

January 27, 2020

**Re: SB 2649**

Submitted Comments

For over 25 years, residents of Kauai have worked with helicopter tour operators in an effort to adhere to safe and neighborly practices only to realize that no amount of goodwill will change this industry and its “we know best” culture. It must come from external authority. And while the FAA should represent this authority, it, too, is primarily interested in protection of aviation as a whole rather than a local community or the environment. To the extent possible, the State must step into this void and require adherence to basic tenets of safety and accountability in return for the privilege of using State aviation resources and intruding on neighborhoods and natural settings.

At this point, helicopter tour operations are a negative factor in both tourism and residency. While the safety record reflects on both the State as a safe destination and threatens neighborhoods, the environmental impact detracts from the natural serenity that residents cherish and visitors are drawn to.

SB 2649 is urgently needed to establish common sense control of an industry that has proven to be incapable of self-regulation and is focused on self-preservation at the expense of safety and the environment.



Charlie Bass  
Stop Dat!  
Princeville, Kauai



January 28, 2020

Hawaii State Senate Committee on Transportation

Re: January 29, 2020 Hearing on SB2649 Relating to Tour Aircraft

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Aloha Senators Inouye (Chair), Harimoto (Vice-Chair) and Committee Members,

STOP DAT!, formed in 2008, is a coalition of Kaua'i citizens and organizations that believe that air tourism should respect residents' right to the peaceful enjoyment of their communities and parks. StopDAT!'s objective is the creation of mandatory, enforceable rules, for all types of tour aircraft, that will end the air tourism industry's creation of noise over residential areas, recreational areas, noise-sensitive environmental areas, and cultural sites.

StopDAT! supports SB2649 as a bill that mandates two important criteria that are necessary first steps for bringing air tourism into compliance with the needs of Hawaii's residents. However, these two criteria by themselves are by no means sufficient to address the problem.

Specifically, with regard to automatic dependent surveillance-broadcast ("ADS-B"), SB2649 should be amended to:

1. Require that ADS-B devices must be turned on and operating (i.e., broadcasting) at all times that a tour aircraft is airborne; and
2. Require the creation of an ADS-B-based automated flight tracking/recording system, operated by a neutral party and accessible in real-time to everyone, to enable all interested parties to know the actual flight paths, altitudes and identities of all tour aircraft. The system would be required to make such information available through a website and through the publication of monthly reports detailing air tourism operations over communities, recreational areas and other noise-sensitive areas. The cost of developing and operating the system would be funded by a fee imposed on the air tourism industry.

Thank you for considering this testimony.

A handwritten signature in black ink that reads "Carl F. Imperato".

Carl Imperato  
P.O. Box 1102  
Hanalei, HI 96714



January 29, 2020

Senator Lorraine Inouye, Chair  
Senate Breene Harimoto, Vice Chair  
Committee on Transportation  
Conference Room 225  
Hawaii State Capitol

RE: Testimony on SB2649 Relating to Tour Craft

Aloha Chair Inouye, Vice Chair Harimoto and Members of the Committee,

The Hawaii Helicopter Association opposes the language in SB2649 to amend Section 261-12 of the HRS on the grounds that equipment requirements are governed by federal law. Equipment in aircraft operated throughout the entire National Airspace System is regulated by the Federal Aviation Administration. The FAA is regarded as the top aviation regulatory body in the world and is considered the preeminent authority in aircraft equipment requirements. We respectfully request that this measure be deferred.

The Hawaii Helicopter Association is a non-profit organization that interacts with communities and local, state, and national government in order to ensure responsible helicopter operations in Hawaii.

**SENATE COMMITTEE ON TRANSPORTATION**

Senator Lorraine R. Inouye, Chair  
Senator Breene Harimoto, Vice Chair



**SENATE BILL 2649  
HEARING TESTIMONY**

Wednesday, January 29, 2020  
State Capitol Conference Room 225  
1:00 PM

Aloha Chair Inouye and Committee Members:

Senate Bill 2649, Relating to Tour Aircraft, amends HRS Section 261-12 to require tour aircraft operations permit holders to equip their aircraft with FAA approved safety devices.

