
HOUSE CONCURRENT RESOLUTION

URGING THE DEPARTMENT OF TRANSPORTATION TO IMMEDIATELY CONVENE
AN AIRCRAFT NOISE ABATEMENT ADVISORY COMMITTEE TO WORK WITH
THE FEDERAL AVIATION ADMINISTRATION TO ESTABLISH EFFECTIVE
NOISE ABATEMENT PROCEDURES AND TO ADOPT RULES AND
REGULATIONS IN ORDER TO MITIGATE AIRCRAFT NOISE IMPACTS ON
NOISE SENSITIVE AREAS.

1 WHEREAS, the health, welfare, and quality of life of
2 Hawaii's citizens are significantly affected by frequent
3 exposure to aircraft noise impacts from commercial jet aircraft
4 and tour helicopter flights over the urban population; and
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6 WHEREAS, citizens on the ground under and adjacent to
7 arbitrary aircraft flight paths experience aircraft noise
8 impacts that interfere with their daily lives and constitute a
9 denial of their constitutionally protected right to quiet
10 enjoyment of their homes; and
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12 WHEREAS, comprehensive national research and existing local
13 evidence discloses that aircraft noise impacts cause a multitude
14 of negative consequences and health risks, including mental
15 stress and interference with normal living functions, such as
16 interruption of speech and loss of sleep; and
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18 WHEREAS, aircraft noise impacts are also similarly
19 detrimental to the valued experience and enjoyment of Hawaii's
20 natural and recreational resources by residents and visitors
21 alike; and
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23 WHEREAS, community reaction and opposition to continuing
24 commercial jet aircraft and tour helicopter noise impacts over
25 residential and recreation areas during the past two decades
26 warrants public protection from these impacts as these aviation
27 uses increase; and
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1 WHEREAS, the Legislature recognizes that significant noise
2 impacts are caused by tour helicopters and commercial jet
3 aircraft operating over established communities and
4 open recreation areas at all hours of the day and night; and
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6 WHEREAS, the State of Hawaii owns and operates airports
7 within the State and has the legal right and the moral
8 obligation to protect its citizens from aircraft noise impacts,
9 as many other states have done; and
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11 WHEREAS, the Director of Transportation is responsible for
12 adopting standards, procedures, and rules commensurate with and
13 for the purpose of protecting and ensuring the general public
14 interest with regard to aviation within the State; and
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16 WHEREAS, a federal grant has enabled the State Department
17 of Transportation to upgrade the Honolulu International Airport
18 aircraft noise and operations monitoring system, and air traffic
19 control flight tracking data will soon be integrated with this
20 system; and
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22 WHEREAS, Hilo International Airport will have the same
23 aircraft noise and operations monitoring system in the near
24 future to benefit the public interest on the island of Hawaii;
25 and
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27 WHEREAS, the airport noise and operations monitoring
28 program provides for a quarterly review and audit of noise
29 monitoring data, which is essential for evaluation of flight
30 operation procedures and practices concerning aircraft noise
31 abatement; and
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33 WHEREAS, old Stage II aircraft technology is banned from
34 all states except Hawaii and Alaska, and in some states, several
35 noise-critical Stage III models are restricted to certain
36 daytime hours; and
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38 WHEREAS, there is no process for the verification of
39 records that tour helicopters operate in compliance with Federal
40 Aviation Administration Special Federal Aviation Regulation
41 (SFAR) No. 71; and
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1 WHEREAS, SFAR No. 71 establishes certain procedural,
2 operational, and equipment requirements for air tour operators
3 in the State of Hawaii; and

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5 WHEREAS, International Civil Aviation Organization (ICAO)
6 climb procedures and continuous descent approach (CDA)
7 procedures are proven effective aircraft noise abatement
8 controls; and

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10 WHEREAS, in addition to reducing aircraft noise impacts,
11 continuous descent approach procedures save time approaching the
12 airport, save fuel consumed on approach, and reduce toxic
13 aircraft emissions such as benzene, hydrocarbons, and carbon
14 oxides; and

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16 WHEREAS, it is in the public interest to combine in a
17 balanced forum the technical expertise and aviation experience
18 of airline industry personnel with the first-hand knowledge and
19 concerns of the affected communities to cooperatively achieve
20 aircraft noise impact reduction in those communities; now,
21 therefore,

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23 BE IT RESOLVED by the House of Representatives of the
24 Twenty-fourth Legislature of the State of Hawaii, Regular
25 Session of 2007, the Senate concurring, that the Department of
26 Transportation is urged to do everything within its authority to
27 protect the public interest, health, and welfare by working with
28 federal agencies to alleviate aircraft noise impacts on the
29 general public; and

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31 BE IT FURTHER RESOLVED that the Department of
32 Transportation immediately implement an aircraft noise abatement
33 community master plan and program for the close and distant
34 vicinities of Honolulu and Hilo International Airports, and
35 subsequently for any qualified state airports as determined in
36 the future; and

