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**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515

COMMITTEE ON APPROPRIATIONS  
SUBCOMMITTEES:  
MILITARY CONSTRUCTION, VETERANS AFFAIRS AND  
RELATED AGENCIES

COMMERCE, JUSTICE, SCIENCE AND RELATED  
AGENCIES

LEGISLATIVE BRANCH

COMMITTEE ON NATURAL  
RESOURCES  
SUBCOMMITTEES:  
NATIONAL PARKS, FORESTS AND PUBLIC LANDS

WATER, OCEANS AND WILDLIFE

INDIGENOUS PEOPLES OF THE UNITED STATES

**Testimony of U.S. Congressman Ed Case in Support of SB17, Relating to Tour Aircraft,  
and SB1403, Relating to Helicopters.**

Chair Lee, Vice Chair Inouye and members of the Committee:

First, thank you for highlighting and pursuing a critical issue that increasingly risks the safety and disrupts the daily lives of residents and visitors in all corners of our Hawai'i: the virtually unregulated operations of commercial tour helicopters and small aircraft. On their behalf, I fully support both SB17 and SB1403, which target key areas in our effort to reclaim our skies and ensure the safe and peaceful operation of air tours throughout the state consistent with the public good.

COVID-19 has obscured these effects over the last year but make no mistake that the air tour operators fully intend to resume and expand the pre-COVID status quo as soon as possible, as we already see happening with resumption of operations. That status quo saw widespread and worsening safety concerns, including in 2019 alone three fatal accidents with twenty-one lives lost. The same is true with on-the-ground community disruption, with operators refusing to adopt or comply with any reasonable restrictions on time, place and manner of operations to address such disruption, even refusing or subverting reasonable efforts to track operations in order to specify and confirm complaints and areas of concern.

Clearly, self-regulation has not worked and will never work and, despite all attempts to pretend that they are responsive to community concerns, air tour operators will continue to make every attempt to avoid any reasonable restrictions and to dismiss public concerns. Only substantial regulation at all of the federal, state and local levels of government will achieve a reclamation of public skies for operations that are safe and non-disruptive.

The tour operators will no doubt tell you, in so many words, that the state and county governments are powerless to actually do anything, that their operations can't be regulated at the state and county level. First, this plays nicely into their overall goal of avoiding any reasonable regulation, since the federal government has generally let them do what they want. But second, it

is not true, as there is a zone of permissible state and county government regulation even under existing federal law, and this zone should be utilized to the maximum extent possible.

SB17 and SB1403 both propose reasonable regulations that one would hope would be self-adopted by the industry but in that absence should be pursued. They set forth very basic requirement that air tour operations in state airports be subject to a basic permit with basic safety and community disruption and reporting requirements. If operators are serious about addressing safety and community disruption concerns, they should have no problem with such requirements.

On the proposed requirement that all commercial air tours install an automatic dependent surveillance-broadcast (ADS-B) system, the requirement should also be to operate it fully with all specific identifying information throughout the flight. At present some operators carry and operate ADS-B while others do not. But even among those that carry and operate ADS-B, they frequently do not transmit the specific registration information of the specific aircraft. This makes it impossible for the public to identify the specific company operating the aircraft in real time in order to report violations and register complaints, as the first question asked is what specific company and aircraft. The requirement should include transmission of this specific information.

On the federal level, I recently reintroduced H.R. 389, the Safe and Quiet Skies Act, in Congress to require the Federal Aviation Administration to take specific steps to improve safety and reduce community disruption. My measure would also expand the zone of permissible state and county regulation of commercial air tour operations toward the same goals. make these flights safer and reduce the noise from these flights. Attached to my testimony are a letter to my colleagues on the Safe and Quiet Skies Act, a section-by-section summary of the bill, and the text of the bill itself. I would greatly appreciate this Committee's and the Legislature's support of my bill and look forward to working with you and a very concerned public toward reasserting public control of our skies.

Thank you again.

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INDIGENOUS PEOPLES OF THE UNITED STATES

January 4, 2021

**Cosponsor Safe And Quiet Skies Act To Require Federal Aviation Administration To  
Address Growing Safety And Noise/Community Disruption Concerns From Commercial  
Helicopters And Small Aircraft**

**116th Congress Cosponsors:** Ed Case, Zoe Lofgren, Jerrold Nadler, Joe Neguse, Brad Sherman

Dear Colleague:

Concerns continue to grow rapidly throughout the country over accelerating safety and noise/community disruption concerns from ever-increasing and expanding aircraft operations. These are particularly acute with commercial helicopter and small aircraft operations for tour and other recreational purposes.

In 2019 alone, there were 17 sightseeing tour flight and skydiving accidents nationwide with 37 deaths from six of those crashes. In my Hawai'i alone, we saw three dead in the crash of a commercial air tour helicopter into a residential neighborhood, eleven more dead in the crash of a commercial skydiving plane, and then seven more dead in a commercial air tour helicopter crash in a remote mountain region. Many other areas of the country have been equally impacted, especially those with high commercial usage, more dense populations, valuable natural resources, significant defense installations and other factors.

These tragedies and impacts are occurring amidst and because of a rapid increase in commercial helicopter and small plane overflights including residential, commercial and industrial neighborhoods, cemeteries and memorials, land and marine parks and other recreation areas, and sensitive military installations. They have disrupted whole communities with excessive noise and other impacts, destroyed the peace and sanctity of special places, increased risk to not only passengers but those on the ground and weakened security and management of defense operations.

The Federal Aviation Administration (FAA) currently has virtually exclusive jurisdiction over these aircraft operations. Following these recent tragedies, the National Transportation Safety Board (NTSB), which is responsible for investigating accidents but not for direct safety regulation, strongly suggested to the FAA that safety-related regulation of commercial tour

helicopters and small aircraft skydiving operations is generally insufficient and cited to a number of specific recommendations arising from prior crashes that the FAA had declined to implement.

Regarding ground disruption and risk, the FAA takes the position that its responsibility is strictly operational safety and national airspace efficiency (meaning maximum usage) and does not extend to ground disruption and other negative impacts. The FAA further takes the position that state and local jurisdictions have virtually no regulatory authority to protect their communities, citizens, spaces and properties from safety and community disruption consequences.

As a result, the operators, aside from strict takeoff and approach, avoidance of established flight paths and other limited circumstances, are virtually free to fly wherever, whenever and as often as they want. And they do, with little to no self-regulation.

This situation is unacceptable for both safety and community impact concerns. If you and your communities and constituents suffer from these risks and impacts and share these concerns, I ask for your cosponsorship of my Safe and Quiet Skies Act in the 117<sup>th</sup> Congress.

This bill would first require the FAA to implement the NTSB's recommended enhanced safety regulations. It would also prohibit flights over federal property that requires privacy, dignity and respect, to include military installations, national cemeteries and national parks, wildlife refuges and wilderness. It would further require the use of standard equipment to monitor the location of flights, apply the "sterile cockpit rule" to tour flights (meaning in part that the pilot could not also be the tour guide), prohibit flights lower than 1,500 feet over actual ground, and limit decibel levels to those commonly applied to operations in residential areas.

Additionally, the bill would allow states, localities and tribes to impose stricter regulations on tour flights in their jurisdictions with required public engagement. A copy of my bill and section-by-section summary are attached.

Thank you for your consideration. Please contact Kainan Miranda at [Kainan.Miranda@mail.house.gov](mailto:Kainan.Miranda@mail.house.gov) if you have any questions or would like to cosponsor the Safe and Quiet Skies Act.

Sincerely,

**Ed Case**

Ed Case  
Member of Congress

## Safe and Quiet Skies Act Section-by-Section Summary

### Section 1 - Short Title

- Safe and Quiet Skies Act

### Section 2 – Requirements for Commercial Air Tour Flights

- Prohibits tour flights over military installations, national cemeteries, national wilderness areas, national parks, and national wildlife refuges.
  - Current law has no prohibitions on where tours can fly.
  - Military installations can have flight restrictions imposed based on national security concerns, but this is not uniformly applied or enforced.
  - Current law requires air tour management plans over national parks, but only the Grand Canyon National Park has one.
- Requires Automatic Dependent Surveillance-Broadcast (ADS-B) out equipment on all tour aircraft and to be utilized for the entirety of tour flights. ADS-B is a system for broadcasting and receiving aircraft identification, position, altitude, heading, and speed data derived from on-board navigation systems such as a Global Positioning System (GPS) receiver.
  - Current regulation requires air ADS-B out capability for certain aircraft by 2020 and varies on when the equipment must be in use (usually based on proximity to certain airports).
- Applies the “sterile cockpit rule” to tour flights, which requires that pilots only focus on safely operating the aircraft and would define tour-giving and narrating as outside of the duties required for safe operation.
  - The rule currently applies to commercial airlines, but not tour flights.
- Requires that tour flights always fly above 1,500 feet altitude over actual ground with very limited exceptions for emergencies.
  - Currently, there is a wide variety of regulations on the altitude requirement for tour flights and a significant amount of discretion given to the FAA to allow for deviation from altitude requirements.
- Requires tour flights over occupied areas (including residential, commercial and recreational areas) to be no louder than 55 dbA, the same level of noise commonly allowed for residential areas.
  - Current regulations outline higher noise limit requirements for FAA certification of an aircraft with multiple methods of measurement.

### Section 3 – Delegated Authority to State and Local Regulators

- Allows states and localities to impose requirements (in addition to the minimum national requirements of Section 2) on tour flights.
  - FAA takes the position that under current law the scope of a state or locality's ability to impose restrictions on tour flights is very limited.

### Section 4 – Public Engagement Throughout Federal and State Regulatory Process

- Requires that all regulations under this act, including updating any Air Tours Common Procedure Manual, includes public engagement.
  - Currently, FAA does not require public comment or engagement on updates to the Air Tours Common Procedures Manual, which is the current de facto regulation for tour flights.

### Section 5 – Penalties

- Requires FAA to impose penalties on tour flights that violate this act including revoking certifications and permits to operate tour flights.

### Section 6 – Conforming Edits

- Makes edits to current law to implement this act.
- Includes edits to ensure native tribes have the same authority as states and localities under Section 3 of this act.

### Section 7 – NTSB Recommendations

- Requires FAA to implement National Transportation Safety Board (NTSB) recommendations regarding Part 135 regulations, which most tour flights fly under.
- Requires all tour flights to fly under Part 135 regulations and prohibits tour flights from flying under less restrictive Part 91 regulations.

### Section 8 – Definitions

- Defines terms in the act
- Includes skydiving operations (“intentional parachuting”) under the definition of “commercial air tour.”

.....  
(Original Signature of Member)

117TH CONGRESS  
1ST SESSION

**H. R.** \_\_\_\_\_

To impose safety requirements on commercial air tour flights, and for other purposes.

\_\_\_\_\_  
IN THE HOUSE OF REPRESENTATIVES

Mr. CASE introduced the following bill; which was referred to the Committee on \_\_\_\_\_

\_\_\_\_\_  
**A BILL**

To impose safety requirements on commercial air tour flights, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*  
2 *tives of the United States of America in Congress assembled,*

3 **SECTION 1. SHORT TITLE.**

4 This Act may be cited as the “Safe and Quiet Skies  
5 Act of 2021”.

1 **SEC. 2. REQUIREMENTS FOR COMMERCIAL AIR TOUR**  
2 **FLIGHTS.**

3 (a) PROHIBITION OF OVERFLIGHTS.—Notwith-  
4 standing any other provision of law, a commercial air tour  
5 may not operate within a half mile of the following:

6 (1) A military installation.

7 (2) A national cemetery.

8 (3) A unit of the National Wilderness Preserva-  
9 tion System.

10 (4) A unit of the National Park System.

11 (5) A unit of the National Wildlife Refuge Sys-  
12 tem.

13 (b) USE OF AUTOMATIC DEPENDENT SURVEIL-  
14 LANCE-BROADCAST (ADS-B) OUT EQUIPMENT.—The  
15 Administrator of the Federal Aviation Administration  
16 shall revise section 91.227 of title 14, Code of Federal  
17 Regulations, to require the use of ADS-B Out (as such  
18 term is defined in such section) during the entire oper-  
19 ation of a commercial air tour.

20 (c) STERILE COCKPIT RULE.—The Administrator  
21 shall issue such regulations as are necessary to—

22 (1) impose the requirements of section 121.542  
23 of title 14, Code of Federal Regulations, on a com-  
24 mercial air tour and a pilot of a commercial air tour  
25 (including a commercial air tour that does not hold



1 a certificate under part 121 of title 14, Code of Fed-  
2 eral Regulations);

3 (2) define tour-giving and providing an oral  
4 narration of the air tour as duties that are not re-  
5 quired for the safe operation of the aircraft for a  
6 commercial air tour (including a commercial air tour  
7 that does not hold a certificate under part 121 of  
8 title 14, Code of Federal Regulations); and

9 (3) define a critical phase of flight for a com-  
10 mercial air tour (including a commercial air tour  
11 that does not hold a certificate under part 121 of  
12 title 14, Code of Federal Regulations) to include all  
13 ground operations involving taxi, takeoff, and land-  
14 ing, and all other flight operations regardless of alti-  
15 tude of operation.

16 (d) MINIMUM ALTITUDES.—

17 (1) IN GENERAL.—Notwithstanding any other  
18 provision of law, a commercial air tour may not op-  
19 erate at an altitude of less than 1,500 feet.

20 (2) EXCEPTIONS.—

21 (A) SAFE HARBOR.—An operator of a  
22 commercial air tour may fly below the altitude  
23 described in paragraph (1) for reasons of safety  
24 if unpredictable circumstances occur.

1 (B) FAA REQUIREMENTS.—The Adminis-  
2 trator may permit an operator of a commercial  
3 air tour to operate below the altitude described  
4 in paragraph (1) for flight operations for take-  
5 off and landing.

6 (3) RULE OF CONSTRUCTION.—If a reasonable  
7 individual would believe a commercial air tour could  
8 not safely fly at a minimum altitude of 1,500 feet  
9 for the duration of the flight given the conditions at  
10 takeoff, the safe harbor described in paragraph  
11 (2)(A) shall not apply.

12 (e) OCCUPIED AREAS.—

13 (1) IN GENERAL.—Notwithstanding any other  
14 provision of law, a commercial air tour may not op-  
15 erate within half a mile of an occupied area unless  
16 the aircraft has noise suppression technology that  
17 brings noise to the lesser of—

18 (A) a maximum level of 55 dbA as meas-  
19 ured from such occupied area; and

20 (B) a maximum level required in such oc-  
21 cupied area by a requirement imposed pursuant  
22 to section 3(a) of this Act or section 40128(e)  
23 of title 49, United States Code.

24 (2) REGULATIONS.—The Administrator shall  
25 revise subparts F and H of part 36 of title 14, Code

1 of Federal Regulations, and related appendices, to  
2 reduce noise limits in accordance with paragraph  
3 (1).

4 **SEC. 3. DELEGATED AUTHORITY TO STATE AND LOCAL**  
5 **REGULATORS.**

6 (a) IN GENERAL.—Notwithstanding any other provi-  
7 sion of law, a State or locality may impose additional re-  
8 quirements on commercial air tours (but may not waive  
9 any requirements described in this Act or in the amend-  
10 ments made by this Act), including—

11 (1) banning such tours;

12 (2) imposing day and time flight restrictions;

13 (3) regulating the total number of flights per  
14 day;

15 (4) regulating route requirements over occupied  
16 areas;

17 (5) prohibiting flights over State or local parks,  
18 ocean recreation, cemeteries, and other areas of  
19 State interest; and

20 (6) requiring commercial air tours to operate at  
21 lower decibels for purposes of noise requirements.

22 (b) FAA EXCEPTIONS.—The Administrator may in-  
23 validate a requirement imposed pursuant to subsection (a)  
24 if required for flight operations for takeoff and landing.

1 **SEC. 4. PUBLIC ENGAGEMENT THROUGHOUT FEDERAL**  
2 **AND STATE REGULATORY PROCESS.**

3 During the promulgation of any regulation required  
4 by this Act or the drafting and update of the Air Tours  
5 Common Procedural Manuals, the requirements of the Ad-  
6 ministrative Procedure Act shall apply.

7 **SEC. 5. PENALTIES.**

8 The Administrator shall impose penalties for viola-  
9 tions of this Act or the amendments made by this Act,  
10 including revoking any certifications or permits issued to  
11 operate a commercial air tour.