SB 2649 essentially provides that no tour aircraft operation shall be permitted at any State airport without having a permit and no permit shall be authorized unless the tour operator's aircraft are equipped with the following:

A. Flotation devices.

These include aircraft flotation pontoons and personal flotation devices for all aircraft occupants as required by FAR 14 CFR Part 136, appendix A specific to Hawai'i.

B. Automatic dependent surveillance-broadcast (ADS-B) devices.

This is in compliance with the federal remote tracking and public identification system required as of January 1, 2020.

These requirements, when included under Hawai'i Revised Statutes Section 261-12, will help ensure tour operator compliance with federal regulations.

Further, additional remedial avenues are advocated to be enacted:

The fact that tour helicopter operators fly absent instrument certification requirements cannot be ignored, and three recent multi-fatality private helicopter crashes illustrate this glaring necessity:

- April 29, 2019 – a Novictor Helicopters tour helicopter crashed in downtown Kailua on O'ahu, with three (3) fatalities;
- December 26, 2019 – a Safari Helicopters tour helicopter crashed into a Kaua'i cliff face, with seven (7) fatalities;
- January 26, 2020 – an Island Express charter helicopter crashed in Southern California, with nine (9) fatalities.

These helicopters were operated by pilots using visual flight rules (VFR) in overcast conditions. If the registered private aircraft operators had been required to equip their helicopters with certified instrument flight technology and abide by the instrument flight rules (IFR) with pilots certified to operate with this technology – vastly different and far less devastating outcomes would have been possible.

Therefore, in support of several State Legislators' recommendations to protect their impacted communities, the Committee is urged to add the following IFR equipment and certification compliance requirements to SB 2649 under HRS 261, together with the vital safety flotation and

ADS-B surveillance tracking and public disclosure requirements for State airport tour helicopter permittees:

**"§261- Helicopters; commercial purposes; instrument rating. (a) No person may operate a helicopter for commercial purposes within this State without a valid instrument rating from the Federal Aviation Administration.**

**(b) Any individual who operates a helicopter in violation of this section and any employer for whom the individual operates the helicopter shall each be subject to penalties under section 261-21(a)(2)."**

From October 2018 to date, commercial and tour helicopter crashes and emergencies in Hawai'i alone have flashed a clear message that significant protective action must be implemented:

- October 22, 2018- Novictor Robinson-44 crash at Kaneohe Bay recreational sand bar;
- February 21, 2019- K&S Hughes-369E crash in Waipio Valley, Hawai'i Island;
- April 16, 2019- K&S Hughes-369E in Sacred Falls State Park, Oah'u;
- April 29, 2019- Novictor Robinson-44 crash with 3 fatalities on a Kailua town street;
- May 21, 2019- Schuman Hughes-369D emergency landing in Diamond Head National Natural Landmark and State Historic Monument crater park with 3,300 daily visitors;
- December 26, 2019 - Safari Eurocopter-AS350 crash with 7 fatalities on a Kauai cliff face near the Na Pali Coast.

Additionally in 2016, a fatal tour helicopter crash occurred near the USS Arizona memorial and Pearl Harbor nuclear submarine base.

These emergency events are seven (7) incontrovertible reasons why flotation devices must be ensured as required *specific to Hawai'i* under FAR 14 CFR Part 136, appendix A, and why the 1-mile offshore rule must be implemented. We can no longer risk tour helicopters crashing and burning in Hawai'i's communities and neighborhoods or within protected natural reserves and coastal defense areas.

NTSB Crash Site Video

<https://www.ktvu.com/video/648897>

"NTSB releases new video of helicopter crash site"

Adverse weather conditions was a factor in the Kauai helicopter crash:

<https://www.staradvertiser.com/2020/01/16/hawaii-news/ntsb-says-adverse-weather>

How Many More? How Many Children?

<https://www.ktvu.com/video/648728>

"Discussing tragedy with children"

SB 2649 safety protections for Hawai'i's citizens and visitors on the ground should also include the following stipulation under HRS 261-12:

All tour aircraft operators shall comply with the National Transportation Safety Board (NTSB) safety recommendations.