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38 BE IT FURTHER RESOLVED that the Department of
39 Transportation develop comprehensive aircraft noise abatement
40 rules, standards, and procedures to protect the public health,
41 welfare, and quality of life in the close and distant vicinities
42 of state-owned and operated airports, including but not limited
43 to the following:
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- (1) Identifying aircraft noise impact areas and designating aircraft noise abatement zones in the close and distant vicinities of each airport;
- (2) Establishing community noise equivalent levels for urban residential land uses with typical Hawaiian construction and cross-ventilation, with reference to community reaction including interference with speech and loss of sleep;
- (3) Establishing community noise equivalent levels for national and state landmarks and monuments and local public parks, with reference to community reaction including disruption of the experience and enjoyment of the public resource;
- (4) Using single-event noise levels instead of day-plus-night sound averaging to determine community noise level impacts;
- (5) Using a threshold noise level ten decibels below the numerical value of the community noise equivalent level for implementation of the aircraft noise standards; and
- (6) Recognizing unique geographic features in measurement plans for locations where community noise equivalent level monitoring is impractical, such as forty-five decibel locations where aircraft noise is amplified by mountain slope walls; and

BE IT FURTHER RESOLVED that the Department of Transportation establish a process for verifying that tour helicopters operate in compliance with Federal Aviation Administration SFAR No. 71, Special Operating Rules for Air Tour Operators in the State of Hawaii, Section 6(a) and (b); and

BE IT FURTHER RESOLVED that the Department of Transportation establish a Fly Quiet program that encourages aircraft owners and operators to use noise abatement procedures and promotes participatory compliance by monitoring aircraft noise in real time and grading performance with published scores in quarterly public adherence reports; and



1 BE IT FURTHER RESOLVED that the Department of
2 Transportation consider establishing a nominal airport passenger
3 ticket fee solely for furthering aircraft noise abatement; and
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5 BE IT FURTHER RESOLVED that the Department of
6 Transportation maintain in good and consistent operation the
7 airport noise and operations monitoring system at Honolulu and
8 Hilo International Airports, and any state airports determined
9 in the future to be qualified for the airport noise and
10 operations monitoring system, and that this monitoring system
11 become more extensive and technically improved over time; and
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13 BE IT FURTHER RESOLVED that the Department of
14 Transportation request and work with the Federal Aviation
15 Administration and the Air Traffic Control Center work shift
16 supervisors to accomplish noise abatement procedures to minimize
17 aircraft noise impacts; and
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19 BE IT FURTHER RESOLVED that the Legislature requests that
20 aircraft noise abatement procedures include, but not be limited
21 to, the following:
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- 23 (1) Effective noise abatement departure profiles combined
24 with preferential runway use selections and flight
25 path techniques;
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- 27 (2) Effective noise abatement departure and arrival flight
28 paths vectored over water; and
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- 30 (3) Effective minimum altitudes and climb and descent
31 procedures for noise abatement; and
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33 BE IT FURTHER RESOLVED that the Department of
34 Transportation encourage and work with aircraft owners and
35 operators and the military to accomplish the following:
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- 37 (1) Restrict the use of Stage II and noisy Stage III
38 aircraft flights to daytime hours with night time
39 noise abatement hours of 7 p.m. and 7 a.m., except in
40 emergencies; and
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- 42 (2) Phase out use of Stage II and noisy Stage III aircraft
43 with replacement by aircraft classes with lower noise



1 level characteristics, including cleaner, quieter
2 Stage IV aircraft technology; and
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4 BE IT FURTHER RESOLVED that the Department of
5 Transportation immediately convene for the purpose of aircraft
6 noise abatement an advisory committee for both Honolulu and Hilo
7 International Airports comprised of representatives of the
8 following:
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- 10 (1) Each affected community in the close and distant
11 vicinities of both the Honolulu and Hilo International
12 Airports;
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- 14 (2) Each interested environmental organization;
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- 16 (3) The Federal Aviation Administration's Air Traffic
17 Control Center;
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- 19 (4) The Federal Aviation Administration's Flight Standards
20 District Office;
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- 22 (5) Each of the local commercial airlines;
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- 24 (6) Each local tour helicopter owner or operator;
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- 26 (7) The Airline Transport Association or similar air
27 carrier association; and
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- 29 (8) The state Department of Transportation Airports
30 Division; and
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32 BE IT FURTHER RESOLVED that the aircraft noise abatement
33 advisory committee meaningfully participate in the development,
34 acceptance, and implementation of a comprehensive aircraft noise
35 abatement master plan, including aircraft noise abatement
36 policies and objectives, assessment of aircraft noise impacts on
37 close and distant areas surrounding the airport, and a
38 compliance verification process to be reviewed quarterly; and
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40 BE IT FURTHER RESOLVED that the Department of
41 Transportation establish, in conjunction with the present
42 aircraft noise complaint hotline, an aircraft noise abatement
43 web site to provide for new levels of community awareness
44 relative to airport and aircraft noise abatement operations; and



BE IT FURTHER RESOLVED that a certified copy of this Concurrent Resolution be transmitted to the Department of Transportation.

OFFERED BY: 064.2-

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