12 **SEC. 6. CONFORMING AMENDMENTS.**

13 Section 40128 of title 49, United States Code, is  
14 amended—

15 (1) by striking “a national park or” in each  
16 place in which it appears;

17 (2) by striking “park or” in each place in which  
18 it appears;

19 (3) in subsection (a)(1)(C), by striking “or vol-  
20 untary agreement under subsection (b)(7)”;

21 (4) by striking subsection (a)(2) and inserting  
22 the following:

23 “(2) APPLICATION FOR OPERATING AUTHOR-  
24 ITY.—Before commencing commercial air tour oper-  
25 ations over tribal lands, a commercial air tour oper-

1 ator shall apply to the Administrator for authority  
2 to conduct the operations over the tribal lands.”;

3 (5) by striking subsection (a)(3);

4 (6) by redesignating paragraph (4) of sub-  
5 section (a) as paragraph (3);

6 (7) by striking subsection (a)(5);

7 (8) in subsection (b)(1)(A)—

8 (A) by striking “over the park” and insert-  
9 ing “over the lands”; and

10 (B) by striking “paragraph (4)” and in-  
11 sserting “paragraph (3)”;

12 (9) by striking subsection (b)(1)(C);

13 (10) by striking subsection (b)(3);

14 (11) by redesignating paragraphs (4) through  
15 (6) of subsection (b) as paragraphs (3) through (5),  
16 respectively;

17 (12) by striking subsection (b)(7);

18 (13) by striking subsection (c)(2)(B);

19 (14) by redesignating subparagraphs (C)  
20 through (I) of subsection (c)(2) as subparagraphs  
21 (B) through (H), respectively;

22 (15) in subsection (c)(3)(B), by striking “at  
23 the” in each place in which it appears;

24 (16) in subsection (d)(1)—

1 (A) by striking “over a national park  
2 under interim operating authority granted  
3 under subsection (c) or”; and

4 (B) by striking “or voluntary agreement”;  
5 (17) by striking subsection (e);

6 (18) by striking subsection (f) and inserting the  
7 following:

8 “(e) TRIBAL AUTHORITY.—

9 “(1) IN GENERAL.—Notwithstanding any other  
10 provision of law, a tribal entity may impose addi-  
11 tional requirements on commercial air tours (but  
12 may not waive any requirements described in the  
13 Safe and Quiet Skies Act of 2021 or in the amend-  
14 ments made by the Safe and Quiet Skies Act of  
15 2021), including—

16 “(A) banning such tours;

17 “(B) imposing day and time flight restric-  
18 tions;

19 “(C) regulating the total number of flights  
20 per day;

21 “(D) regulating route requirements over  
22 occupied areas;

23 “(E) prohibiting flights over tribal parks,  
24 ocean recreation, cemeteries, and other areas of  
25 tribal interest; and

1           “(F) requiring commercial air tours to op-  
2           erate at lower decibels for purposes of noise re-  
3           quirements.

4           “(2) FAA EXCEPTIONS.—The Administrator of  
5           the Federal Aviation Administration may invalidate  
6           a regulation imposed pursuant to paragraph (1) if  
7           required for flight operations for takeoff and land-  
8           ing.

9           “(3) TRIBAL ENTITY.—In this subsection, the  
10          term ‘tribal entity’ means—

11           “(A) a tribal organization (as such term is  
12           defined in section 4 of the Indian Self-Deter-  
13           mination and Education Assistance Act of 1975  
14           (25 U.S.C. 5304));

15           “(B) a tribally designated housing entity  
16           (as such term is defined in section 4 of the Na-  
17           tive American Housing Assistance and Self-De-  
18           termination Act of 1996 (25 U.S.C. 4103)); or

19           “(C) an Indian-owned business or a tribal  
20           enterprise (as such terms are defined in section  
21           3 of the Native American Business Develop-  
22           ment, Trade Promotion, and Tourism Act of  
23           2000 (25 U.S.C. 4302)).”;

24           (19) in subsection (g)(1), by striking “over a  
25          national park” and inserting “over tribal lands”;

1 (20) in subsection (g)(2), by striking “over a  
2 national park” and inserting “over tribal lands”;

3 (21) by striking subsection (g)(4);

4 (22) by redesignating paragraphs (5) through  
5 (8) of subsection (g) as paragraphs (4) through (7),  
6 respectively; and

7 (23) by redesignating subsection (g) as sub-  
8 section (f).

9 **SEC. 7. NTSB RECOMMENDATIONS.**

10 (a) **IN GENERAL.**—The Administrator shall imple-  
11 ment all recommendations concerning operators under  
12 part 135 of title 14, Code of Federal Regulations, that—

13 (1) were issued by the National Transportation  
14 Safety Board; and

15 (2) are considered by the Board to be open un-  
16 acceptable response.

17 (b) **PART 135 REGULATION.**—The Administrator—

18 (1) shall require all commercial air tours to op-  
19 erate pursuant to part 135 of title 14, Code of Fed-  
20 eral Regulations; and

21 (2) may not permit a commercial air tour to op-  
22 erate pursuant to part 91 of title 14, Code of Fed-  
23 eral Regulations.

24 **SEC. 8. DEFINITIONS.**

25 In this Act, the following definitions apply:



1           (1) ADMINISTRATOR.—The term “Adminis-  
2           trator” means the Administrator of the Federal  
3           Aviation Administration.

4           (2) ALTITUDE.—The term “altitude” means  
5           the distance above ground level between an aircraft  
6           and the highest obstacle that is within 2 miles of the  
7           location over which such aircraft is flying at any  
8           time.

9           (3) COMMERCIAL AIR TOUR.—The term “com-  
10          mercial air tour” means any flight conducted for  
11          compensation or hire in a powered aircraft where a  
12          purpose of the flight is sightseeing or intentional  
13          parachuting. If the operator of a flight asserts that  
14          the flight is not a commercial air tour, factors that  
15          can be considered by the Administrator in making a  
16          determination of whether the flight is a commercial  
17          air tour include—

18                 (A) whether there was a holding out to the  
19                 public of willingness to conduct a sightseeing or  
20                 intentional parachuting flight for compensation  
21                 or hire;

22                 (B) whether a narrative was provided that  
23                 referred to areas or points of interest on the  
24                 surface;

25                 (C) the area of operation;

1 (D) the frequency of flights;

2 (E) the route of flight;

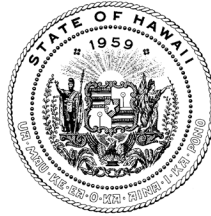
3 (F) the inclusion of sightseeing or inten-  
4 tional parachuting flights as part of any travel  
5 arrangement package; or

6 (G) whether the flight in question would or  
7 would not have been canceled based on poor vis-  
8 ibility of the surface.

9 (4) DBA.—The term “dbA” means the A-  
10 weighted sound level or unit of measurement de-  
11 scribing the total sound level of all noises as meas-  
12 ured with a sound level meter using the A weighting  
13 network.

14 (5) OCCUPIED AREA.—The term “occupied  
15 area” means land area that is used by people, in-  
16 cluding residential areas, commercial areas, and rec-  
17 reational areas.

DAVID Y. IGE  
GOVERNOR OF  
HAWAII



**STATE OF HAWAII  
DEPARTMENT OF LAND AND NATURAL RESOURCES**

POST OFFICE BOX 621  
HONOLULU, HAWAII 96809

**Testimony of  
SUZANNE D. CASE  
Chairperson**

**Before the Senate Committee on  
TRANSPORTATION**

**Tuesday, February 9, 2021  
3:05 PM  
State Capitol, Conference Room 224**

**In consideration of  
SENATE BILL 17  
RELATING TO TOUR AIRCRAFT**

Senate Bill 17 proposes to require tour aircraft operations permit applicants to have aircraft that are outfitted with Federal Aviation Administration approved safety devices and prohibits tour aircraft permit holders from allowing the noise footprint of their aircraft to enter any occupied property and requires denial of permit or rescission of permit if requirements are not met. **The Department of Land and Natural Resources (Department) offers the following comments.**

The Department, through its Divisions of State Parks (State Parks), and Forestry and Wildlife, manages large areas of Kaua'i which are subject to constant overflights by tour helicopters, notably Waimea Canyon, Koke'e, Nāpali and Wailua River, and helicopter noise is a universal complaint of park visitors. State Parks is also being impacted by low flying helicopter air tours in such locations as Diamond Head State Monument on O'ahu. We are also aware of safety issues, including the proliferation of unauthorized drone usage in areas also frequented by helicopters. In some cases, these air tours may have safety implications as well as noise implications which in turn impact the visitor experience for those at these select locations.

The Department appreciates any consideration in curtailing these impacts and suggests adding requirements for (1) tour helicopters' flight tracking devices to remain on for the full duration of each flight, and (2) tour helicopters to remain above required minimum altitudes at all times.

Thank you for the opportunity to comment on this measure.

**SUZANNE D. CASE**  
CHAIRPERSON  
BOARD OF LAND AND NATURAL RESOURCES  
COMMISSION ON WATER RESOURCE MANAGEMENT

**ROBERT K. MASUDA**  
FIRST DEPUTY

**M. KALEO MANUEL**  
DEPUTY DIRECTOR - WATER

AQUATIC RESOURCES  
BOATING AND OCEAN RECREATION  
BUREAU OF CONVEYANCES  
COMMISSION ON WATER RESOURCE MANAGEMENT  
CONSERVATION AND COASTAL LANDS  
CONSERVATION AND RESOURCES ENFORCEMENT  
ENGINEERING  
FORESTRY AND WILDLIFE  
HISTORIC PRESERVATION  
KAHOOLAWE ISLAND RESERVE COMMISSION  
LAND  
STATE PARKS

**SB-17**

Submitted on: 2/8/2021 12:32:34 PM

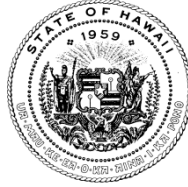
Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Curt Cottrell	Testifying for DLNR	Comments	No

Comments:

I would like to provide oral testimony for DLNR. Please allow me Zoom access. Thank you!

DAVID Y. IGE  
GOVERNOR



**LATE**

**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
LYNN A.S. ARAKI-REGAN  
DEREK J. CHOW  
ROSS M. HIGASHI  
EDWIN H. SNIFFEN

**STATE OF HAWAII**  
**DEPARTMENT OF TRANSPORTATION**  
869 PUNCHBOWL STREET  
HONOLULU, HAWAII 96813-5097

February 9, 2021  
3:05 P.M.  
State Capitol, Via Videoconference

**S.B. 17**  
**RELATING TO TOUR AIRCRAFT**

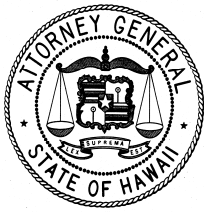
Senate Committee on Transportation

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The Department of Transportation (DOT) **appreciates the intent** of this bill which is aimed to improve tour aircraft safety by requiring that tour aircraft permit seekers have aircraft that are outfitted with Federal Aviation Approved safety devices.

While the safety intentions of this bill are worthy, DOT Airports Division finds the term "noise footprint" ambiguous and unable to enforce the requirements of the bill since floatation devices and automatic dependent surveillance-broadcast devices are regulated by the Federal Aviation Administration.

Thank you for the opportunity to provide testimony.



**WRITTEN TESTIMONY OF  
THE DEPARTMENT OF THE ATTORNEY GENERAL  
THIRTY-FIRST LEGISLATURE, 2021**

**LATE**

**ON THE FOLLOWING MEASURE:**

S.B. NO. 17, RELATING TO TOUR AIRCRAFT.

**BEFORE THE:**

SENATE COMMITTEE ON TRANSPORTATION

**DATE:** Tuesday, February 9, 2021 **TIME:** 3:05 p.m.

**LOCATION:** State Capitol, Room 224, Via Videoconference

**TESTIFIER(S):** **WRITTEN TESTIMONY ONLY.**  
(For more information, contact Duane M. Kokesch,  
Deputy Attorney General, at 587-2982)

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Chair Lee and Members of the Committee:

The Department of the Attorney General provides the following comments.

The purpose of this bill is to amend the permit provision relating to tour aircraft operations by: (1) prohibiting tour aircraft operators from allowing the noise footprint of their tour aircraft from entering occupied property; (2) requiring tour aircraft to be fitted with a floatation device approved by the Federal Aviation Administration (FAA); (3) requiring tour aircraft to be fitted with an FAA-approved automatic dependent surveillance-broadcast device (ADS-B); and (4) denying or rescinding a permit for failure to comply with the amended provisions.

Clause 2 of article VI of the U.S. Constitution indicates the federal constitution and federal laws made pursuant thereto are the supreme law of the land. If the state law falls within the “use of airspace,” Congress has explicitly preempted it. 49 U.S.C. § 40103(a)(1) (1994).

Congress created the FAA to frame rules for the safe and efficient use of the nation’s airspace. *City of Burbank v. Lockheed Air Terminal, Inc.*, 411 U.S. 624 (1973). The FAA created a “uniform and exclusive system of federal regulation” in the field of air safety. *Id.* 411 U.S. at 639. Congress intended to occupy the entire field of air safety, so field preemption applies to the area of air safety. *Goodspeed Airport LLC v. E. Haddam Inland Wetlands & Watercourses Comm’n*, 634 F.3d 206 (2d Cir. 2011).

The United States Court of Appeals for the Ninth Circuit, which includes the State of Hawaii, has determined that Congress intended to occupy the field of “aviation safety.” *Montalvo v. Spirit Airlines*, 508 F.3d 464 (9<sup>th</sup> Cir.2007). And when it comes to the regulation of airspace, there is “a history of significant federal presence.” *Skysign Int’l, Inc. v. Honolulu*, 276 F.3d 1109, 1117 (9<sup>th</sup> Cir.2002).

Section 1 on page 3, lines 1-3, prohibits tour aircraft permit holders from allowing the noise footprint of their tour aircraft from entering any occupied property. This may be a regulation of the aircraft’s flight path and altitude, which are areas preempted by the FAA, but also may conflict with the noise regulations.

Section 1 on page 3, lines 4-7, requires tour aircraft permit applicants to have their aircraft outfitted with a FAA approved floatation device and an ADS-B device before a permit is issued. These equipment requirements would be subject to a preemption challenge.

We respectfully ask the Committee to hold this bill.

**LATE**

**TESTIMONY OF LARRY S VERAY  
TO  
SENATE COMMITTEE ON TRANSPORTATION**

***SUPPORT TO SENATE BILL 17  
Relating to Tour Aircraft***

**Senator Chris Lee, Chair  
Senator Lorraine Inouye, Vice Chair  
Tuesday, February 9, 2021  
Senate Conference Room 224  
3:05 P.M.**

**FEBRUARY 8, 2021**

Aloha, Chair Lee, Vice Chair Inouye and Transportation Committee Members. I am Larry Veray, Chair for the Pearl City Neighborhood Board No.21 in support of Senate Bill 17. I am submitting this testimony on behalf of our Neighborhood board members and 46,000 residents in Pearl City based on our Board Resolution that was passed on September 24, 2019.

Tour helicopters and other small aircraft have dramatically increased flights over Pearl City area in the past few years and these aircraft flight paths pose a severe safety risk to residential homes, schools and businesses in our area. Our board received a number of complaints from our residents reporting loud helicopter and small commercial aircraft noise. Prior to March 2020, it was apparent that helicopter flight paths extended into the commercial aircraft flight paths over Pearl City with some residents witnessing near miss collisions with crossing flight paths, I was one of them.

We are greatly concerned of potential aircraft accidents and collisions that could produce falling debris, burning aircraft parts and fuel that could fall into our neighborhood yards, streets and homes, school yards, parks and most importantly these accidents could cost loss of life and property. Pearl City is a very dense residential area that does not have a lot of open space for emergency landings. In addition, helicopter exhaust/blade noise and ever-changing flight paths from low altitude flying tour helicopters has been the major community concern reaching unacceptable noise levels, over and over again with back-to-back flights. These paths were over the Arizona Memorial and taking the large circular flight path over Aiea, Pearl City, Waipahu and the Pearl Harbor area.

In closing, we most strongly urge the Transportation Committee to develop stronger regulations and enforcement since commercial helicopters and fixed wing aircraft are ineffective in regulating their own operations to improve public safety and mitigate noise. All aircraft should be equipped with tracking devices to allow for the FAA to reconstruct flight data when working complaints from the community and allow for quick recovery of downed aircraft. It also makes no sense for helicopters operating over water not to have floatation devices for emergency landings over water. Bottom line: NO FLIGHT PATHS OVER RESIDENTIAL AREAS. Mahalo!



Very respectfully,

*Larry S. Veray*

**SB-17**

Submitted on: 2/7/2021 5:47:38 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Eileen Hilton	Testifying for Windward Coalition	Support	No

Comments:

The Windward Coalition strongly supports SB17



February 8, 2021

**Re: SB 17 RELATING TO TOUR AIRCRAFT**

Comments by Quentin Koch, President, Blue Hawaiian Helicopters

Aloha!

Blue Hawaiian Helicopters is Hawaii's first air tour operator, founded in 1985, and is the only air tour operator to offer tours and employ Hawaiian residents on Oahu, Kauai, Maui and the Big Island. Based in Maui, we firmly believe that our tours are more than just sightseeing, they function as "flying classrooms" for our passengers to learn about the rich history of Hawaii, its culture, and its diverse geography. Our 300 employees' and their families' livelihood depends to a large degree on the health of Maui's economy and that of the visitor industry. While we also serve our local community, visitors comprise a substantial portion of our customers and our employees' salaries have a multiplier effect throughout the Maui economy.

Blue Hawaiian Helicopters supports promoting the highest aviation safety standards that can protect our passengers, our pilots and our communities. As the premier air tour company in Hawaii flying on the most islands, Blue Hawaiian Helicopters remains committed to continuing to raise the bar for the helicopter air tour industry.

Our aircraft are equipped with technologies and equipment like Helicopter Terrain Awareness and Warning Systems (HTAWS), automatic dependent surveillance-broadcast (ADS-B), aircraft floats and upgraded with the newest GARMIN glass-cockpit avionics to exceed the federal regulatory requirements for helicopter air tour safety. To further that commitment, Blue Hawaiian Helicopters is the only air tour operator in Hawaii to be a member of the Tour Operators Program of Safety, as well as to also have a Voluntary FAA Safety Management System (SMS) implementation program and an accepted and approved Voluntary FAA Aviation Safety Action Program (ASAP). We hire the best pilots in their field, requiring the highest pilot-hour minimum hiring requirements, and invest our pilots' continued advanced safety training by providing them with the only state-of-the-art flight simulator training available for Hawaii air tour pilots. Our mechanics keep our aircraft safe and operational, and set the bar by continuing to be awarded each year since 1997 the FAA "Certificate of Excellence, Diamond Award."