**Thank you for considering the above support for SB 2649 and related additions to this measure.**

Sincerely,

Michelle S. Matson

O'ahu Tour Helicopter Safety and Noise Inter-Action Group

Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board #5

**TESTIMONY OF**  
**LARRY S VERAY**  
**TO**  
**COMMITTEE ON TRANSPORTATION**  
**IN SUPPORT OF SB 2649**  
**JANUARY 27, 2020**

Aloha, Chair Inouye, Vice Chair Harimoto and members of the Committee on Transportation. The Pearl City Neighborhood Board No. 21 is in strong support of SB 2854. Our board previously passed and forwarded our board resolution to the Hawaii State Legislature on September 24, 2019 requesting the Federal Aviation Administration of Honolulu modify air routes and effectively regulate tour helicopters flying at low altitude over Pearl City area mitigating public safety risks and excessive noise negatively impacting our community.

We support SB 2649 to initiate and require tour helicopter companies to apply for a permit which will identify the types of aircraft are employed for operations; the number of daily flights detailing hours of operation; verification that the applicant is in full compliance with all State statutes; verification that the applicant has the FAA certificate 121 and 135; a written assessment detailing any impact to surrounding areas from flight operations; revocation of the permit based on failure of the company to meet FAA regulations; establish of penalties for revocation and suspension of a permit for failure to comply with permit conditions; annual renewal of permit; and any changes in flight operations.

I personally believe SB 2649 should be modified to add verbiage on specific safety devices to enhance the safety of passengers and the crew. I am greatly concerned with tour helicopters flying over dense residential areas without a contingency plan in the case of an inflight emergency or if the aircraft must land or perform a controlled crash. In addition, we are also concerned about tour helicopters flying over water without pontoon flotation devices and beacon transponders to allow for timely emergency response to find, fix and locate a downed a helicopter. Furthermore, the addition of these transponders can be used to monitor and enforce where tour helicopters were flying in relation to sensitive community areas. Those flight tracks can be evaluated by the State or FAA to verify no violations of agreed flight paths by operators. This data can be used to either renew or revoke the permit and pilot licenses. I hope you will take my recommendations and add these creative ideas to SB 2649. We greatly appreciate your support in passing SB 2649.

Very respectfully,

*Larry S. Veray*

Chair, Pearl City Neighborhood Board No. 21



**SB-2649**

Submitted on: 1/28/2020 8:14:53 AM

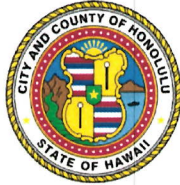
Testimony for TRS on 1/29/2020 1:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Roberta Mayor	Testifying for Hawaii Kai Neighborhood Board #1	Support	No

Comments:

On June 25, 2019, the Hawaii Kai Neighborhood Board unanimously passed a resolution requesting federal, state and county officials to address the need for increased regulations governing tour helicopters and other small aircraft over O'ahu. A letter was also sent to the FAA and the State Department of Transportation dated November 15, 2018, requesting the agencies to work together to develop solutions to mitigate the noise generated by helicopters and low flying aircraft. As you can see, this issue has long been a serious concern to the residents in East O'ahu. The Hawaii Kai Neighborhood Board supports Senate Bill 2649 in its effort to develop greater regulation over tour helicopters and low flying aircraft.





**HAWAI'I KAI NEIGHBORHOOD BOARD RESOLUTION No. 19 – 01  
REQUESTING FEDERAL, STATE AND COUNTY OFFICIALS TO ADDRESS THE NEED FOR  
INCREASED REGULATIONS GOVERNING TOUR HELICOPTERS AND OTHER SMALL  
AIRCRAFT OVER O'AHU**

**ROBERTA MAYOR**  
Sub district #10  
Chairperson

WHEREAS, RAPIDLY INCREASING AND WIDESPREAD OPERATION OF TOUR HELICOPTERS AND OTHER SMALL AIRCRAFT POSE INCREASED SAFETY RISKS TO OUR COMMUNITIES AND HAVE INCREASINGLY DISRUPTED OUR NEIGHBORHOODS AND LIVES THROUGHOUT O'AHU;

