Hawaii Revised Statutes, the Rules of Practice and Procedure and the District Regulations of the State Land Use Commission, the Commission finds upon a preponderance of evidence that the reclassification of approximately 50 acres from the Agricultural District to the Urban District at Mahinahina and Kahana, Lahaina, Island and County of Maui, State of Hawaii, as shown on Exhibit A attached hereto and incorporated by reference herein for the purpose of developing the Kapalua-West Maui Airstrip, including a runway, aircraft parking ramp, terminal building and helipad, subject to the conditions stated below, conforms to the standards established in the State Land Use District Regulations, is reasonable and non-violative of Section 205-2, Hawaii Revised Statutes, as amended, and is consistent with the Hawaii State Plan as set forth in Chapter 226, Hawaii Revised Statutes, as amended.

ORDER

IT IS HEREBY ORDERED that the Property consisting of approximately 50 acres, more particularly identified by Maui Tax Map Key 4-3-01: portion of parcel 31 situate at Mahinahina and Kahana, Lahaina, Island and County of Maui, State of Hawaii, and more specifically described in Exhibit A attached hereto and incorporated by reference herein, shall be and the same is hereby reclassified from the Agricultural District to the Urban District and the District Boundaries are amended accordingly, subject to the following conditions:

1. Petitioner shall, with the consent of fee owner, Maui Land & Pineapple Company, Inc., develop the Property for use as an airstrip, including an aircraft runway, terminal building with commercial spaces and other facilities normally found in an airport. No other urban uses shall be permitted on the Property.

2. Petitioner and Maui Land & Pineapple Company, Inc. shall cause an area of land equivalent to the area of land removed from cultivation for construction of the airstrip to be placed into active sugarcane or pineapple cultivation within five (5) years after the construction of the airstrip.

3. Petitioner shall operate the airstrip and other facilities and shall make the same available for use by other air carriers, including all regularly scheduled air carriers (including commuter air carriers) holding air carrier operating certification from the Federal Aviation Administration, (FAA)

and/or U. S. Department of Transportation or commercial aircraft operators who would qualify for such registration or certification if in the future the same is no longer required, and utilizing aircraft equipment authorized by FAA regulations for use at the type of airstrip designed and constructed on the Property, including competitors of Petitioner, and such use shall be on a fair and equitable basis with regard to allocation of peak take-off and landing times, ramp space and terminal facilities including counter area, baggage claim area and waiting area. Petitioner will have preferential use of one of the three aircraft parking spaces, when configured for the DeHavilland Dash-7 or two of the six aircraft parking spaces when configured for Cessna 402, with the remaining parking spaces to be made available to all carriers on an equal basis.

4. In order to assure that the airstrip satisfies the competitive needs of all scheduled air carriers who desire to fly to West Maui, as represented by Petitioner, Petitioner shall not use the airstrip or commit any acts in connection with its operation of the airstrip which would be destructive to or harmful of fair competition among inter-island air carriers or in violation of Federal or State antitrust laws. Petitioner shall annually disclose to the public a statement of income and expenses from airstrip operations for the preceding year. This financial information shall be prepared by Petitioner in accordance with generally accepted accounting principles consistently applied and shall be examined by

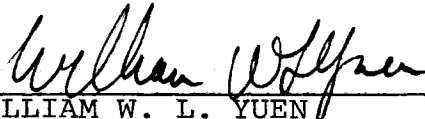
independent certified public accountants of recognized standing, who shall express an opinion thereon.

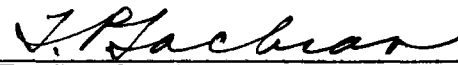
These conditions may be amended or released at any time by the Commission, upon timely motion and provision of adequate assurance of satisfaction by Petitioner.

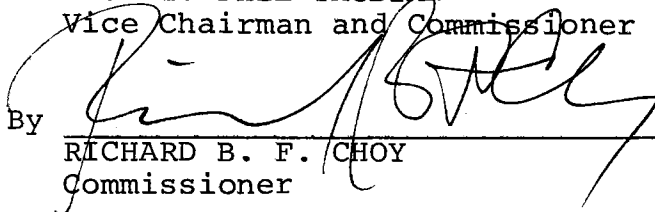
DOCKET NO. A84-577 - HAWAIIAN AIRLINES, INC.


Done at Honolulu, Hawaii, this 3rd day of July,
1985, per motions on April 2, 1985 and June 18, 1985.