We welcome a renewed discussion on helicopter air tour safety in Hawaii, and appreciate this opportunity to continue to work with the legislature on this critical issue.

**SB-17**

Submitted on: 2/8/2021 2:51:35 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Malia Nolan	Testifying for Quiet Skies Honolulu	Support	No

Comments:

Hello,

I am writing as both a citizen and on behalf of Quiet Skies Honolulu, a local grassroots change organization committed to quiet skies for Hawaii.

As a citizen, I have had my life severely impacted by the noise from tour helicopters. My family's home of almost 80 years (3 generations) is situated on the Black Point peninsula near Diamond Head. It has been a tranquil place to raise children and live life as a family. This has changed. Today, prior to COVID we had upwards of 70+ tour helicopters flying DIRECTLY over our home daily, or just offshore but so low and so loud that we cannot hear one another speak. My heart-rate increases, conversations are interrupted, windows shake. The noise is endless. It begins at 7am, and ends at sunset, every single day. We get no respite. The flights fly directly over us or so close off-shore that not only are they incredibly loud, but our backyard has completely lost its privacy. You cannot lay out in the backyard without feeling you are on non-consensual display to total strangers flying in the air overhead. We have an outdoor shower we no longer use because tour helicopters with total strangers can fly overhead and view us bathing, in our own private home, from the air! It is beyond invasive. Additionally, we are a family of faith and prayer. It has become very hard to find that peace, in what should be one of the most peaceful lands in the world, with constant air traffic noise overhead. As a citizen I feel I have been robbed not only of my privacy and quiet, but also of my peace, and ability to pray and have quiet time for contemplation when I choose, in my own home because of the incessant roar of aircraft.

The noise is horrific. As soon as your heart-rate settles, another flight barrels overhead. It creates a chronic, constant flight-fight response which is very unhealthy for the body. My mother is a senior and I have noticed the stress from this impacting her health as well.

As a representative of Quiet Skies Honolulu, I speak for concerned citizens across Oahu (and across the state) who have had their lives absolutely up-ended by tour helicopter noise. Citizens in both the most urban and remote regions of Hawaii have had their peace robbed. People who pay extremely high taxes to live here, many whom have been here generations, are so distressed by the constant inescapable noise that

some are choosing to leave Hawaii entirely, others are suffering severe physical and mental health consequences; we even had one citizen write in who was so stressed their retina detached. People write in with tinnitus, PTSD, parents writing in with children developing behavioral problems, and the list goes on. People are writing in noting that their farm animals are dying or hens stop laying eggs. One man who lives near Pearl Harbor said that he has consistently counted over 200 tour flights per day over his home in the high seasons! Those who worship and consider the land of Hawaii sacred are no longer able to pray and worship in the sacred valleys and oceans in the same way because they are constantly bombarded by incessant aircraft noise and gawking tourists overhead. One member was participating in a Hawaiian memorial ceremony out at sea, with flowers and surfboards, and 3 tour helicopters were circling them for 20 mins. Our people cannot even mourn their dead without being invaded. This is criminal and it MUST STOP.

I wholeheartedly support SB17 and hope to see all of our elected representatives take these sensible, reasonable steps to regulate tour helicopter permitting, mandate designated enforceable flight paths & altitude, regulate the number of aircraft allowed in the air at any given time, and mandate that the noise footprint of any tour helicopter cannot enter any occupied property.

Mahalo,

Malia Nolan

**SB-17**

Submitted on: 2/5/2021 10:42:41 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Cory Harden	Individual	Support	No

Comments:

Aloha legislators,

Please give people relief from incessant helicopter noise that interrupts sleep, intrudes on conversations, scares children and animals, and can set off PTSD. And isn't safety equipment a no-brainer?

mahalo, Cory Harden

I strongly **SUPPORT** bill SB17 to outfit aircraft with FAA approved safety devices and prohibiting tour helicopter noise footprint from impacting occupied properties!

**Tour Helicopter Companies that operate on Hawaii Island refuse to fly over the Ocean even thou some companies do have flotation devices, claiming safety concerns, however during inclement over-land weather their backup plan it to operate over the Ocean.**

**1. Because there are NO established FAA routes for Tour Helicopters:**

Helicopter Tour Co. are in the sightseeing business and charge customers for this service. As a for-profit business their routes are defined by the shortest path between tour destinations to provide the lowest cost fares, with absolutely no consideration regarding residential impact. Also, the quicker the tour route is completed the more tours are possible per day.

**2. A 1994 study sponsored by the Hawaii Department of Transportation was published by UH Professor Panos Prevedouros.**

This report shows that Helicopter **NOISE** has the **LOUDEST** impact of all types of noise in our community. Fast moving low flying Helicopters on cloudy days over hard terrane produce the greatest degree of noise due to the reflection of the sound between the clouds and hard surfaces.

Helicopter tours customers pay to have a good views. Hawaii is the only state which allows a minimum altitude of 500 feet above ground over residential communities during cloudy weather. Therefore, most of the time they operate at **MINIMUM** altitudes. The pilots want to complete the route quickly, therefore operates at near **MAXIMUM** speeds. Hawaii Island is volcanic and our ground is **HARD**. Also, located at a higher elevations we have more **CLOUDY** then sunny day per year.

Tour Helicopters produce the greatest noise of any other equipment operated in our community due to the nature of their business.

**3. Noise Frequency**

- a. "Noise annoys, awakens, angers and frustrates people" as published in the State of Hawaii (DOH) Noise Reference Manual.

Tour helicopters are not equipped with modern transponders or do not turn them on so programs such as Flightaware cannot track their movement.

Daryl Soares

HICoP



# Comments

CHANGE.ORG - Hawaii Island Residents are asking for relief!

Name	Location	Date	Comment
Sharon Lee	Pāhoa, HI	2017-06-23	Please let us stop the madness of tour helicopters who have invaded and interrupted our lives with their money hungry attitude and disregard for the health and welfare of the people on land that they fly over in excess of 100 times per day. That works out to one flight every three minutes all day long.
Kat Thomason	Tappan, NY	2017-06-23	It is inhumane to subject people to this ceaseless helicopter noise.
Isis Albright	Hilo, HI	2017-06-23	I am constantly bombarded by tour helicopters. There is no peace in my home. There is NO NEED to fly over peaceful residents not the name of profit. Helicopter companies refuse to be pono despite constant requests over many many years. It is time to legislate and regulate. Ps in the time it took to write this 3 have flown over my home. LOUD. Not pono
daryl soares	Hilo, HI	2017-06-24	We suffer here on the Big Island from constant helicopter noise created by hundreds of over flights by air tour companies going back and forth to Hawaii Volcanoes National Park.
daryl soares	Hilo, HI	2017-06-24	EVERY NIGHT, JUST BEFORE I FALL ASLEEP, ALL I HEAR IS THE WHINE OF THE MD500 IN MY HEAD BECAUSE THEY FLY SO LOW AND ARE SO LOAD OVER US ALL DAY LONG.AIR TOUR OPERATORS TELL RESIDENTS "THEY HAVE THE RIGHT TO FLY OVER OUR HOMES AS MANY TIMES AS THEY LIKE." THEY STATE: "WE ARE DOING NOTHING ILLEGAL."
Geoffrey Last	Pahoa, HI	2017-06-24	I live here
Penny Shaver	Pāhoa, HI	2017-06-24	I live in the neighborhood they fly over. Very disturbing for some of our PTSD vets!!!
donald carpenter	Honolulu, HI	2017-06-24	the helicopter NOIES is a real problem, we need help
Kathie Griffeth	captain cook, HI	2017-06-24	I live in Ocean View. Multiple times a day we have helicopters well below the 1000 foot limit. We hear them, see them, wave (or salute), but no care. Our animals freak out, no care. The almighty tourist dollar means NOTHING to us, so take your high dollar choppers out to sea.
Pv B	mountain view, HI	2017-06-24	Tour helicopter noise is incessant and near constant and is a continuing nuisance depriving me of the use and enjoyment of my property. The copters need to fly an offshore route.
Jan Watson	Hakalau, HI	2017-06-24	I live in a flight path...
Steven Jacquier	Pāhoa, HI	2017-06-24	Helicopter operators are making millions of dollars a year yet I have never once seen a helicopter company put any money back into the community; no sponsorships, no scholarships, no community improvement grants, nothing. There are times when the helicopters fly significantly below the required 500 feet above houses and livestock, yet there is no response to complaints let



Name	Location	Date	Comment
			<p>alone enforcement of existing regulations. On days when a family member is ill and trying to rest having helicopters blasting over the house (which upsets animals and causes them to bark or squawk or yowl) dozens of times is quite frustrating. Probably they "donate" (that is the proper term for bribe, kickback, and pay-off, right?) the big bucks to Schatz, Hirono, and Hanabusa so that makes it all good. Yep.</p>
Bradley Duell	Kailua Kona, HI	2017-06-24	<p>I TOTALLY support this. So many times I have gone to Volcanoes Park and had to endure helicopter after helicopter after helicopter after helicopter go over and disturb the sacred peace of Kilauea.</p>
Maria Bos	Steenwijk, OV, The Netherlands, Netherlands	2017-06-24	<p>enough reasons are mentioned to have peace in Hawaii without all that noise.</p>
Kauilapele Kona	Kihei, HI	2017-06-24	<p>I support this. Many times I have gone to Volcano National Park and heard an stream of helicopter after helicopter disturb the sacred peace of Kilauea. To me, and anyone else who does ceremony at Kilauea and recognizes it as Pele's domain, this is something that NEEDS to end, in my view.</p>
Jim Gerlach	Winston-Salem, NC	2017-06-24	<p>Helicopters desecrate the sacredness of the island and interfere with the silence of those on the mainland.</p>
william Hunter	Milwaukee, WI	2017-06-24	<p>My land at 16-1770 37th Street is directly under their flight path. Every ten minutes...</p>
Kathleen Robinson	Smyrna, GA	2017-06-24	<p>This area is sacred as well as home to many. Please stop these helicopters from disturbing it. Thank you.</p>
Frederick Warshauer	Volcano, HI	2017-06-24	<p>Much of Hawaii Island suffers from the frequent noise from the air tour industry flying tourists over the quiet forests, parks and residential areas of the island without any considerations for those below. Any other noise making industry seems to have some sort of regulation, so it is time to regulate where these tour helicopters can and cannot fly. The industry and its clients come from other places, but we residents have to bear the obnoxious noise and attitude of the air tour industry day after day. No place is it worse than over the extensive residential subdivisions of Puna, where the majority of their flight path lengths are right over residences. The industry and its impacts continue to expand, with absolutely no regard for us residents. Regulate their flight paths to off shore.</p>
Armand Rivas	Missoula, MT	2017-06-24	<p>I live in papaikou and constantly have helecoptors flying over my house. :(</p>
Christine Gower	West Sussex, England, UK	2017-06-24	<p>Everyone has a right to a quiet life, it's inconceivable that you should feel it's okay to people with sound pollution in the name of greed.</p>
Jane Hoffman	Highland Lakes, NJ	2017-06-24	<p>Please have helicopters fly offshore. Thank you</p>
Albert Meyer	Yarmouth, ME	2017-06-24	<p>I care.</p>

Name	Location	Date	Comment
Rudi Stade	Huntsville, Ontario, Canada	2017-06-24	Is it too much to ask to be able to visit a place so beautiful and sacred without having to yell to each other over the racket of choppers overhead like so many mosquitos? Is nothing sacred anymore?
Jim Peavey	Smyrna, GA	2017-06-24	I've taken rides over some of the islands of Hawaii. There is no need to fly over all of the inland. Fly around an island and then fly into national forrest areas only, unpopulated areas. We impose sounds barriers around airports. These islands are very small. The people of these islands need to be protected.
Lani Howell	Honolulu, HI	2017-06-24	Blue Hawaii helicopters are noisy, window-rattling menaces in our neighborhood in Waimea!
Makua Maipono	Haiku, HI	2017-06-24	Maui, also, is plagued by Helicopter Tours. The irony is: Haleakala Crater is supposed to be one of the "Quietest Places on Earth".
Glen Larsen	Lancaster, CA	2017-06-24	This is annoying all who live in this section of the island.
Gary Hollister	Scottsdale, AZ	2017-06-24	When I visit Hawaii, I too am disturbed by all the helicopter's and resultant noise in this island paradise. If tourists want to see Hawaii from the air, do like we do in Arizona - take a quiet hot air balloon ride! Thanks for your consideration.
tom piergrossi	keaaau, HI	2017-06-24	It's relentless, annoying and unnecessary
Michele Morgan	Seattle, WA	2017-06-24	It is the right solution to be for the Kingdom of Hawaii. #####No fly overs of disturbance. And so it is! Peace out!
Linda Evans	Kalaheo, HI	2017-06-24	There is way too much noise and interference in modern life....and these helicopters are a plague....More silence and peace is needed, Please stop the excessive helicopter flying; have mercy on the people/animals etc.
Patricia Matilda Tompson	Kamuela, HI	2017-06-24	The helicopters feel intrusive and are disruptive. Off shore seems like a reasonable solution.
Jason Blair	Kamuela, HI	2017-06-24	Its not just Volcanoes National Park, it everywhere on the island! They circle around Akaka Falls and do circles over my home with no regard for anyone on the ground.
Jill Lawrence	or, OR	2017-06-25	PLEASE, do the right thing. Your Mama will be proud :)
Candis Dow	Mountain View, HI	2017-06-25	I have helicopters flying over my home. Some times as early as 8 am and as late as 6 pm. Many times too low and some times about two minutes apart. I hang out my laundry, they are there, I garden, they are there, I have friends over for a BBQ and we have to yell because they are there. The dogs in the neighborhood bark because they are there. I, as many others, don't want them there. I will find myself becoming so full of anxiety. They interfere EVERY DAY with my life. The animals lives. My community. There must be a solution. So many years.

Name	Location	Date	Comment
Makua Maipono	Haiku, HI	2017-06-25	Unnecessary, Destructive and Profit driven. These must STOP!! Maui also is plagued by Helicopter Tours, especially over Haleakala which is ironically dubbed "the Quietest place on Earth"
Don Diehl	pahoa, HI	2017-06-25	Living the last twenty years here in Hawaiian Paradise Park I can attest to the unreal noise. Yesterday starting at six a.m . Christmas or any day for that matter is interrupted by teeth chattering noise. It is totally fucked. Please help us this once. Put people over money if you know how.
Leslea Soares	Hilo, HI	2017-06-25	The helicopters fly too low!
Katie Herrick	Papaikou, HI	2017-06-25	They are constantly over my house
Heather Irwin	Salem, OR	2017-06-25	When did money become more important than the aina and people's well being? Shameful!
James Grazzini	Pahoa, HI	2017-06-25	I am tired of hearing the helicopters flying by every 10-15 minutes all day long
Dankest Vibe	Beverly Hills, CA	2017-06-25	Shout out to Kauilapele's Blog! <a href="https://kauilapele.wordpress.com" rel="nofollow">https://kauilapele.wordpress.com</a> </a>Aloha!
Dorian Weisel	Honokaa, HI	2017-06-25	The irresponsible, care nothing about those that are adversely impacted by their tours, behavior of the helicopter industry on the Big Island of Hawaii must stop
David Hill	Pāhoa, HI	2017-06-25	I'm sick and tired of these helicopters flying right over my home daily.
Ginger Vogler	Kailua-Kona, HI	2017-06-25	Are visitor dollars more important than cutting back noise pollution for residents? More shameless gutting quality of life in order to line political pockets???
Wil Barbero	Kahului, HI	2017-06-25	Excessive noise has harmful effects. Peace and quiet, please!
Ryan Lewis	Hilo, HI	2017-06-25	I am a homeowner in Hilo and I think it is an invasion of privacy and the peace of our residents to have these helicopters flying over our homes, especially with the frequency that they are.
Jeanne kozuch	Tucson, AZ	2017-06-25	The increased helicopter noise is robbing me from the enjoying the livelihood in my own home.
Tara Paulus	Sebastopol, CA	2017-06-25	Noise is pollution. Stop polluting the air and space over the big Island.
Bodhi Anderson	Hilo, HI	2017-06-25	There is no need for helicopter tours to fly over our homes during their tours. The off shore route is beautiful and respects the lives of the people who live here.
Alberto Guerrero	Tracy, CA	2017-06-25	I am against placing profits over human and Natures needs.
Arthur Steele	Keaau, HI	2017-06-25	My neighbors are offended by these flights.

