

MAR 14 2007

SENATE CONCURRENT RESOLUTION

REQUESTING THE FEDERAL AVIATION ADMINISTRATION TO WORK WITH THE
DEPARTMENT OF TRANSPORTATION TO ESTABLISH NOISE SENSITIVE
OPERATING PROCEDURES AND AIR TRAFFIC PATTERNS TO REDUCE AND
CONTROL AIRCRAFT NOISE IMPACTS.

1 WHEREAS, Federal Aviation Administration Air Traffic
2 Control Centers control aircraft departures and arrivals in the
3 State of Hawaii and communicate directly with aircraft operators
4 in the vicinity of state airports; and

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6 WHEREAS, the health, welfare, and quality of life of
7 Hawaii's citizens are significantly affected by frequent
8 exposure to aircraft noise impacts from commercial jet aircraft
9 and tour helicopter flight paths close to and over urban
10 populations on the islands of Hawaii; and

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12 WHEREAS, the State Department of Transportation (DOT)
13 confirms that it is willing to work with community interest
14 groups to address aircraft noise impacts affecting communities
15 in the vicinity of State airports, and to develop, for
16 consideration by the Federal Aviation Administration, suggested
17 changes to operational areas under DOT's control; and

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19 WHEREAS, citizens on the ground under and adjacent to
20 arbitrary aircraft flight paths experience aircraft noise
21 impacts that interfere with their daily lives at all hours of
22 the day and night; and

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24 WHEREAS, the citizens of the State have the
25 constitutionally protected right to quiet enjoyment of their
26 homes; and

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28 WHEREAS, comprehensive national research and existing local
29 evidence discloses that aircraft noise impacts cause a multitude
30 of negative consequences and health risks, including loss of
31 sleep, interruption of speech, and mental stress; and



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2 WHEREAS, aircraft noise impacts are also similarly
3 detrimental to the valued experience and enjoyment of Hawaii's
4 natural and recreational resources by residents and visitors
5 alike; and
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7 WHEREAS, community reaction and opposition to continuing
8 commercial jet aircraft and tour helicopter noise impacts over
9 residential and recreation areas during the past two decades is
10 evidence of the fact that the community warrants public
11 protection from these impacts as these aviation uses increase;
12 and
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14 WHEREAS, old Stage II aircraft technology is banned from
15 all states except Hawaii and Alaska, and in some states, several
16 noise-critical Stage III models are restricted to certain
17 daytime hours; and
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19 WHEREAS, there is no process for the verification of
20 records that tour helicopters operate in compliance with Federal
21 Aviation Administration (SFAR) No. 71, which establishes certain
22 procedural and operational requirements for air tour operators
23 in the State of Hawaii; and
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25 WHEREAS, International Civil Aviation Organization (ICAO)
26 climb procedures and continuous descent approach (CDA)
27 procedures are proven effective aircraft noise abatement
28 controls; now, therefore,
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30 BE IT RESOLVED by the Senate of the Twenty-fourth
31 Legislature of the State of Hawaii, Regular Session of 2007, the
32 House of Representatives concurring, that the Federal Aviation
33 Administration is urged to do everything within its authority in
34 the State of Hawaii to fully implement aircraft noise abatement
35 procedures and practices in the public interest; and
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37 BE IT FURTHER RESOLVED that the Federal Aviation
38 Administration and its air traffic control centers are requested
39 to work with the State Department of Transportation and
40 community representatives to establish aircraft operating
41 procedures and air traffic patterns to reduce and control the
42 effect of aircraft noise impact on communities within the
43 proximity of airports and aircraft flight paths; and
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BE IT FURTHER RESOLVED that the Legislature requests that aircraft operating procedures and air traffic patterns reduce and control the effect of aircraft noise impact on communities within the proximity of airports and aircraft flight paths include, but not be limited to, the following:

- (1) Effective noise abatement departure profiles combined with preferential runway use selections and flight path techniques;
- (2) Effective noise abatement departure and arrival flight paths vectored over water; and
- (3) Effective noise abatement altitudes and climb and descent procedures for commercial jet aircraft; and

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

BE IT FURTHER RESOLVED that certified copies of this Concurrent Resolution be transmitted to the Federal Aviation Administration, the Honolulu Flight Standards District Office, the Honolulu Air Traffic Control Center, and the Department of Transportation.

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