**ELIZABETH REILLY**  
Sub district #5  
Vice Chair

**KATIE SCOTT**  
Sub district #3  
Secretary

WHEREAS, THERE IS INADEQUATE REGULATION OF TOUR HELICOPTERS AND OTHER SMALL AIRCRAFT OPERATIONS, AND SELF-REGULATION BY THE OPERATORS IS INEFFECTIVE AND CANNOT BE EXPECTED TO IMPROVE;

**BYRON APO**  
Sub district #8  
Treasurer

WHEREAS, SUBSTANTIALLY INCREASED GOVERNMENT REGULATION OF ALL ASPECTS OF TOUR OPERATIONS IS NECESSARY TO ADDRESS RAPIDLY INCREASING SAFETY RISKS AND DISRUPTION;

**RENÉ GARVIN**  
At-Large

**NATALIE IWASA**  
At-Large

WHEREAS, SUCH REGULATION SHOULD ADDRESS AT LEAST THE FOLLOWING: APPLY THE SAME SAFETY RESTRICTIONS AS NOW GOVERN OTHER COMMERCIAL AIR OPERATIONS; PROHIBIT PILOTS FROM ALSO FUNCTIONING AS TOUR GUIDES; LIMIT OPERATIONS BY TIME, ROUTE, ALTITUDE, FREQUENCY AND DAY; REQUIRE NOISE SUPPRESSION TECHNOLOGY; AND PROVIDE MAXIMUM FLIGHTS PER DAY.

**GREG KNUDSEN**  
At-Large

**SOLOMON THOMPSON**  
At-Large

**ROBERT CLARK**  
Sub district #1

NOW, THEREFORE, BE IT RESOLVED BY THE HAWAII KAI NEIGHBORHOOD BOARD NO. 1 THAT:

**MARIAN GREY**  
Sub district #2

(1) THE BOARD FULLY SUPPORTS AND ENDORSES SUBSTANTIALLY INCREASED REGULATION OF TOUR HELICOPTERS AND OTHER SMALL AIRCRAFT AS SET FORTH ABOVE; AND

**Vacant**  
Sub district #4

**HERB SCHREINER**  
Sub district #6

(2) THE BOARD URGES THAT ITS FEDERAL, STATE AND COUNTY ELECTED AND ADMINISTRATIVE GOVERNMENT OFFICIALS DEVOTE THEIR FULL EFFORTS TO SUCH SUBSTANTIALLY INCREASED REGULATION; AND

**KIM HOLLANDSWORTH**  
Sub district #7

**TEHANI MALTERRE**  
Sub district #9

BE IT FURTHER RESOLVED THAT THE FAA PROVIDE OPPORTUNITIES FOR PUBLIC MEETINGS AND COMMUNITY COMMENTS WHEN UPDATING THE HELICOPTER MANAGEMENT PLAN; AND

**PAIGE ALTONN**  
Sub district #11

**Hawaii Kai  
Neighborhood Board #1**  
c/o Neighborhood  
Commission Office  
925 Dillingham Blvd., #160  
Honolulu, Hawaii 96817  
Phone: (808) 768-3710  
Fax: (808) 768-3711  
[www.honolulu.gov/nco](http://www.honolulu.gov/nco)

BE IT FURTHER RESOLVED THAT COPIES OF THIS RESOLUTION AS ADOPTED BE TRANSMITTED TO ALL MEMBERS OF HAWAII'S CONGRESSIONAL DELEGATION, AS WELL AS TO THE GOVERNOR OF HAWAII, THE MAYOR OF THE CITY AND COUNTY OF HONOLULU, AND THE STATE SENATORS AND REPRESENTATIVES AND CITY COUNCIL MEMBERS FOR THE DISTRICTS ALSO REPRESENTED BY THIS BOARD.

Hawaii Kai Neighborhood  
Board meets 7 p.m. the last  
Tuesday of every month  
except Dec. at Hahaione  
Elementary School cafeteria.  
The public is welcome to  
attend.