Name	Location	Date	Comment
William Steiger	Mountain View, HI	2017-06-25	Mahalo for signing! The Sierra Club wrote a great article about this back in 1995- twenty-two years ago;<a href="http://vault.sierraclub.org/planet/199412/fttr-copter.asp" rel="nofollow">http://vault.sierraclub.org/planet/199412/fttr-copter.as p</a>
William Steiger	Mountain View, HI	2017-06-25	Lots of damage being observed in Hawaii Volcanoes National Park;<a href="http://www.environment-hawaii.org/?p=3817" rel="nofollow">http://www.environment-hawaii.org/?p=3817</a>It's been going on for a very long time. Mahalo for signing!
William Steiger	Mountain View, HI	2017-06-25	The Sierra Club wrote a great article about this way back in 1995;<a href="http://vault.sierraclub.org/planet/199412/fttr-copter.asp" rel="nofollow">http://vault.sierraclub.org/planet/199412/fttr-copter.as p</a>Lots of damage to our national park from these over flights as documented by a park biologist back in 1993-twenty-four years ago;<a href="http://www.environment-hawaii.org/?p=3817" rel="nofollow">http://www.environment-hawaii.org/?p=3817</a>Mah alo for signing!
William Steiger	Mountain View, HI	2017-06-25	The Sierra Club wrote a great article about this way back in 1995;<a href="http://vault.sierraclub.org/planet/199412/fttr-copter.asp" rel="nofollow">http://vault.sierraclub.org/planet/199412/fttr-copter.as p</a>Lots of damage continuing to our national park from these over flights as documented by a park biologist back in 1993-twenty-four years ago;<a href="http://www.environment-hawaii.org/?p=3817" rel="nofollow">http://www.environment-hawaii.org/?p=3817</a>Mah alo for signing!
Pamela Kerschner	Denver, CO	2017-06-25	Other places i know are really degraded by helicopter noise - including the canyons around Sedona AZ and Bryce National Park. This technology needs to be muffled drastically to be acceptable to most humans under the helicopters. This noise is stressful for life. Its too much. So I can appreciate Hawaii's problem with helicopter noise.
Russ Underwood	Hilo, HI	2017-06-25	I'm signing because my neighborhood is becoming unlivable. On May 17th 2017. I personally counted 62 helioper passes over my house in Hilo between 8am and 6pm. I challenge ANY politician to endure that level of noise pollution without taking action. The Big Island needs to reclaim the serenity we have clearly lost....
Darlene Guerra	Kailua, HI	2017-06-26	My home is in Fern Acres, Puna District. It is time for regulation of looking down at people and noise. Thank you.
David Makizuru	Volcano, HI	2017-06-26	Annoyed with helicopter noise early in the morning
N A	Honolulu, HI	2017-06-26	I immensely dislike having helicopters flying over my home and down my street unless they are rescue oriented or with the military, police, or fire department. It is especially creepy when I google my street address and see how much of my home and my privacy has been exposed to the public, so having helicopters flying overhead feels like an invasion of my privacy. Mahalo.

<b>Name</b>	<b>Location</b>	<b>Date</b>	<b>Comment</b>
Nina Decker	Los Angeles, CA	2017-06-26	My family and I live in Papa'aloa, and helicopter noise / traffic is almost daily. We live here for privacy and to enjoy a peaceful lifestyle. Please don't fly over our homes. Mahalo!
Mary Ann Saindon	Keaau, HI	2017-06-26	I am signing because of the constant loud noise over my property. Also I consider this an invasion of my privacy.
Dexter Williams	Pāhoa, HI	2017-06-26	Sometimes we have helicopters one after the other for hours on end. The noise is so loud that we cant even talk on the phone. On other islands people have succeeded in making tour companies be re reasonable. Lets do it here.
Jeremy Bracken	Kurtistown, HI	2017-06-27	The helicopters fly low over our Kurtistown Puna Hawaii farm causing us and our livestock & pets stress anxiety and diminished quality of life
Shannon Herrington	Hilo, HI	2017-06-27	As I'm signing this guess what's loudly flying over my house. #
Michelle Shuey	Erie, PA	2017-06-28	I live in the helicopter zone and it is truly annoying.
grigor fedan	Ninole, HI	2017-06-28	Noise pollution is spoiling our island and helicopters are a big component.
graceson ghenq	Hilo, HI	2017-06-28	I am sick and tired of being harrassed by low flying helicopters!
Chens Haa	Keaau, HI	2017-06-29	Tired of the constant noise at all times of the day especially the early morning hours and from extremely low flying helicopters.
Keala Pascua	Mountain View, HI	2017-06-29	It becomes irritating to hear helicopters over our house when our daughter is getting ready to take a nap or when we just walk out in our yard to enjoy nature but that's all you hear is the helicopters
Bonnie Terry	Keaau, HI	2017-06-29	I live in Hawaiian Paradise Park and helicopters fly over my house many times a day on their way to see the lava. I feel that a flight plan that goes out over the ocean would be nice for the tourists, and also give us peace and quiet, privacy and would be safer for the residents
Donna Walters	Show Low, AZ	2017-06-29	My friends has these fly over her house several times a day! Very noisy. Must be a less intrusive route.
Susan Sodan	Graham, NC	2017-06-29	There are multiple helicopters in the air over my home at ant given time during the summer. They are loud and obtrusive. This is a residential area. This needs to stop. There is absolutely no concern for the people whose lives are disrupted due to the noise and theft of our feeling of privacy.
Linda Sexton	Waynesville, NC	2017-06-29	Noise is detrimental to well being. Changing the flight path to the ocean instead of the land would bring peace to the land. Easy fix.
Nina Bersamina	san jose, CA	2017-06-29	I'm such of them flying above my house, our lack of privacy because of their intrusive flight patterns. We are not their tourist attraction
kris wilhelmsen	Pahoa, HI	2017-06-29	The cost of equipping these helicopters to fly over water, and the raised insurance rates, are a fraction of the amount that

Name	Location	Date	Comment
			tje companies are taking in from tourism. The greed of these companies indicates how little they care for the people of hawaii. If they cared at all about the Hawaiian community, these companies would be lobbying for new legislation, rather and than the people being impacted. Shame on these companies!
Robbie Mcgrath	Aiea, HI	2017-06-29	noise level, disruption, and health issues
Samantha Mcguire	Pāhoa, HI	2017-06-30	Agree with the residents!
Vickie VanFechtman	Pāhoa, HI	2017-06-30	I am signing because the heavy flight traffic over our neighborhoods adversely effects our peaceful homes. Too much noise! Take the helicopters off the coast.
Mary Miller	Keaau, HI	2017-06-30	Really cannot understand why they need to fly over Hawaiian Paradise Park... why ANY copter does...over the Forest reserve, sure, but not the Park itself, please!
Meriam Corcoran	Ocean View, HI	2017-06-30	The danger factor of something going wrong with a copter flying over public could cost enormous on property owners and the lives lost or injured. This alone should be an intelligent reason why helicopters should fly off shore in the first place.
Bridgit Manacchio	Pāhoa, HI	2017-06-30	I live at the lower end of Nanawale. They fly down to my house, do a slow bank, and go back. It looks and feels like a guided tour over the forested areas down here. Noise level is polluting.
Lawrence Reynolds	Mountain View, HI	2017-07-01	I'm in the direct commonly used flight path for the helicopter tours flying from Hilo to the Lava flows in the national park. The noise is constant and very, very loud. I want to see the helicopters re-routed over the Ocean. Me and my neighbors all have health issues due to the constant stress from the noise of these loud machines. Please, can someone represent us?? We voted you in office, so now we will be watching to see how you do your job. Mahalo, Lawrence Reynolds
Alice S. Lee	Pasadena, CA	2017-07-01	Someone needs to be in control and assert pressure to control the health hazardous conditions these flights are causing.
Susan Blankenbecler	Pāhoa, HI	2017-07-01	I lived in California in the 70s when there were helicopters looming over head day and night. It felt very dark and oppressive.
Benjamin Ruggaber	Pāhoa, HI	2017-07-01	The noise and frequency of flights completely ruins the beauty of the island.
sharon walker	keaau, HI	2017-07-01	These helicopters fly directly over my house and very low too. Not caring whos privacy they invade or how loud they are. These pilots are very rude and do not care. Its all about the \$\$\$.
Spiro Theofilatos	ASTORIA, NY	2017-07-01	I recently moved to Puna from NY city, looking for peace and serenity only to find helicopters flying over my house daily. NOT OK.
Starr Miller	Madison, MS	2017-07-02	I think the islanders have a right to quiet.... Maybe the coppers could work out a time frame that they could fly.....then everybody wins and are happy.

<b>Name</b>	<b>Location</b>	<b>Date</b>	<b>Comment</b>
Scott Baker	Hilo, HI	2017-07-06	Better flight paths may be available that will allow tourist flights and allow residents to avoid excessive noise.
Karl Mendonca	Hilo, HI	2017-07-06	The Hawaii and it's residents have been dis-respect for all too long by helicopter tours. For over 30 years the environmental and social impacts have steadily increased to the point of destroying paradise. The voices and concerns of residents have been ignored and now we turn to our elected representatives to finally protect and save Hawaii from the devastating impacts of helicopter tours. Helicopter Tours demonstrates the total lack of respect for Hawaii, its land, people and culture. Fact 1: Helicopter Tours are the number one cause of noise pollution in Hawaii. Noise pollution from Helicopter tours exceeds noise pollution from all other tourist activities combine. Fact 2: Helicopter Tours generate more air pollution per tourist than any other tourist activity. What makes both of these facts more disgusting is that the noise and air pollution are directly targeted at Hawaii's most scenic and tranquil sites as well as residential homes. Hawaii is not an amusement Park for dis-respectful polluting "jo
Kathleen Boyd	Hilo, HI	2017-07-06	It's the right thing to do for Hawaii residents who suffer from noise and disturbances from the choppers.
Nelson Ho	Hilo, HI	2017-07-07	Stop the noisy, noxious air tour industry.
Alberto Salazar	Haiku, HI	2017-07-07	Tour helicopter noise is irritating, stressful, and induces high blood pressure, which in turn causes many health issues. Tour helicopter noise is also unnecessary. They don't have to fly as low as they do.
Kaui Trainer	Hilo, HI	2017-07-07	Helicopters fly over my farm constantly! It is a real nuisance! Please support this petition to require change in their flight path!
Richard Costello	Pāhoa, HI	2017-07-07	There is no reason the helicopters need to fly over residential areas.
Sharron Cushman	Pahoa, HI	2017-07-07	Time to respect those living here. No more flights over residential areas. Start restricting the number of daily flights that are impacting people and animals.
Jason Shafer	Hilo, HI	2017-07-08	Because I live in there flight paths on 30th, and it's a constant irritation.
donald carpenter	Honolulu, HI	2017-07-08	if there was a meeting in hilo, in the near future, inviting all big island residents, local legislators, senators, ex, helicopter company's reps, would you come ???
Susan Rosier	Pāhoa, HI	2017-07-08	Enough already. It would be so much better if they flew over the ocean instead of over our heads barely above the trees! The constant noise is so irritating and sometimes cannot even hear on the telephone. Really tourists would much rather view the ocean than our rooftops!
Charlie Bass	Princeville, HI	2017-07-08	Noise pollution in Hawaii from air tours should not be tolerated. Please help.

Name	Location	Date	Comment
Jaymeson Sanchez	Dublin, CA	2017-07-09	Please stop this. Our house up in mt.voew and my parents have daily flights all day long over our property.
Stacy Sproat-Beck	Kilauea, HI	2017-07-10	I suffer from this same problem on Kaua`i
LaVonne Baker	Kirkland, HI	2017-07-10	I lived in Leilani Estates. The helicopter noise was too much.
Robert Moller-Roll	Keaau, HI	2017-07-10	Both residents and visitors to Hawai'i island should be able to enjoy paradise peacefully. Helicopter tours are very expensive and are not affordable to only the very wealthy. They are a luxury tour and are causing more harm than benefit
Jack Thornton	Papaikou, CA	2017-07-12	The noise is unbearable and disruptive to everyone.
jake owsley	Estill Springs, CO	2017-07-13	Operators, after numerous requests to fly over nonpopulated areas, see only their own profits ahead of all else. We watch helicopters intentionally fly lower over areas where there has been complaints. They have had ample opportunity to curb their noise.
Wendy Barske	Mt. View, HI	2017-07-13	As I was reading a few comments that were posted four helicopters have flown over my house. It is very invasive especially as some of them are very low. Would be nice if changes could be made.
Katie Thomas	Australia	2017-07-13	Residents must always be prioritized over tourists. People have the right to peace and tranquility in their own homes and this must be defended against corporate or elite greed.
Linda Correia	Hilo, HI	2017-07-13	I am tired of these huge machines over my home morn to till night!! I live in Hilo Hawaii many homes !! Tour companies have no regards for home owners they are babies the sick who cannot even take a nap !!! Walls and windows rattle some are noiser then others like so loud it sounds like it's falling apart, and Scarry what happens if these huge machines come down mechanical problems, and it has happened many times but what if it's downed in our neighborhoods on our homes !!!
M. Eileen O'Hara	Hilo, HI	2017-07-13	I support this petition
Sheryl Rawson	Hilo, HI	2017-07-13	I have helicopters flying over my house daily, somet,es five or ten ti,es in the space of a few hours. It is noisy and not peaceful at all, as Hawaii is supposed to be. Many friends compare about this as well.
Mike Egan	Mountain View, HI	2017-07-13	Because we are tired of being awakened as early as 5:00 am by these helicopters. Because we are tired of having conversations interrupted and having to keep repeating due to these helicopters. Because I'm tired of having my recordings interrupted in the middle and having to do it all over. Because we are tired of hearing a hundred helicopters flying over head all day long, with as many as 5 at one time!!!I don't think it is right that these helicopters should be making a ton of money at our expense, all day long 7 days a week. We moved here to get away from city life and have some peace and quite, and now we're becoming angry this crap continues.



Name	Location	Date	Comment
Thomas Walsh	Hilo, HI	2017-07-13	I live along side the Wailuku River in Hilo and am constantly bombarded with the irritating loud noise of the helicopter over flights from daybreak until sunset. Do something about it!!!
Elizabeth Hansen	Hakalau, HI	2017-07-13	We need the respect people's space which includes removing noise pollution.
Debra Phillips	Pahoa, HI	2017-07-13	Please respect our rights and the need for safety...Please
James J Lynch	Las Vegas, NV	2017-07-13	I support these families living in an area that has constant noise from the helicopters. I lived in an area that our house was in a flight pattern of the landing strip. Every three minutes it was so loud you could not hear someone talking you, who was standing next to you.
Stephanie Vigorito	Mountain view, US	2017-07-13	My family's farm is directly under the flight path of constant tour helicopter traffic. As I write this at 6:35am there is a Blue Hawaii helicopter passing low above our farm, and the noise will go on all day. Please move all this tour traffic off shore and keep it safely away from our homes!!!
Michael Wozniak	Federal Way, WA	2017-07-13	I'm very tired of the helicopter noise DIRECTLY over my house when one mile out from my house is open ocean. Enough is enough!
David Hansen	Mountain View, HI	2017-07-14	These nearly constant overflights of my home has ruined my life & my health. I am in a constant state of anxiety. I am a disabled senior & cannot even take a nap during the day. One cannot relax, watch tv, or listen to audiobooks or radio.
Harry Widdifield	Pāhoa, HI	2017-07-14	Overflight noise.
Candi Johnson	Keaau, HI	2017-07-15	Our Orchidland home is heavily and negatively impacted by the tour helicopters. In addition, there are negative effects in our livestock and agricultural livelihood. At times the noise level is so high that people right next to each other are unable to hold a normal conversation here. The level of stress from this noise pollution is at times unbearable. Last Sunday the helicopters started crossing directly over the house AT 5:30 AM!! That is simply unacceptable.
kelly hager	Dallas, TX	2017-07-15	After spending time in the magical Halawa valley with one of the residents, I realized that the helicopters might be fun for tourists, but are disrupting life for people living in these spots. Flying off shore would at least keep them from flying over people's homes and land.
Natasha Wong Yuen	Mountain View, HI	2017-07-15	i work late nites and the noise from the helicopters (5-10) wakes me all day long. I need more sleep.
William Steiger	Mountain View, HI	2017-07-16	hicop.org appreciates your support! You are a true leader who cares about the people you represent. Your support means a lot to us! Mahalo!
Lani Hink	Vineburg, CA	2017-07-16	It's difficult to believe this situation has gone on so long with absolutely nothing done. Perhaps it's time to look for the reasons these helicopter tour companies GET so much and don't even pay GET taxes. The laws need to be changed and our elected officials

Name	Location	Date	Comment
			have been unresponsive. Would this have something to do with Hawaii Air Tour Helicopter Compny contributions to their election campaigns?
Jon Vigorito	Mountain View, HI	2017-07-16	The FAA has failed in every way to monitor the helicopter tour industry on the Big Island. Being the only agency with the authority to regulate the airspace over our homes and businesses, this has to change. The FAA must be held accountable. They are receiving our tax dollars but choosing to shirk their responsibilities entirely when dealing with the helicopter tour industry.
David Berg	Tampa, FL	2017-07-16	I'm signing because we need noise regulation over neighborhoods as it not only ruins home values, they need the noise control and privacy. Also have to start thinking about drone traffic as well.
La'ahia Farms Keliikuewa	Mountain View, HI	2017-07-17	It's time to STOP EXPLOITING HAWAII ISLANDS! There is No reason for helicopter tours to be flying over residential homes, National Parks, Natural Area Reserves, and Forest Preservations. On the island of Hawai'i we are blessed to have the Native Hawaiian Hawk that frequently flies above our homes throughout the day. This Native and endangered bird is constantly disturbed by these low flying helicopters. When these tour helicopters fly over our home our house sometimes shakes as if we were at an airport and instead I live in the mountains! None of these companies are honest about flying too low they don't want to do anything to work with the local people here nor do they help with our communities . Their pilots are breaking the law everyday and they know it. It's unfortunate that these companies don't excercise Aloha. They obviously don't care about the local communities and that's their downfall. All we ask is for all helicopter tour companies to fly around taking the coastline route. We live on an island af
Tammy Davis	Kapaa, HI	2017-07-19	The noise is too much for local residents. It feels like an assault when it begins in the morning. They can look from the ocean and see the beauty of Kauai. It seems like too much noisy invasion of our special places on Kauai for both locals and tourists alike. Please put more limits on helicopters and drones!
Melissa Snyder	Santa Monica, CA	2017-07-19	The helicopters wake my children from their naps making this already tired mom even more tired. Tourists viewing is less important than sleep for moms and kids.
William Steiger	Mountain View, HI	2017-07-20	We couldn't agree more!
Rick Turner	Honolulu, HI	2017-07-27	I am very proud of Bob Ernst and the Members of HICop for their progressive, necessary and productive actions to stop these Helicopter Tour Companies from flying over our homes, businesses and schools. These tour helicopter companies are destroying our health by giving us cancer with their Poison exhaust and gas vapors. Decreasing the Value of our Homes and Businesses with constant noise intrusions. They continuously violate FAA Rules and Regulations when it comes to flying below a 1,000 feet. The tour helicopter companies needs to be immediately regulated to fly 5 miles away from the ocean shoreline and at least 2,500 feet high. Therefore, these companies will not be around any homes and destroying the quality of all our lifes.