LAND USE COMMISSION
STATE OF HAWAII

By 
WILLIAM W. L. YUEN
Chairman and Commissioner


By 
TEOFILO PHIL TACBIAN
Vice Chairman and Commissioner

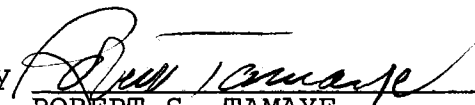
By 
RICHARD B. F. CHOY
Commissioner


By 
LAWRENCE F. CHUN
Commissioner

By 
EVERETT CUSKADEN
Commissioner

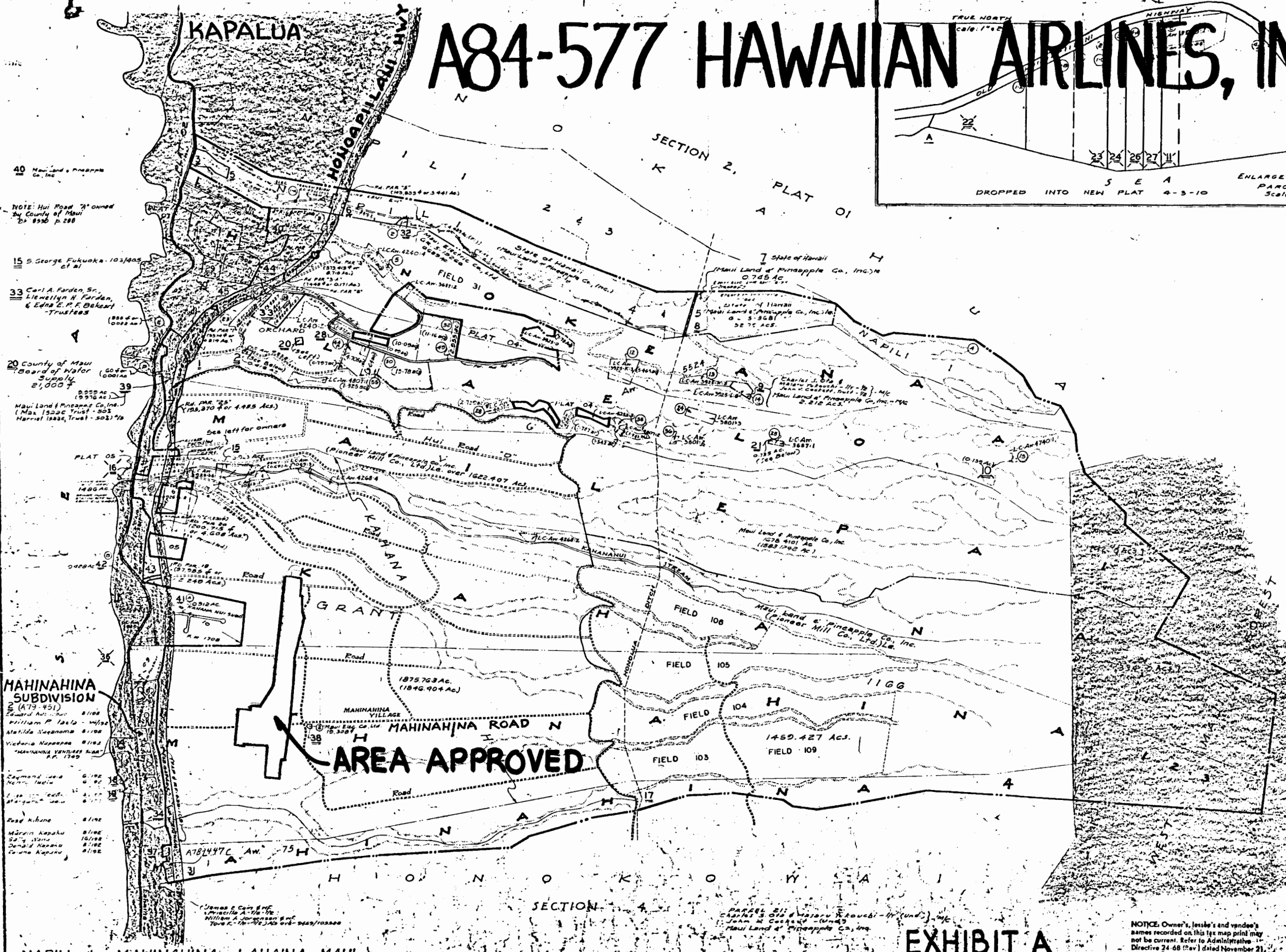
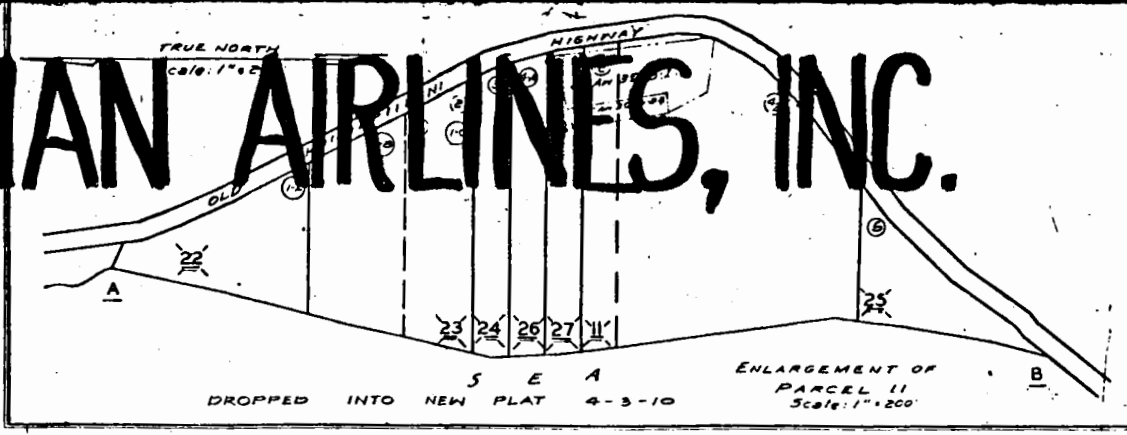
By 
WINONA E. RUBIN
Commissioner