**APPROVED JUNE 25, 2019 (AYES 12, NAYS 1, ABSTENTIONS 0)**



**HAWAII KAI  
NEIGHBORHOOD BOARD**

November 15, 2018

**ROBERTA MAYOR**  
Subdistrict #10  
Chairperson

**ELIZABETH REILLY**  
At-Large  
Vice Chairperson

**RENÉ GARVIN**  
At-Large  
Secretary

**MAXINE RUTKOWSKI**  
Subdistrict #4  
Treasurer

**NATALIE IWASA**  
At-Large

**GREG KNUDSEN**  
At-Large

**ROBERT CLARK**  
Subdistrict #1

**MARIAN GREY**  
Subdistrict #2

**KATIE SCOTT**  
Subdistrict #3

**CAROL JAXON**  
Subdistrict #5

**HERB SCHREINER**  
Subdistrict #6

**LASHA SALBOSA**  
Subdistrict #7

**Vacant**  
Subdistrict #8

**Vacant**  
Subdistrict #9

**PAIGE ALTONN**  
Subdistrict #11

**Hawaii Kai  
Neighborhood Board #1**  
c/o Neighborhood  
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[www.honolulu.gov/nc](http://www.honolulu.gov/nc)

The Board meets the last  
Tuesday of every month  
except Dec., 7 p.m., Hahaione  
Elementary School cafeteria.  
The public is welcome to  
attend.

Ms. Tamara Swann, Deputy Regional Administrator  
Western-Pacific Region, Federal Aviation Administration

Mr. Jade Butay, Director  
State of Hawai'i Department of Transportation

Dear Sir and Madam:

The Hawai'i Kai Neighborhood Board has recently heard a number of complaints from community members of low flying helicopters and fixed-wing aircraft over East Honolulu residential areas that generate excessive noise that compromises the health and well-being and privacy of the residents of East Honolulu.

The Hawai'i Kai Neighborhood Board unanimously approved a motion that urges the Federal Aviation Administration and the Hawai'i State Department of Transportation to work together, and with the affected communities, to develop solutions to mitigate the excessive noise generated by low flying helicopters and fixed-wing aircraft over East Honolulu residential areas.

The Hawai'i Kai Neighborhood Board supports the resolutions on this issue developed and approved by the Waialae-Kahala Neighborhood Board No. 3 and the Diamond Head/Kapahulu/St. Louis Heights Neighborhood Board No. 5.

We would be pleased to be part of a problem-solving process to seek solutions. Thank you for your consideration of our concerns and comments.

Aloha,

Roberta Mayor, Chairperson  
Hawaii Kai Neighborhood Board

cc (via email): Mayor Kirk Caldwell  
Councilmember Trevor Ozawa  
State Senator Laura Thielen  
State Senator Stanley Chang  
State Representative Gene Ward  
State Representative Mark Hashem  
Members of the Hawai'i Kai Neighborhood Board

Oahu's Neighborhood Board System – Established 1973

Hawaii Kai Neighborhood Board No. 1 • c/o Neighborhood Commission • 925 Dillingham Blvd., #160 • Honolulu, Hawaii 96817 • (808) 768-3710

**LATE**

**SB-2649**

Submitted on: 1/29/2020 7:46:55 AM

Testimony for TRS on 1/29/2020 1:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Claudine Tomasa	Testifying for Kailua Neighborhood Board #31	Support	No

Comments:

**Bruce Lum**  
**99-546 Iwaiwa Street**  
**Aiea, Hawaii 96701**

January 27, 2020

Re: Support for SB2649

Aloha kākou Chair Inouye, Vice-Chair Harimoto and TRS members,

My name is Bruce Lum and I am in full support of SB2649, because I think that in view of the recent commercial helicopter crashes and deaths on Oneawa Street, Kailua and at the Pearl Harbor Visitors Center, and Koke'e Kaua'i, it is very clear that the "honor code" method of providing safety and protections for public safety and national security is not effective and correction is long overdue.

I have lived in my Aiea home for over 58 years and the tour aircraft flying directly over my house has increased from a handful of military helicopters and occasional emergency aircraft over the first 27 years. The present commercial aircraft and helicopter count is as high as 20/hr from 6:45a to 7:45p every day. That means 260 total aircraft over my house from just one of 3 flight tracks daily during the summer. My estimate of an average number of commercial aircraft over my house is 300 to 320 per day, every day, coming from a minimum 3 tracks daily.