Name	Location	Date	Comment
Mary Ann Saindon	Keaau, HI	2017-08-07	This disrupts my daily life - constantly. Can't sleep late on the weekends, can't enjoy my yard w/o constant noise, can't find any peace & quiet. Why does sightseeing by tourists mean more than a resident's right to peace & quiet on their own property? Why must I interrupt phone conversations when the choppers pass by? Why must I turn up the volume on my TV when the choppers pass by? Why can't I take a nap without choppers waking me up? Why can't they fly over the ocean?
Bonnie Miller	Keaau, HI	2017-08-07	Peace shattered--repeatedly. Seven helicopters this morning over my house in 45 minutes.
Elizabeth Bush	Kamuela, HI	2017-08-08	I love my island.
Kat Ahin	Hilo, HI	2017-08-08	We are constantly bombarded with helicopter noises every single day, at least 1 flying over our home every single hour in Mountain View and it takes away our serenity of being at home in our neighborhood! Make them stop so we can be at peace without this awful noise pollution!!!
Ronald Mason	McKinney, TX	2017-08-09	...numerous flights daily over my property cause me to have to call people back because I'm on the phone, or the noise just doesn't allow me to rest if I want to...I just want peace and quite...
Sharon Lee	Pāhoa, HI	2017-08-09	The endless sound of helicopters, all day, every day, frequently one every 5 minutes. That works out to over 100 per day. This constant noise is detrimental to my overall health I live in upper Ainaloa. They are supposed to be flying neighborly, but they don't. Once again it is about the money. It is important not to let them push us around any longer.
vincent callagher	Keaau, HI	2017-08-16	This is physical assault on all nature. Animal and human existence. Please protect all life from sound pollution.Thankyou
John Renauer	PAHOA, HI	2017-08-16	I'm in the direct route to the lava entry from Hilo.
Mary Monroe	Keaau, HI	2017-08-16	Tour helicopters fly directly over my property all day, every day, sometimes very low. They start very early in the morning and go late into the day and even the evening sometimes. It is absolutely horrible and completely impacts my day to day life and sense of peace and well being.
Kapualani Abreu	Keaau, HI	2017-08-16	Something needs to be done. Paradise in not paradise with all the noise.
Jasmine Steiner	Pahoa, HI	2017-08-16	I'm signing because all of my life here my family and I have suffered from the disturbances of these low flying loud helicopters. Enough is enough destroying our peace on our private lands for their own personal gain.
Ha Underwood	Miami, US	2017-08-16	After my Jan-March 2017 Hilo stay, my 2 month trip to the SF Bay Area turned into a 3 month trip. I could have come back last week. By the time I left in March, I was not myself. I was yelling at the sky like a mad person . I think I know how PTSD begins. It's more peaceful on the mainland, which is STUNNING to me. Twenty million

Name	Location	Date	Comment
			people border the bay, but there are very few helicopters. Why am I reluctant to buy a ticket to return? One reason, I fear a return of the screaming returning. My beautiful neighborhood is Apocalypse Hilo...
Ha Underwood	Miami, US	2017-08-16	After my Jan-March 2017 Hilo stay, my 2 month trip to the SF Bay Area turned into a 3 month trip. I could have come back last week. By the time I left in March, I was not myself. I was yelling at the sky like a mad person. I think I know how PTSD begins. It's more peaceful on the mainland, which is STUNNING to me. Twenty million people border the bay, but there are very few helicopters. Why am I reluctant to buy a ticket to return? One reason, I fear a return of the screaming. From my one yard !! My beautiful neighborhood is Apocalypse Hilo...
Bill Miller	Hilo, US	2017-08-16	When they are at 1500 feet or higher I don't bother with a response but when they are lower they get the double bird international call sign and the occasional moon shot. Blue Hawaiian Helicopters is consistently lower 1500 feet.
Nanci Munroe	Keaau, HI	2017-08-17	Helicopters over my house daily, do not abide by 500' height limit!
D Loa	Kailua-Kona, HI	2017-08-18	I support any motion to Malama 'āina.... Stop raping our lands for your PERSONAL financial gains- A'ole Pono!
Betty Easley	Kailua-Kona, HI	2017-08-18	Constantly flying over my house
Christopher McCullough	Hōlualoa, HI	2017-08-18	Noise pollution over our paradise is unacceptable and disturbing.
Nohealani Kaawa	Naalehu, HI	2017-08-18	These choppers have also been illegally landing and giving tours on remote and private beach properties within the Kaū district. Stop the air traffic, its too noisy and we are losing the way we connect to nature because of that distraction.
Cynthia Thomas	Hilo, US	2017-08-18	yeah they fly over my house all day long, some very low, my walls vibrate. as soon as i hear one heli, i know another one will be flying over as well in less than five minutes. always a pair. i dont mind when they fly high but them bluw hawn helicopters are the worst they always flyover low, maybe 200 ft above tree level?
cynthia massa	Hilo, HI	2017-08-18	EVERY DAY I HAVE TO HEAR THIS NOISE from sunup to sundown. STOP
Susan Norman-Jones	Cave Junction, OR	2017-08-18	Animals and birds are bothered by the noise pollution also.
Barbara Cornelius-Davis	Na'alehu, Hawaii, HI	2017-08-19	The constant movement of helicopters flying over my home in WAIOHINU Ka'u every day and early evening for their companies financial benefits has got to end ! We here in the real country of big island watch as many of these lawless tour companies terrorise our community with the constant back and forth, always right over my house or a bit this or that , please help our community , they need to fly over the ocean not over my house

<b>Name</b>	<b>Location</b>	<b>Date</b>	<b>Comment</b>
Jayne Dator-Freeman	FPO AP, CA	2017-08-19	Helicopter tours need to be regulated. The regular noise takes away from our peace and tranquility. Noise pollution Affects our health and well being.
Jordan Anger	Ocean View, HI	2017-08-20	It's the right thing to do! Go fly over the water not peoples homes!
Ivan Jokain-Witcha	Naalehu, HI	2017-08-22	Not infrequently the helicopters fly below the minimum elevation required. this makes the problem even more annoying.
Gary Harrold	Hilo, HI	2017-08-24	More noise = more stress = more autoimmune diseases=more burden on our health care system {Sirens, mowers, barking dogs, rude loud vehicles, Hawaiian Airlines flying over Hilo - the noise is horrendous. Stop it!
Jennifer Ruggles	Mt. view, HI	2017-09-10	The helicopter noise has gotten out of hand in Puna. Please allow our residents to enjoy the peace and quiet they deserve in their homes.
Brad Coffel	Pāhoa, HI	2017-09-10	We should not have to suffer while others are profiting!
Melissa Smith	Mountain View, HI	2017-09-10	I am signing because the erratic loud noise disturbs me, my family, my animal and causes stress to all. There is a simple solution !
christy ceraso	Pahoa, HI	2017-09-10	Peace and quiet is my need as a creature of the Earth and a human right. Some peoples desire to make money does not override that need and right for peace and quiet.
Roy Lozano	Pāhoa, HI	2017-09-10	I don't want flights of any sort over my home on Pohoiki rd. Period. Greedy tour operators should honor the people and take paths off shore for all tours.
Vinceanna DePolo	Makawao, HI	2017-09-10	The noise bothers me!! Please fly more off shore!!!
Patrick McNulty	Mountain View, HI	2017-09-11	We get to the point of almost wanting it to rain every day because when the weather is bad they won't allow the helicopters to fly. The noise is becoming almost unbearable. These helicopters are flying so low in some cases you can tell what color shirts the pilots are wearing. My understanding is they are supposed to stay up at least 1000 feet some of these aren't even up 300 something has got to change.
Louise Teasdale	Pahoa, HI	2017-09-11	Air pollution. They fly way to low.
Sylvia Dolena	Pahoa, HI	2017-09-11	Helicopter noise is very stressful and disruptive to normal life here.
Ivo Miller	Kapaa, HI	2017-09-12	Dangerous behavior. Noise Pollution
Susan Smith	Wonder Lake, IL	2017-09-12	I care!###
Michelle Stava	keaaau, HI	2017-09-12	Helicopters start flying over our home every morning at 7am and don't stop till after dark. This is not what it was like when we bought our property. We wanted peace and quiet! They can fly along the coast and not disturb the local people who get no benefit, just noise pollution. They fly over our homes to save time and gas. This should be a cost of business, or the money should get put into the local

Name	Location	Date	Comment
			area in the way of infrastructure. Otherwise we should not have to deal with their noise!
Kami Hinger	Denver, CO	2017-09-12	As a visitor of Hawaii, I do not want its beauty disrupted.
Robert Bogle	Pahoa, HI	2017-09-12	And put exhaust mufflers on them!
Michael Christopher	Pahoa, HI	2017-09-12	I'm tired of you flying over my head day and night.
Carolyn Okonek	Hilo, HI	2017-09-12	Noise pollution is very abusive. At least 10 times a day these helicopters fly overhead! Please make them go off shore!
chere fenton	rockaway, OR	2017-09-14	They have harassed residents for decades, enough is enough ! I have had them fly so low over our house, that they topped a tree and almost crashed in our orchard ! It is only weed, spend that money where it counts, catch the meth, heroin and crack dealers !! Leave the medical patients alone !! Disgusting display of government over spending for BS !!
joann bessinger	logan, UT	2017-09-15	Flights over residential areas can cause unnecessary noise invade privacy and can be a hazard if the helicopter should have any mal function.
Diana Leighland	Pāhoa, HI	2017-09-15	I live near the lava flowing into the ocean and they fly tourists low and slow right over my house! Operators are not respecting homeowners privacy. What happened to our Quiet Skies initiative?
Karina Carvajal	Hilo, HI	2017-09-15	Karina Carvajal
Claudia Ziroli	Mountain View, HI	2017-09-17	We generally have about 2 helicopters every 8-10 minutes flying over our house.I have eventually gotten use to the ones that are flying at regulation elevations..But the problem is that many, many of them are flying significantly lower than regulation. It is invasive and oppressive. Why should residents have to deal with the helicopter company's business/profits at the expense of our rights as property owners and Hawai`i residents? (While I typed this short message, one helicopter flew from the eruption and one is currently flying directly overhead!)
Patrick Ryan	Media, PA	2017-09-22	I've recently moved to Hawaii. The helicopters ruin the nature of Hawaii, nature and more are highly disturbed. Please go back to Babylon with helicopter GREED - DO NOT BRING BABYLON HERE.
Robert Coster	Keaau, HI	2017-09-22	Seems tours have actually increased since HI-CoP has started to bring light to the situation. We're getting more overflights lately for sure.
Alex Shade	North Bend, OR	2017-09-29	The noise is definitely too much. No reason not to fly offshore!
Heidi Fickinger	Hilo, HI	2017-09-30	The frequency of low altitude helicopter tour flights over Hawai'i have escalated to epidemic proportions. Flights occur directly over houses with a complete lack of respects for the community in the Hilo area daily. There is no other form of tourism that is allowed to adversely impact local residents in this manner. It is time to force these companies to act in a more responsible manner.

<b>Name</b>	<b>Location</b>	<b>Date</b>	<b>Comment</b>
Kahualani Aitken	US	2017-10-01	The noise from helicopters is invasive.
Elisabeth Kerekgyarto	Pahoa, HI	2017-10-13	There's no need to fly so low over people's houses! Show some Aloha!
Michael Croes	Austin, TX	2017-10-15	■ live in Kalapana Gardens.. YOU BET ■ WANT OVER-FLYING STOPPED, and will help vote out any representative who disagrees!

**SB-17**

Submitted on: 2/6/2021 12:17:17 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Bryon Lee	Individual	Support	No

Comments:

Aloha Senators, Representatives & Hawaii Island Legislative Delegation,

Thank you for the opportunity to testify in support of SB17.

Hawaii is the most tour copter impacted State in the Nation.

"These (tour helicopters) have disrupted whole communities with excessive noise and other impacts, destroyed the peace and sanctity of special places, increased risk to not only passengers but those on the ground, and weakened security and management of defense operations."

**"This current situation is not acceptable for both safety and community impact concerns".** Congressman Ed

Case. <https://case.house.gov/news/documentsingle.aspx?DocumentID=416>

Stricter regulations and accountability critically need to be addressed and implemented to prevent further disruptions of entire residential communities, schools, cemeteries, hospitals, military operations, and other culturally/sensitive areas.

In addition to the very real possibility of another catastrophic accident as witnessed in the recent Oneawa Street in Kailua, Oahu that killed three people and miraculously missed homes in the heavily populated residential community.

<https://www.staradvertiser.com/2019/04/30/breaking-news/2-females-1-male-died-in-kailua-helicopter-crash-police-say/>

SB17 would be a vital first step to **begin enforceable, accountable safety regulations** of a virtually unregulated industry free to rob the residents of Hawaii of their peace, privacy, serenity, safety, and quality of life by an industry that cannot and **will not regulate themselves**.

Mahalo for your time & kokua,

Bryon Lee



Hilo, Hawaii

**SB-17**

Submitted on: 2/6/2021 12:53:10 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Mark Gordon	Individual	Support	No

Comments:

I respectfully request you to Support passage of SB 17

The Bill requires the helicopter tour operators have a Part 135 certificate. This was also a strong recommendation of the National Transportation Safety Board (NTSB). A majority of helicopter tour fly under the less restrictive Part 91 regulations. Requiring helicopter tours fly under Parts 135 or 121 should certainly be considered with the recent Oahu and Kauai crashes.

The FAA implemented FAA Rule 14 CFR Part 93 for helicopter operators to fly over the ocean and not over Long Island, NY. The Bill supports FAA in requiring tour helicopter operators to have flotation devices as well as ADS-B.

With the noise disturbances over many occupied areas of the Islands, including Waikoloa Village, where we reside, we agree with requiring an aeronautical chart marked to indicate routes and altitudes to be used in conducting aerial tours and noise abatement procedures to be employed in the vicinity of identified noise sensitive areas. In addition, in agreement with SB 17, tour aircraft permit holders should be prohibited from allowing the noise footprint of their tour aircraft to enter any occupied property.

It is suggested to add to the Bill, per Federal Representative Case's proposed Safe and Quiet Skies Act: Require tour flights over occupied areas (including residential, commercial and recreational areas) to be no louder than 55 dbA, the same level of noise commonly allowed for residential areas.

Again, please Support and forward SB 17 to the Legislature.

Thanks

Mark Gordon

Waikoloa HI.



**SB-17**

Submitted on: 2/6/2021 3:16:38 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
bob ernst	Individual	Support	No

Comments:

SB17 SENATE TRANSPORTATION COMMITTEE -  
HICOP **STRONGLY** SUPPORTS/ADVOCATES FOR THE IMPLEMENTATION OF  
SB17

Aloha Chair Lee,

Aloha Vice Chair Inouye

Aloha Members English, Fevella and Shimabukuro,

For 60 years the people on the ground in Hawaii nei have totally unnecessarily suffered the torture of tour copter noise nuisance pollution day in and day out, year-round.

The tour copter operators could have voluntarily addressed this easily solved negative impact on the quality of life of those affected but they chose to do business as usual, they just do not care, they have no Aloha.

Hawaii Volcanoes National Park is the most tour copter impacted National Park in the Nation by far, Haleakala is the 4th most tour copter impacted National Park in the Nation.

Hawaii is the most tour copter impacted State in the entire Nation.

SB17 adds language to the already existing Hawaii Tour Aircraft Permit. Since the Airports Division already administers the Tour Aircraft Permit there is no need for any added offices.

Therefore SB17 does not require any additional funding, it is tax neutral.

SB17 addresses 3 important issues, that all tour aircraft must have FAA approved flotation, FAA approved ADS-B and that tour copter operations must make sure their noise footprint does not enter occupied properties.

Flotation is a no-brainer for tour copters operating in the water/island State of Hawaii. The National Transportation Board, as a result of tour copter crashes, recommended flotation to be mandated as far back as the 1990s. Most major current tour copter operators such as Blue Hawaiian do in fact have all their tour copters equipped with flotation.

ADS-B is the current electronic tracking method available and is FAA required by those copter operations on Oahu and Kahului, Maui but is not required by the FAA on the other neighbor islands. The copter operator members of the Hawaii Helicopter Association have committed to have ADS-B installed and not to block it but this SB17 legislation assures that all tour aircraft will comply.

Tour copter complaints from noise, the noise footprint being the area on the ground where the copter noise is audible, is because the tour copter operators make no effort to avoid operations over our homes, occupied properties. With SB17, the noise complaints cease, the operators then operate their tours free from noise complaints, such complaints that have limited and also eliminated tour aircraft operations in other jurisdictions, and everyone in Hawaii nei lives happily thereafter with Aloha.