By 
TORU SUZUKI
Commissioner

By 
ROBERT S. TAMAYE
Commissioner

By 
FREDERICK P. WHITTEMORE
Commissioner

A84-577 HAWAIIAN AIRLINES, INC.



40 Mau Land & Pineapple Co., Inc.

NOTE: Hui Road "A" owned by County of Maui Ch. 8530 p. 288

15 S. George Fukuoka 103/805 et al

33 Carl A. Farden, Sr., Elizabeth W. Farden, & Edna L. F. Bekart - Trustees

20 County of Maui Board of Water Supply 21,000'

Mau Land & Pineapple Co., Inc. (Ma. 1522C Trust - 50% Harriet 1522C Trust - 50%)

MAHINAHINA SUBDIVISION
2 (A79-451)

Edward A. ... 8108
William P. Iacola - wife 8108
Statilda Neegomua 8108
Victoria Napaepe 8108
"MAHINAHINA VENTURES LLC" R.F. 1749

Raymond ... 8102
Helen ... 8102
L. ... 8102
M. ... 8102
Rosa Kihone 8102
Māhina Kapahu 8102
Sally ... 8102
Dorothy ... 8102
C. ... 8102

RESERVE

Parcels Dropped: 18, 19, 10, 11, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36.

TAXATION MAPS BUREAU		
TERRITORY OF HAWAII		
TAX MAP		
SECOND DIVISION		
ZONE	SEC.	PLAT
4	3	01
CONTAINING PARCELS		
SCALE: 1 in. = 1000 FT.		

NOTICE: Owner's, lessee's and vendee's names recorded on this tax map print may not be current. Refer to Administrative Directive 24-68 (Rev. 1) dated November 21, 1968, as amended by RPP Procedure 4-74, dated July 2, 1978.

EXHIBIT A

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NAPILI to MAHINAHINA LAHAINA, MAUI

BEFORE THE LAND USE COMMISSION
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of Maui, Hawaii, TMK: 4-3-01:)	
portion of parcel 31)	
)	

CERTIFICATE OF SERVICE

I hereby certify that a copy of the Land Use Commission Decision and Order was served upon the following by either hand delivery or depositing the same in the U. S. Postal Service by certified mail:

KENT M. KEITH, Director
Department of Planning and Economic Development
State of Hawaii
250 South King Street
Honolulu, Hawaii 96813

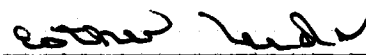
TOSH ISHIKAWA, Planning Director
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DATED: Honolulu, Hawaii, this 3rd day of July, 1985.



ESTHER UEDA
Executive Officer

DOCKET NO. A84-577 - HAWAIIAN AIRLINES, INC.

A copy of the Land Use Commission's Decision and Order was served upon the following by regular mail on July 3, 1985.

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Honolulu, Hawaii 96813

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MAUI LAND & PINEAPPLE COMPANY, INC.
P. O. Box 187
Kahului, Hawaii 96732

PIONEER MILL COMPANY, LTD.
P. O. Box 727
Lahaina, Hawaii 96761

A copy of the Land Use Commission's Decision and Order was served upon the following by regular mail on July 9, 1985.

VERNON F. L. CHAR
Damon, Key, Char & Bocken
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Honolulu, Hawaii 96813

SHERI MORRISON
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