BTW, the 300-320 estimate does not include the military helicopters that fly directly over my house as frequently as 60 times a day (out and return flights) from 7am to 10pm every day of the week. They fly at 400ft to 600ft over my house and they are extremely noisy and vibrate my window glass and walls.

Since I have an unobstructed view of Pearl Harbor and the west-side out to the Ewa plains, I have a unique opportunity to have a line-of-sight observation of the air space over Pearl Harbor. For national security reasons, it is very alarming to witness the helicopters I am tracking visually and by Flight Radar24 app, because they all seem to have a total disregard for national security of our most strategic naval harbor in the world. It is stunning to see how long they linger over and how low they are allowed to hover and move about Ford Island, the sub-base, Arizona Memorial and the iconic "Golf ball" intelligence gathering vessel. Aggressive commercial helicopter traffic over Pearl Harbor seems to be of little or no concern to the base command at Pearl Harbor. For heaven's sake, we have nuclear warheads that could be compromised by a commercial helicopter crash!

Since being able to track the commercial tour aircraft with Flight Radar24 app I am able to see that the tour companies use three basic tracks every hour of every day. One track goes east and a 2<sup>nd</sup> goes west. The east track heads out from Lagoon Drive towards Diamond Head to multiple windward and north shore sites and then back to Lagoon Drive after lingering at Pearl Harbor sites. The west #1 track heads out towards West Lock and Ko'olina, lingers over multiple Pearl Harbor sites and returns to Lagoon Drive. A 3<sup>rd</sup> track follows the west #1 track, but continues to the north shore and loops back around and over the Kualoa-Koolau ridge and back over my house and to Pearl Harbor then back to Lagoon Drive.

I have a growing archive of Flight Radar24 screen shots of all the aircraft I have tracked and 30% of those records have ID, make/model of aircraft, location and track information. I am currently working on logging and photographing all of the aircraft I can, because 90% of the aircraft are flying under 500

feet over my house. I make the time to track and log the aircraft traffic, because the noise is very disruptive and intrusive. The sheer volume of aircraft flights over my house significantly increases the odds of a tragic crash in my neighborhood and surrounding populated areas.

I had to do research on the issue of getting government help for this issue. here's a summary of what I was told by air traffic control sources:

- 1. The state handles most of the noise complaints, the number is 888-697-7813. There is a national FAA noise complaint number, 424-405-8020, but since they take calls from all over the country, I don't know how much attention your call will get.  
(I have tried to get help and information from these contact numbers, but with failure each and every time.)*
- 2. The following applies to VFR helicopters only, fixed wings have their own guidelines: There is a noise abatement program in place for Honolulu, but pilot participation is entirely VOLUNTARY.*
- 3. VFR helicopters must be 500 ft or above populated areas, so the engine noise will be heard. There are no time of day or night restrictions to operate VFR.*
- 4. Maybe a petition of community members might be another option.*

At the very minimum, requiring all commercial tour aircraft to broadcast their tracking information under the penalty of law, would add immensely to safer aircraft operations over O'ahu.

Since I am at Ala Moana Beach Park on a daily basis, I have frequently witnessed a very troubling tour helicopter practice by the helicopter company that operates helicopters that look identical to the original Magnum P.I. TV show model that the TV character "TC" flew (black, yellow & orange striped motif). All of the other helicopters have a flight track over the the surf break edge of the reef. The Magnum P.I. look-alike makes it a point to come in and over the swim channel at about 300 feet altitude and maintain a line that uses Diamond Head as a target point until well past the Magic Island-Ala Wai channel. This practice is frivolous and irresponsible in my opinion and should be immediately prohibited, because it is a gross disregard for best practice and basic safety guidelines.

Based on recent crashes, my tracking of aircraft over my house, the large volume of commercial tour aircraft flying over residential areas in my area and Pearl Harbor, the significant growth of the commercial air tour flights over O'ahu and the absence of effective safety metrics and regulations on commercial air tour aircraft, **I am fully in favor of SB2649 being adopted** and amended to add the following "...requires tour aircraft compliance with National Transportation Safety Board (NTSB) safety recommendations, as well as a stipulation that no tour aircraft operator shall operate their aircraft within (an appropriate buffer distance) feet of businesses and residential property."