SB17 is the same as the 2020 SB2649SD1 which was passed from the Senate unanimously and was to be heard by the House Transportation Committee when COVID closed down the 2020 Legislature.

HICoP urges you all to support/advocate for and vote for SB17, which is tax neutral and will greatly improve the safety of tour copters and the quality of life of your constituents.

Mahalo nui loa,

Bob Ernst

For the HICoP Board

**SB-17**

Submitted on: 2/7/2021 12:33:42 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

Submitted By	Organization	Testifier Position	Present at Hearing
Dan Brown	Individual	Support	No

Comments:

**Testimony in support of Hawaii State - Senate Bill 17 for 2021 Legislature Session**

*I am Dan Brown – I live in Kailua on Oahu and I fully support SB 17 to require Tour Helicopter Company operations to have FAA approved safety devices installed on their helicopters for the safety of passengers and additionally to operate in a manner that their noise footprint does not affect occupied residential property. Requiring permits will ensure the helicopters are safety compliant – the current FAA safety processes are flawed as evidenced by an Oahu based tour helicopter’s flagrant disregard for federal regulations to report when their helicopters are forced to land and or have crashed because of mechanical failure. We have experienced numerous serious tour helicopter crashes in recent years - the three most recent being the egregious crash of a Novictor tour helicopter on Oneawa Street in Kailua, the Paradise tour helicopter crash on Kuai, and a second Novctor tour helicopter crash on the Kaneohe Sand Bar. **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 FAA approved safety devices 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 17 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).*

**SB-17**

Submitted on: 2/7/2021 2:26:00 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Jeannine Johnson	Individual	Support	No

Comments:

My neighborhood experiences loud invasions of helicopter noise on a daily, and sometimes even hourly, basis. It is more than just a nuisance. It negatively impacts our quality of life, afflicting our health with undue stress, disrupting our sleep and depriving us the right to the quiet enjoyment of our homes. Please support this bill.



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

January 07, 2021

THE SENATE THIRTY-FIRST LEGISLATURE - REGULAR SESSION OF 202  
COMMITTEE ON TRANSPORTATION

Senator Chris Lee, Chair

Senator Lorraine R. Inouye, Vice Chair

Re. Support for S.B. No. 17

Aloha kākou Chair Lee, Vice Chair Inouye and committee members,

I am in strong support of S.B. No. 17 described as follows:

Requires tour aircraft operations permit applicants to have aircraft that are outfitted with FAA approved safety devices. Prohibits tour aircraft permit holders from allowing the noise footprint of their aircraft to enter any occupied property. Requires denial of permit or rescission of permit if requirements are not met.

I have lived in my Aiea home for over 58 years. For the first 45 years the aircraft flying directly over my house amounted to a handful of military helicopters and occasional emergency aircraft. I bought my home in an area that I new I had to live with the impacts from commercial air traffic from the Honolulu International Airport, and Hickham AFB, Pearl Harbor, Tripler Army Hospital, Camp HM Smith, Wheeler AAF and Schofield Barracks. The trade-off was that the price range for living in my area was affordable compared to the quieter (at the time) areas around Honolulu's core. However, I never imagined the current situation and the significant noise impacts and crashes by the current tour helicopter industry.

Over the last 13 years, the commercial aircraft and helicopter count has steadily increased to a pre-COVID19 high of 20/hr from 6:45a to 7:45p every day. That means 260 total aircraft fly over my house daily, and from just one of 3 daily tour flight paths passing over or near my home. My estimate of an average number of tour aircraft over my house is 300 to 320 per day, every day.

The primary issues I have with tour aircraft are:

1. bone jarring noise
2. safety

The biggest contributor of noise invasion comes from low altitude flying, helicopter hovering and looping over-head. My primary safety concern is the constant, frequent and persistent tour aircraft presence over Pearl Harbor and the residential and business

areas from Aiea to Pearl City.

Before I retired in 2008, I did not experience the small aircraft nuisance near my home during daytime hours of the work week, and I put up with the frequent and indifferent military helicopter traffic that flew low and loud during all hours of the early morning and night.

I retired in 2008 assuming that I would live out my life relaxing, and enjoying the peace and quiet of my home and I could listen to my favorite music, tv programs, talking with my wife and playing my guitar. I also looked forward to simply enjoying the view, the sun, surf, ocean, beach and the sounds of people laughing and enjoying each other's easy conversations when visiting my favorite beach park every day.

The shocker now is that whether at home or at the beach park, my expectation of "quiet relaxation" has become impossible, because of the ever present, intrusive noise from tour helicopters.

All day and night my home, is bombarded by low flying tour helicopters that fly and hover below the minimum 800 foot altitude that they are supposed to be at. Here are the ways it is destroying my retirement bliss:

1. Conversations with my wife often get drowned out by the helicopter din and we got very irritable with each other for not hearing what was said or waiting until the din died down. Now it always seems that when we have some interesting or an important thing to talk about, we are drowned out by tour helicopters. As seniors, with a typical level of hearing loss, it is annoying and quite disruptive for us when we can not hear ourselves or one another over the helicopter noise.
2. Our TV controller's pause and rewind buttons are truly being worn out, because of over use, as we try to compensate for not being able to uninterruptedly hear our favorite TV news or TV programs through out the day and night. This noise intrusion has serious impact on lost time due to the stop-and-start routine we have been forced to endure when listening to our TV, radio or talking on the phone. We can not rewind the radio or our phone conversations to salvage what we missed hearing when being drowned out by tour helicopter noise.

A very troubling aspect of helicopter noise, at my favorite beach park, is a practice by certain tour helicopter companies to purposely fly a routine route that is so obviously frivolous and intentional. I go to Ala Moana Beach Park every day, and have been since 2010. What I am about to describe happens every day all day, and I routinely photograph and use the Flightradar24 app to track and record tour helicopter flights and path info while at the park.

I have attached exhibit pages of Flightradar24 screen captures to illustrate what I am complaining about. Please refer to the attachments for what follows:

1. Tour helicopters from a couple companies routinely fly, from the runways at Lagoon Drive, on a path at between 300 to 600 feet altitude to Ala Moana Park .
2. At Kewalo Basin the pilots drop to as low as 275 ft to 350 ft on a path right over

- the reef surf breaks and then directly over the tip of Magic Island.
3. After Magic Island the pilots gradually gain altitude to about 700 ft until they pass the Waikiki hotels.
  4. At about the Kapahulu groin, the pilots gradually rise to until just over Kapiolani Park to 1,380 ft then fly over the “saddle” dip on the Diamond Head rim, then down the Kahala coast to Hawaii Kai/Portlock.
  5. From just past Diamond Head most pilots fly down the coastline to Hawaii Kai and beyond at 650 ft and gradually rise to 1500 ft altitude and over the gap between Koko Head crater and Hanuma Bay.

My big questions about the practice of flying the route from Kewalo Basin to Diamond Head and beyond are:

1. **“What is so essential that the tour pilots must drop to a lower altitude than 400 feet when entering the Kewalo Basin to Magic Island route, and directly over the reef surf breaks, and that it is essential for them to fly a minus 400 feet below the FAA recommended 800 foot minimum altitude?”**
2. **“Why does the FAA condone such a large and blatant variance from the minimum 800 feet FAA recommended altitude?”**

At this point, I would like to make a salient observation about the COVID-19 pandemic. There was a silver lining to the COVID-19 pandemic, it was the peace and quiet that was cause by tour helicopters being grounded by the executive order. Through the ears of many citizens across our state, the silver lining was as follows:

Citizens could be in Zoom, WebX or Medical video sessions from home without being disrupted by tour helicopter noise

1. no more having to struggle with the “virtual” methods for participating in civic engagement, essential doctor “visits” including virtual meetings and engagements with others.

Citizens could watch LIVE TV vs TAPED TV

1. no more having to tape TV shows to watch at “tour helicopter” down-time-hours

Citizens could watch TV news, programs and shows w/o having to frequently use the PAUSE button

1. no more having to pause and wait for tour helicopters to pass by and then resume watching

Citizens could enjoy uninterrupted face-to-face conversations at home

1. no more having to wait for helicopter noise to die down to complete discussions in my home

Citizens Could enjoy uninterrupted phone conversations at home

1. no more having to wait for helicopter noise to die down to complete phone

discussions in my home

Citizens could enjoy uninterrupted sleep

1. parents of newborn babies were not terrorized by helicopter noise waking babies before they completed their sleep times
2. night shift workers could sleep during the day without disruption from helicopter noise
3. retirees could rest during the day w/o disruption from helicopter noise

In conclusion I recommend that the following measures be supported and sponsored by the Hawaii Aircraft Noise and Safety Task Force for inclusion in FAA policy and regulation of Hawaii tour aircraft and helicopters:

- A. All Tour Aircraft Permit Holders will as a prerequisite have their aircraft fitted with FAA approved flotation and,
- B. All Tour Aircraft Permit Holders will as a prerequisite have their aircraft fitted with FAA approved ADS-B and will be required to have ADS-B turned on during total operation period and,
- C. All Tour Aircraft Permit Holders will be required not to allow the noise footprint from their aircraft enter any occupied properties.
- D. PERMIT DENIAL AND PERMIT RESCISSION for failure to comply with the above requirements.

Advocating for the quiet and safety of Hawaii's neighborhoods, respectfully and appreciatively,

A handwritten signature in black ink, appearing to read "Bruce Lum". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Bruce Lum

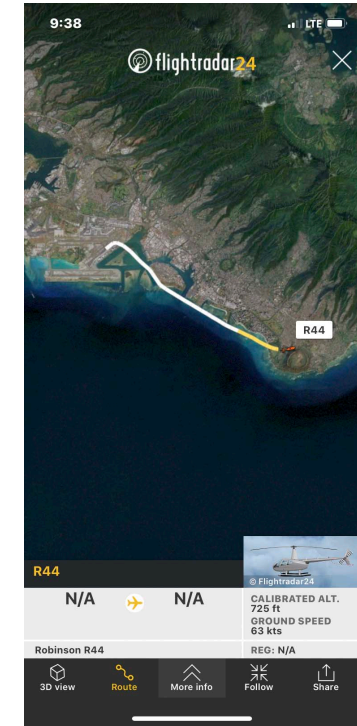
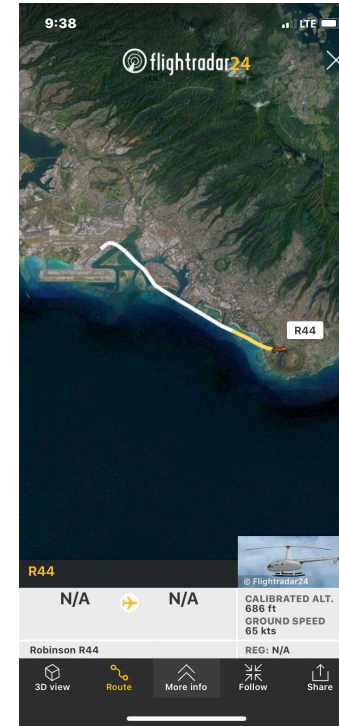
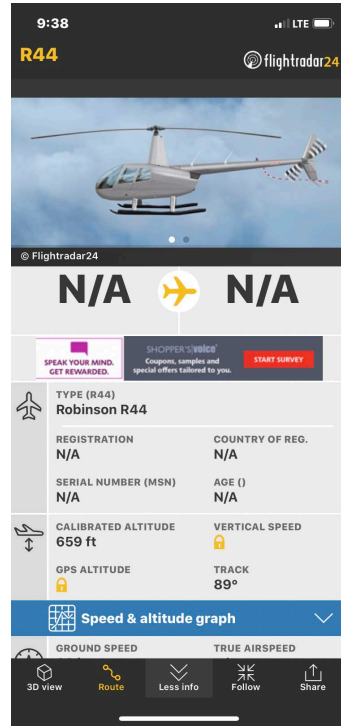
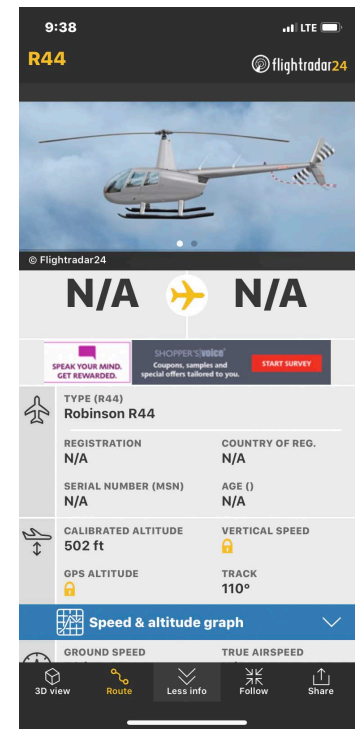
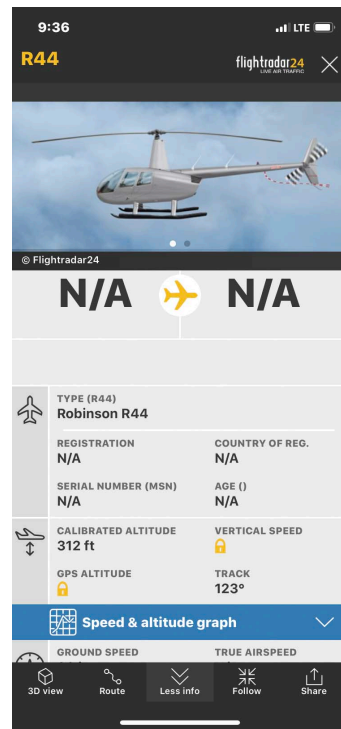
p.s.

The purpose of the attached eight pages of exhibits is to illustrate the fact that tour helicopters, from certain companies, habitually and intentionally fly at an altitude far below the 800 foot limit set by the FAA. They regularly enter the Kewalo Basin area very low, turn in to fly over the reef surf breaks for the full length of Ala Moana Park. After doing their mimicking of the famous Magnum P.I. fly-by of Kewalos to the Hilton Hawaiian Village, then continue on a fly-by of Waikiki beach while gradually increasing altitude to +1100 feet to setup for the fly-over of Diamond Head then beyond to Hawaii Kai and around Oahu.

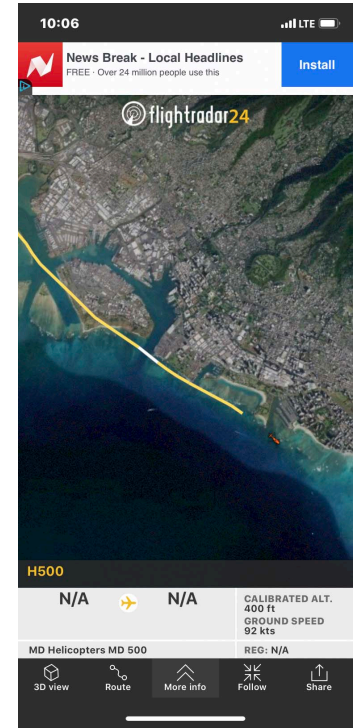
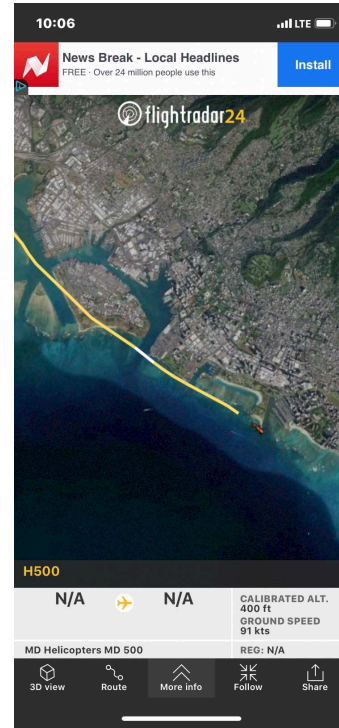
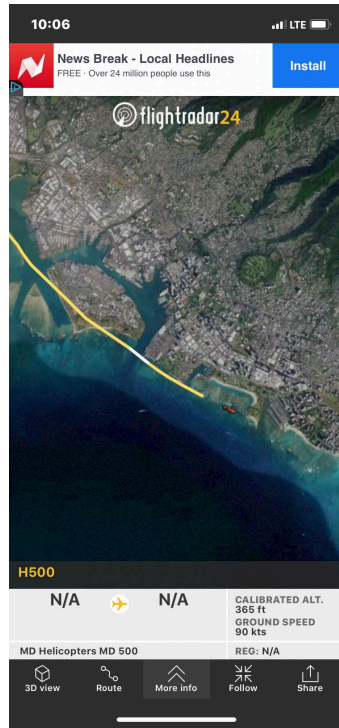
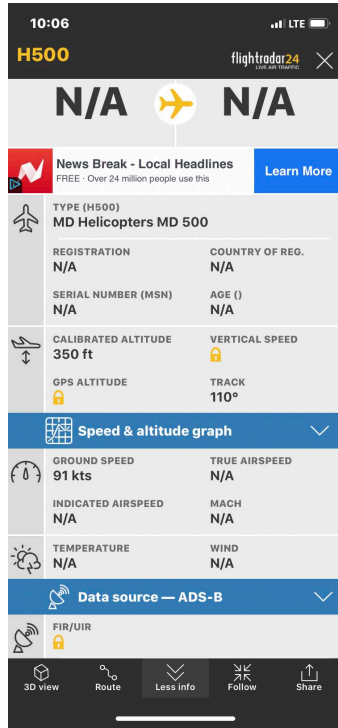
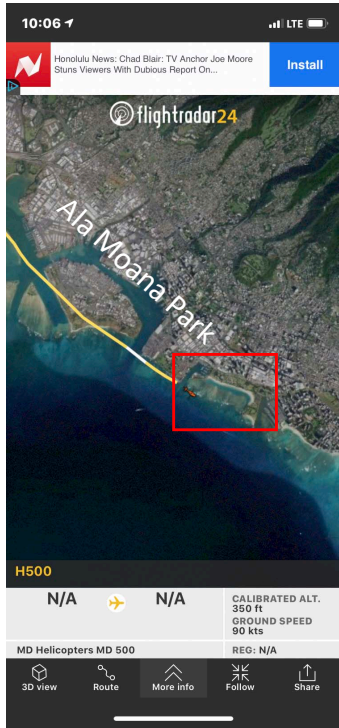
The Flightradar24 app screen shots are to show the low altitude to higher altitude trajectory that is typical and regular for the helicopters indicated on each screenshot. If an ADS-B was required to be on board and "on" by regulation each helicopter ID would have been recorded and captured by apps like Flightradar24. I beleive it should me SOP for all tour helicopter and tour fixed wing aircraft permitted to fly in Hawaii air space.

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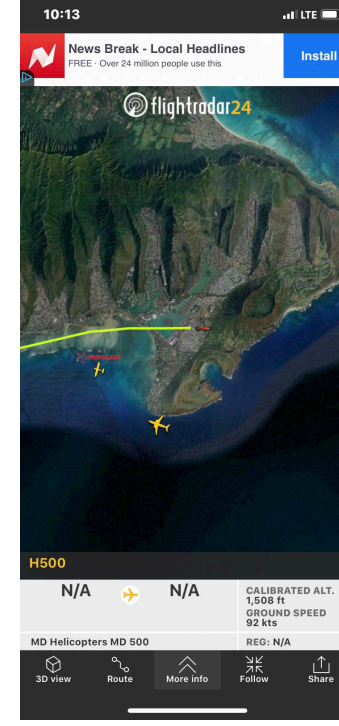
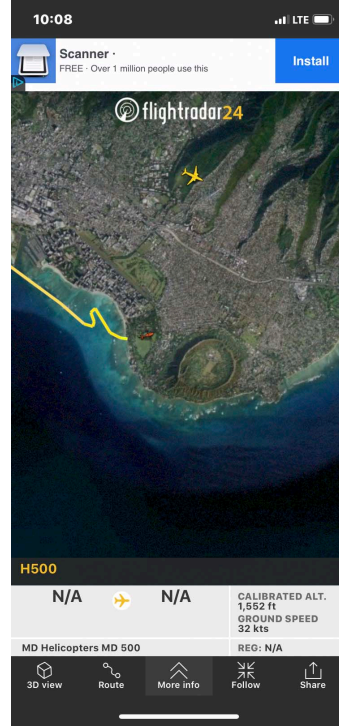
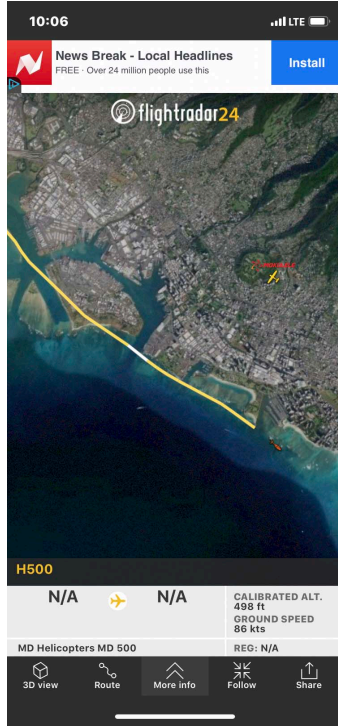
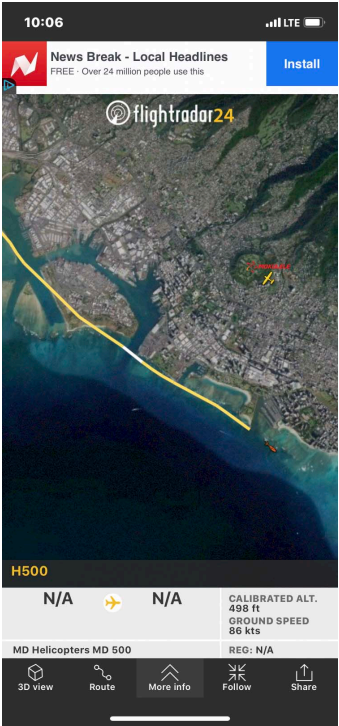
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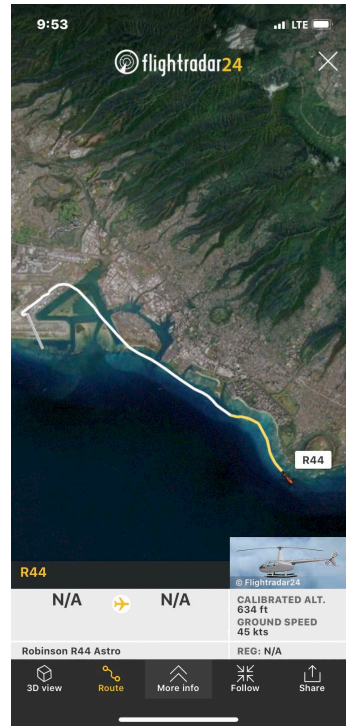
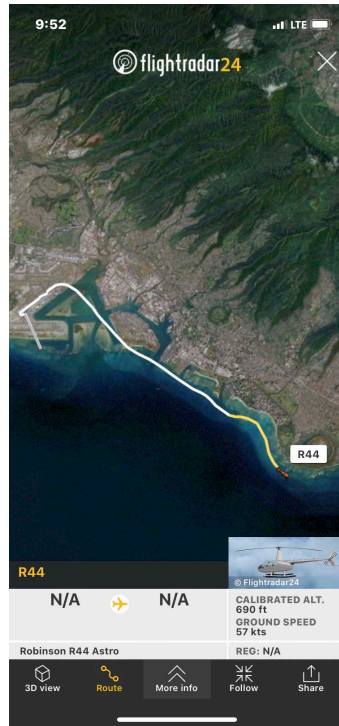
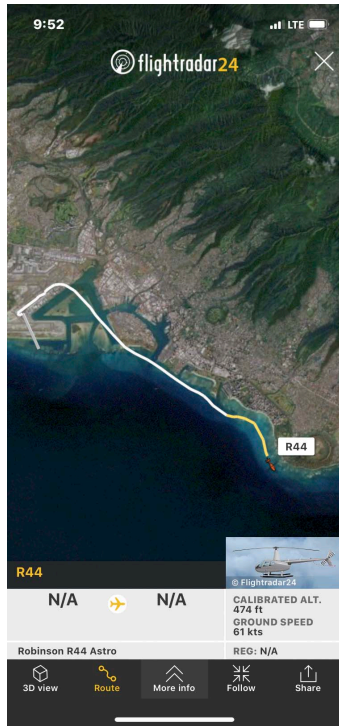
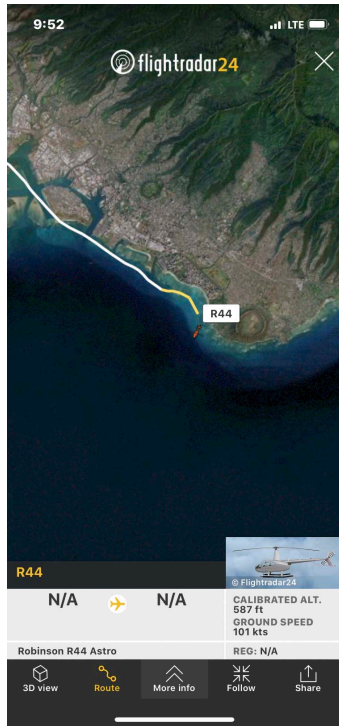
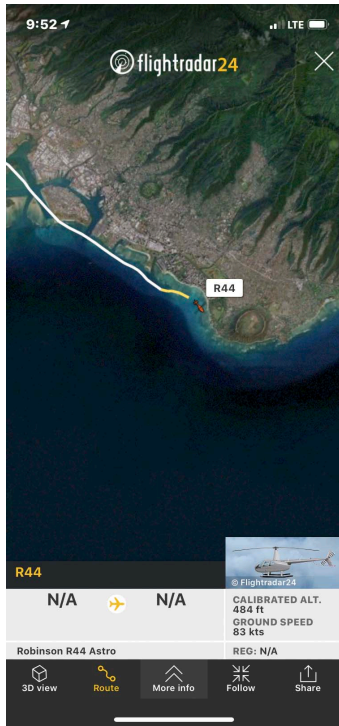
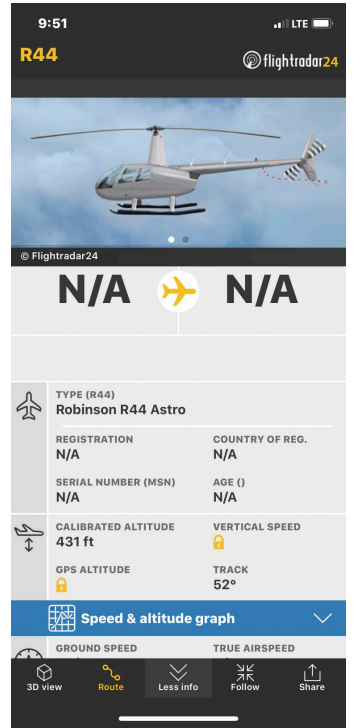
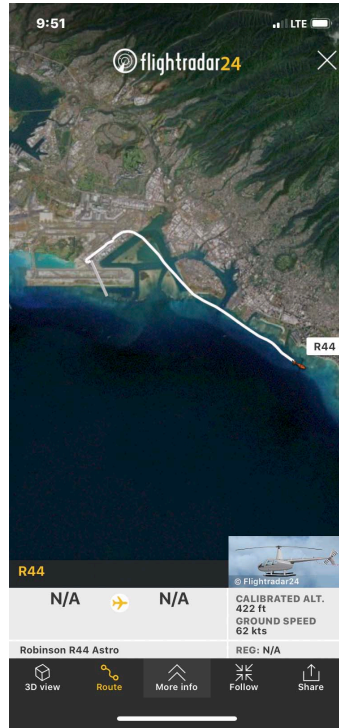
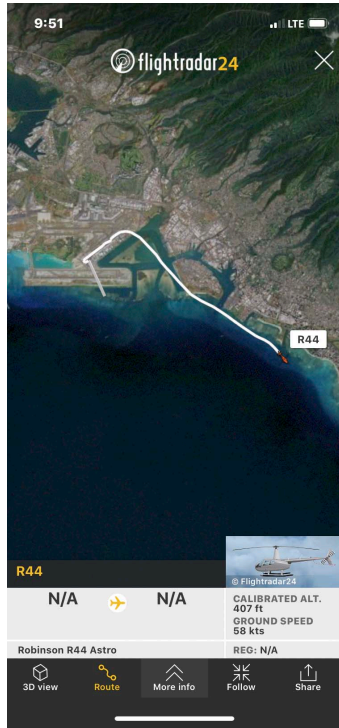
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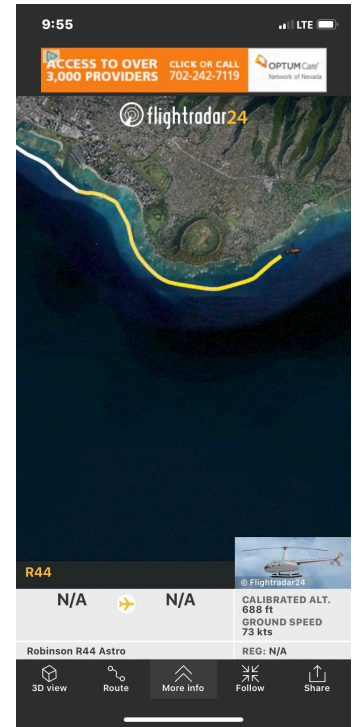
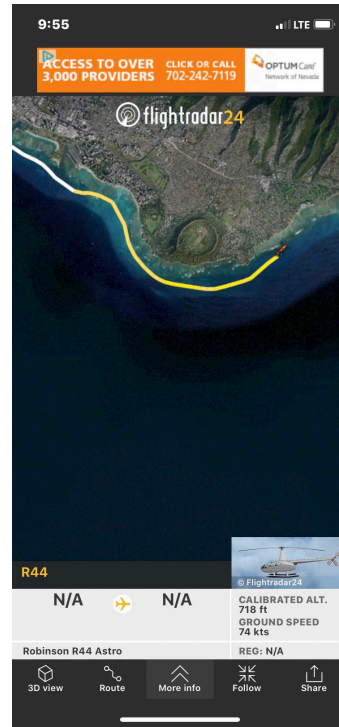
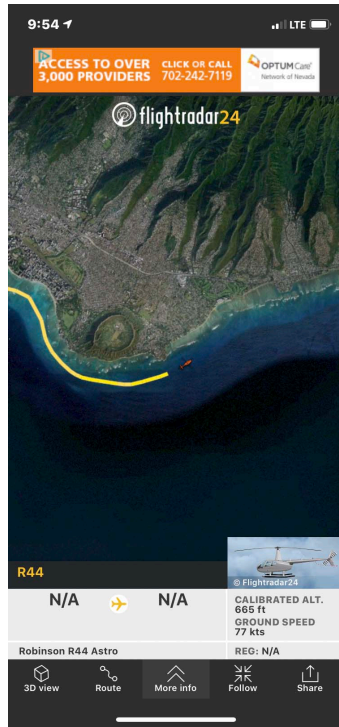
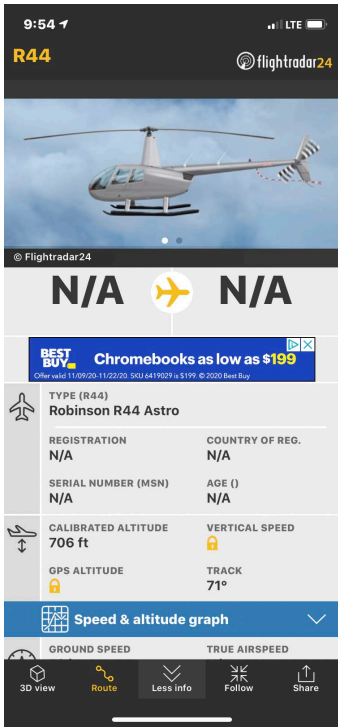
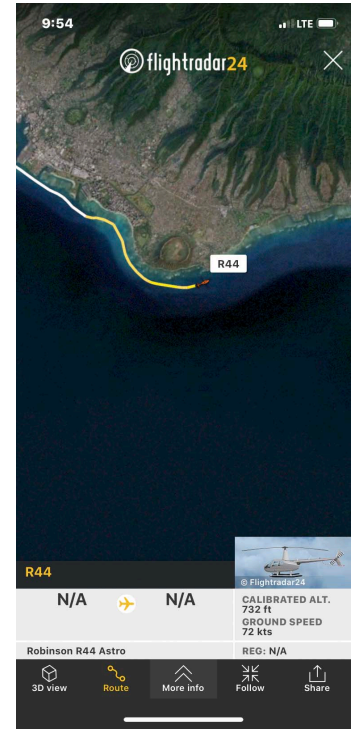
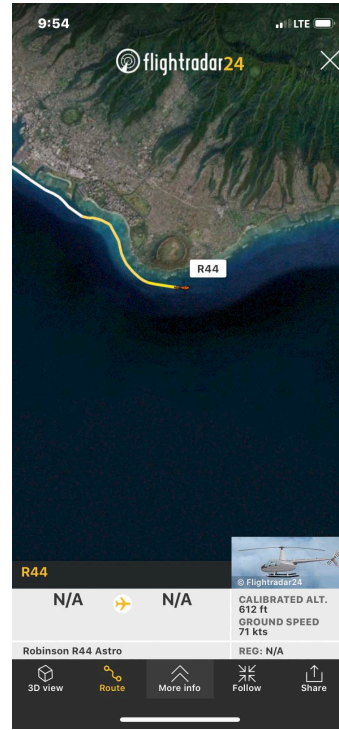
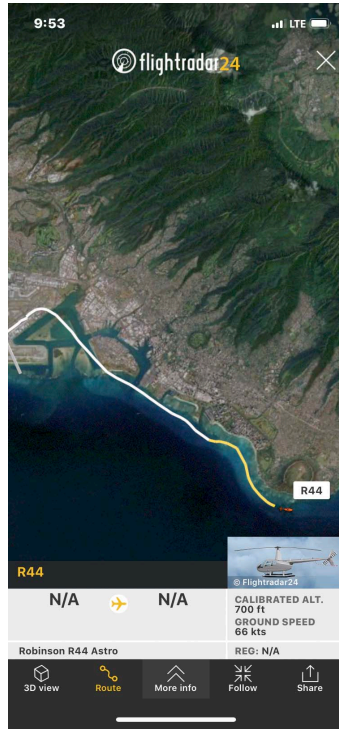
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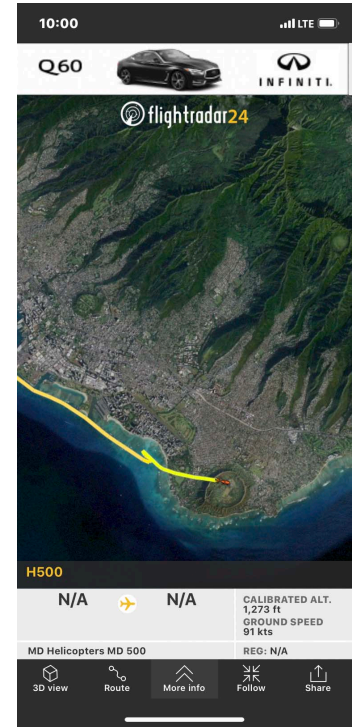
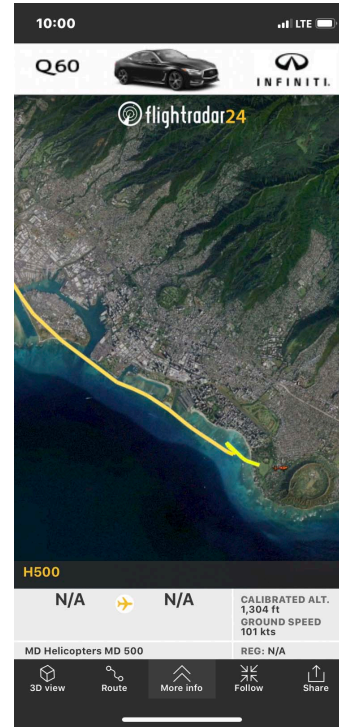
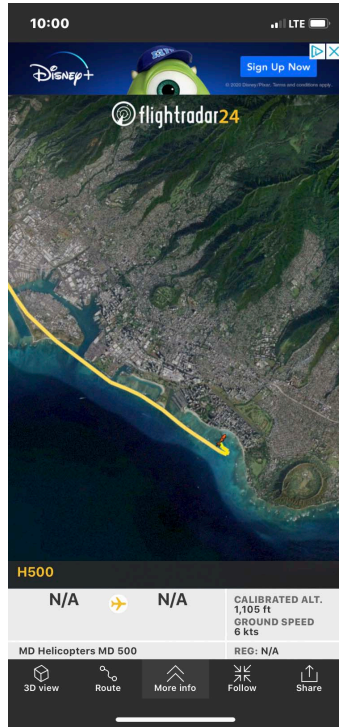
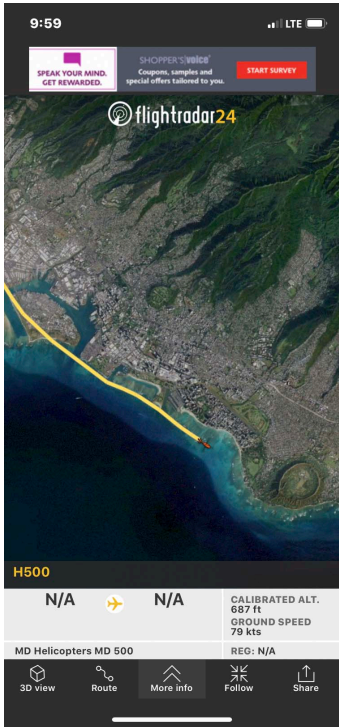
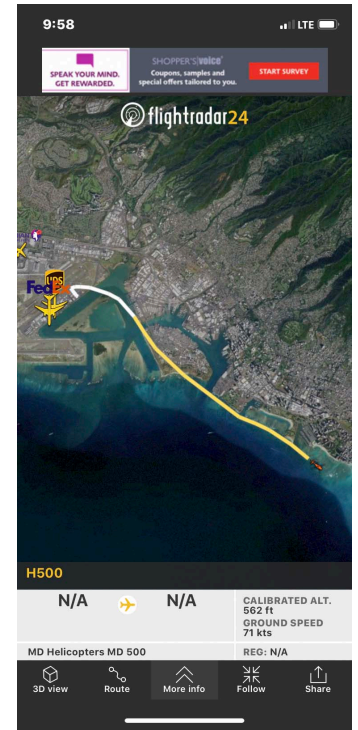
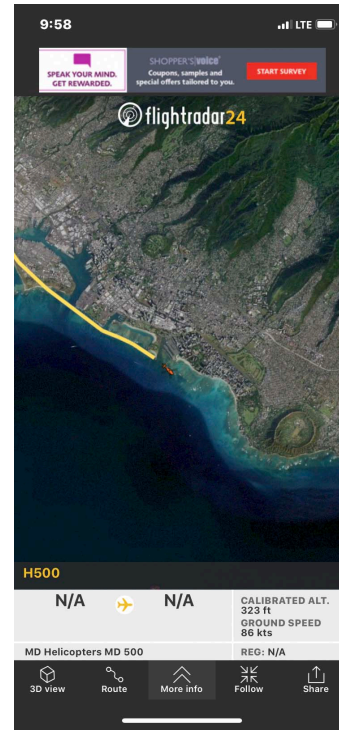
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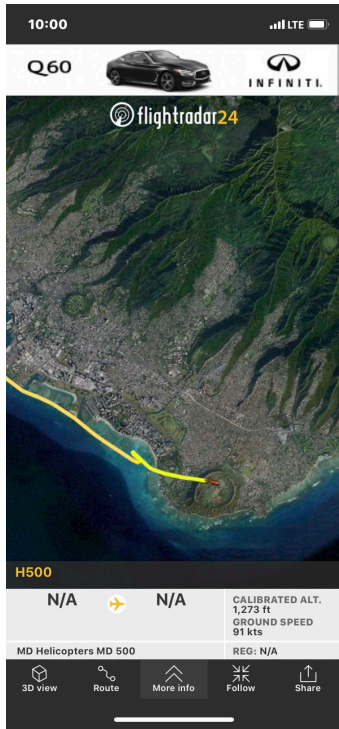