Mahalo,

Bruce Lum

**SB-2649**

Submitted on: 1/26/2020 5:00:32 PM

Testimony for TRS on 1/29/2020 1:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jeanne Herbert	Individual	Support	No

Comments:

I strongly support SB2649. It is time to have stronger regulations on the helicopter tour industry which continues to operate without concerns for public safety and noise pollution. Hawaii's residents should come first, not helicopter tour companies.

**SB-2649**

Submitted on: 1/27/2020 3:52:33 PM

Testimony for TRS on 1/29/2020 1:00:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Dan Brown	Individual	Support	Yes

Comments:

I (Dan Brown-Kailua HI) fully support SB 2649 to require Tour Helicopter Company operations to obtain a permit to operate within the state Hawaii and that said companies be required to have flotation devices for the safety of passengers and the Automatic Dependent Surveillance-Broadcast (ADS-B) installed on each helicopter. We have experienced numerous serious tour helicopter crashes in recent years - the two most recent being the egregious crash of a Novictor tour helicopter on Oneawa Street in Kailua and the Paradise tour helicopter crash on Kuai. The passengers and the citizens who live below these tour helicopter operators are not safe! Their operations need to be moved offshore by one mile to ensure the safety of Oahu's citizens - requiring flotation devices and the ADS-B will enable the operators to safely operate away from current unsafe inland routes and safely operate offshore. It is our Kuleana as citizens to stand up to these tour helicopter operators and ensure their operations are safe – self regulation is clearly not working. I strongly support SB 2649 and other legislative actions to ensure our neighborhoods are safe from air tour operations and to look out for passenger safety as well. Respectfully submitted by Dan Brown, Kailua Hawaii (member of Oahu Tour Helicopter Safety and Noise Inter-Action Group and active Kailua Neighborhood Board participant)

Dan Brown, 1596 Kanapuu Drive, Kailua HI 96734



**SB-2649**

Submitted on: 1/28/2020 3:24:37 PM

Testimony for TRS on 1/29/2020 1:00:00 PM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Eileen Hilton	Individual	Support	No

Comments:

The Windward Coalition supports passage of SB 2649. All touring helicopters should be equipped with the optimal safety and flotation equipment. It should be a requirement before permitting them to fly over our islands. Concerned residents have complained of frequent overflights citing recent accidents as well as quality of life issues. When asked to fly over water rather than homes, operators have countered that it is less safe to fly over water- that several of the aircraft do not have flotation devices. For the safety of our tourists and residents, we respectfully request that you move this bill forward..

Eileen Hilton MD

President , Windward Coalition Executive Committee

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I fully support Senate Bill 2649. It is clearly Just and Common Sense to require tour helicopters to have permits to legally operate in the State of Hawaii, and to be bound by the provisions of those permits. And since they fly over and very near the ocean...all helicopters should have flotation pontoons and life vests worn to insure the survival of all hands in the event of a controlled crash in the water. Again...this is only Just and Common Sense.

All tour helicopters should also be equipped with ADS-B Surveillance Equipment in compliance with Federal law requiring them as of Jan. 1, 2020.

The recent tour helicopter crashes are unacceptable. Citizens everywhere should not be subject to such dangers from flying machines crashing down upon them with no warning. They are machines, and machines break. We are NOT for sale, and NOT worth the risk for tour operator's profit. To this end it only makes sense to require these helicopters to fly one mile offshore to better guarantee the safety of us all AND the security of our lethal and highly sensitive military bases that defend our Nation. Just imagining the possible conflagration from such a senseless crash is mind boggling. There should be NO tour operations over our homes, military bases or our sacred spaces.

The tour helicopter industry has demonstrated time and time again, they are often ill mannered and incapable of self policing as we citizens of Hawaii Nei blindly put our safety and security in the hands of the FAA and tour helicopter operators. It is just not worth the risk...**ever.**

Safety is paramount, not secondary. Passage of SB2649 is absolutely crucial and necessary to keep we on the ground and the passengers all safe, and to move us in the direction of sanity. Anything less is ludicrous.

Respectfull submitted by Keith Caywood, (Member of Oahu Tour Helicopter Safety and Noise Inter-Action Group...and Active participant of Kaimuki Neighborhood Board).