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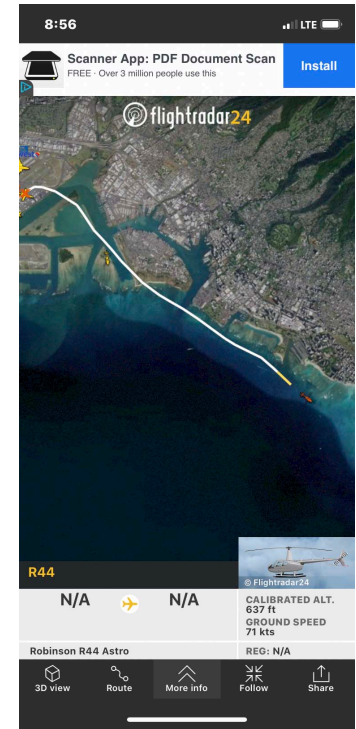
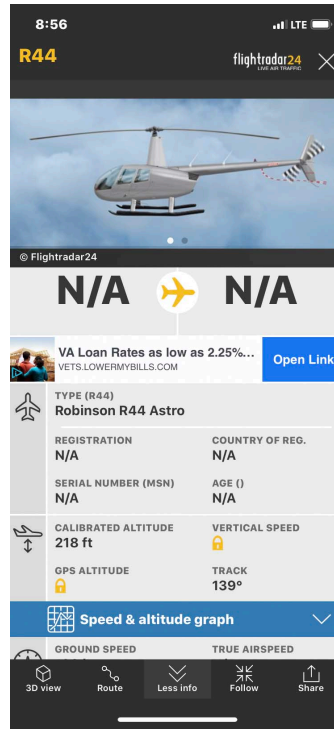
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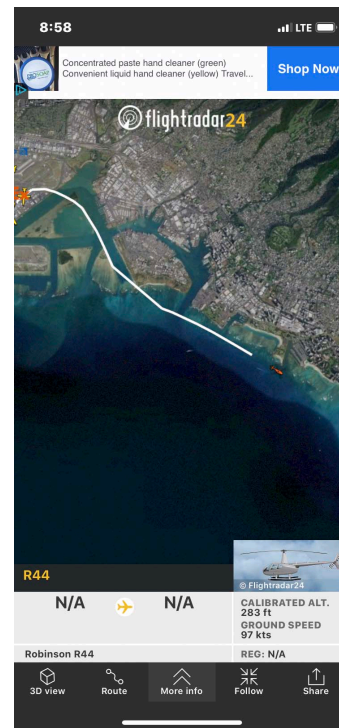
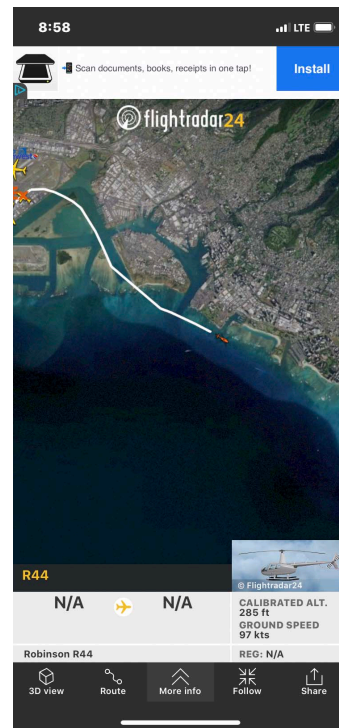
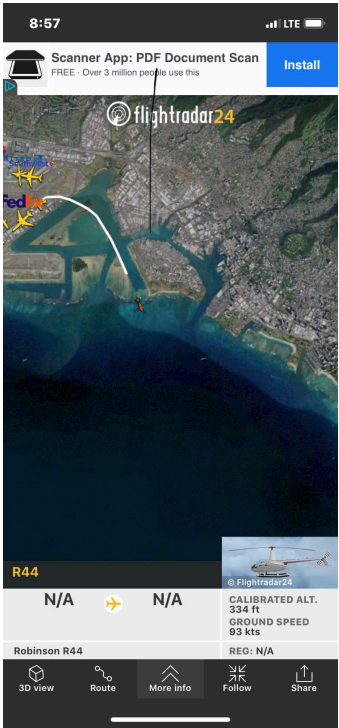
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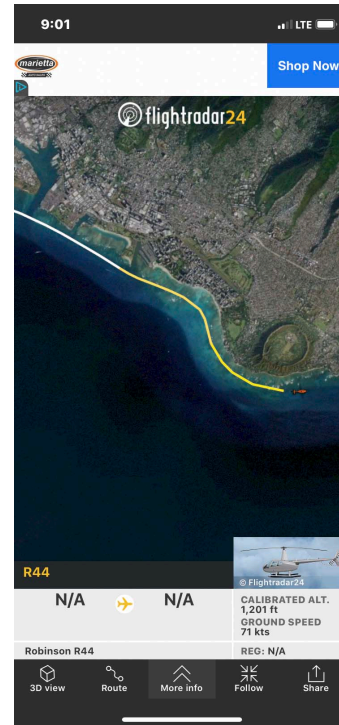
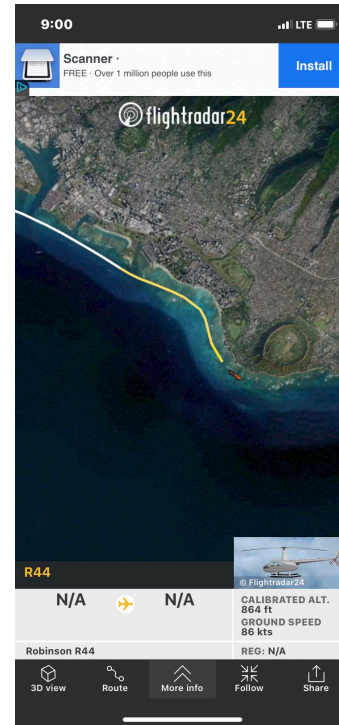
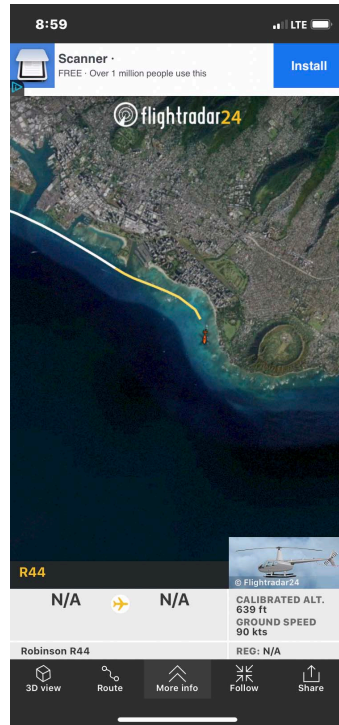
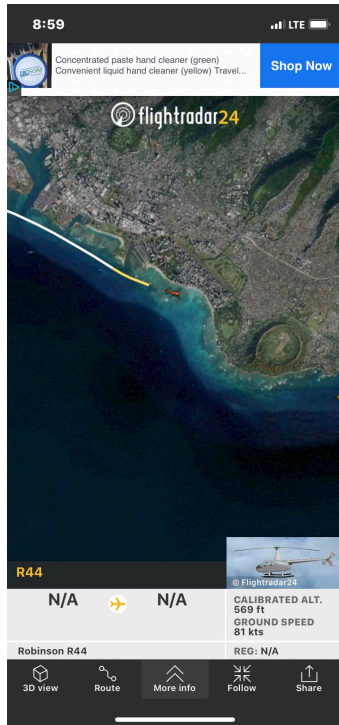
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**SB-17**

Submitted on: 2/8/2021 9:38:40 AM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

Aloha and mahalo for considering this important bill, which would significantly reduce the negative impact of tour helicopters on our local communities. On Oahu, a large number of communities have been barraged daily, hourly and often multiple times an hour, by the loud noise of helicopter tours flying low, overhead, and close to shorelines, disrupting our right to have a peaceful life in our own backyards and our beaches. Tour helicopter companies have been repeatedly asked to fly a distance of one mile offshore and have countered that they don't have the proper flotation and safety equipment to allow them to do this. This bill would address that problem. It is time to address the needs of local residents to have a quiet and peaceful life.

Before the epidemic shut down, I would swim off of Kaimana Beach and would have helicopters flying overhead every 5 to 10 minutes. That was not a peaceful way to swim. One day a friend was swimming with me, who wears hearing aids in both ears (and wasn't using them in the water) and even she commented on the loud noises. When sitting on the beach, helicopters buzz overhead all day long. Not only are residents affected, but I imagine tourists aren't enjoying Waikiki or other beaches when they are being buzzed all day long. We also experience this intrusion of high decibel noise over our homes and our parks. There is a lot of discussion about how to "reset" tourism so that it doesn't affect local residents in a negative way. This is an important first step. In addition, having a noise impact assessment would also be helpful in identifying the decibel levels of the helicopters, and the impact noise has on our communities. Multiple studies have shown that high decibels of noise are significant stressors on communities and negatively affect physical and emotional health of our communities.

Mahalo,

Jeanne Herbert

**SB-17**

Submitted on: 2/8/2021 11:12:24 AM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Linda Pexa	Individual	Support	No

Comments:

As a resident of the Lower Ka'umana area of Hilo I have suffered from the impact of low flying helicopter noise during a large part of the day until the Covid virus affected tourism. It was difficult to talk or listen to music and the engine noise caused considerable stress to both myself and my husband. Helicopters should not be permitted to fly over occupied areas where they cause noise pollution and pose a risk to residents in the event of a crash. I therefore support the provisions of SB 17.

**SB-17**

Submitted on: 2/8/2021 12:45:59 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lynne Ruess	Individual	Support	No

Comments:

All helicopter and fixed aircraft noise over residential areas is unwanted and unwarranted. I support the demand for an offshore-only option for tour helicopters state-wide and note that such a demand should also be required for small aircraft and the military helicopters / aircraft that fly a path over Manoa in both directions all day and most of the night. Our house shakes, conversations must hold, movies are paused for each unnecessary aircraft overhead. A severe distraction ofr home working and schoooing. PLEASE return to the pre NExt Gen flight paths and have all aircraft - tour and otherwise, fly OFF SHORE!



**SB-17**

Submitted on: 2/8/2021 1:03:34 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

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

Comments:

Please end the constant flow of tour helicopters over our residential areas! Far too many times they buzz back and forth, sometimes looping around and coming down low enough to rattle our doors and windows.

Senate Committee on Transportation  
Senator Chris Lee, Chair  
Senator Lorraine Inouye, Vice Chair

Tuesday, February 9, 2021  
Senate Conference Room 224  
3:05 PM Hearing

**Senate Bill 17**  
**Relating to Tour Aircraft**

Aloha Chair Lee, Vice Chair Inouye and Transportation Committee Members:

Excessive aircraft noise compromises the health and well-being of the Hawaii 's people, and statutory remedies are long overdue. Senate Bill 17 can offer significant safety protection and quality of life relief to thousands of suffering citizens in Hawai'i, particularly on O'ahu and Hawai'i Island as well as Kaua'i and Maui.

Tour helicopters have been increasingly inundating and impacting established communities with incessant noise invasion. The crescendo of island-wide community complaints across the State over the past four years has demonstrated this. Despite this public outcry, tour helicopter operators have been unwilling to change their flight paths to prevent the significant negative effects of helicopter noise within and around these impacted communities.

Further, tour helicopters are an inherent safety risk to Hawaii's island communities, natural habitats and coastal defense areas. The following commercial helicopter crashes and emergencies have occurred in Hawai'i since September 2018:

- September 18, 2018- Novictor Robinson-44 crash in Wahiawa, O'ahu;
- October 22, 2018- Novictor Robinson-44 crash at Kaneohe Bay recreational sand bar;
- February 21, 2019- K&S "Paradise" Hughes-369E crash in Waipio Valley, Hawai'i Island;
- April 16, 2019- K&S "Paradise" Hughes-369E crash 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 "Magnum" 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;
- March 5, 2020 - Blue Hawaiian Eurocopter 130 crash in Puna, Hawai'i Island;

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

**Protection of the Safety of Hawai'i's Communities is Paramount**

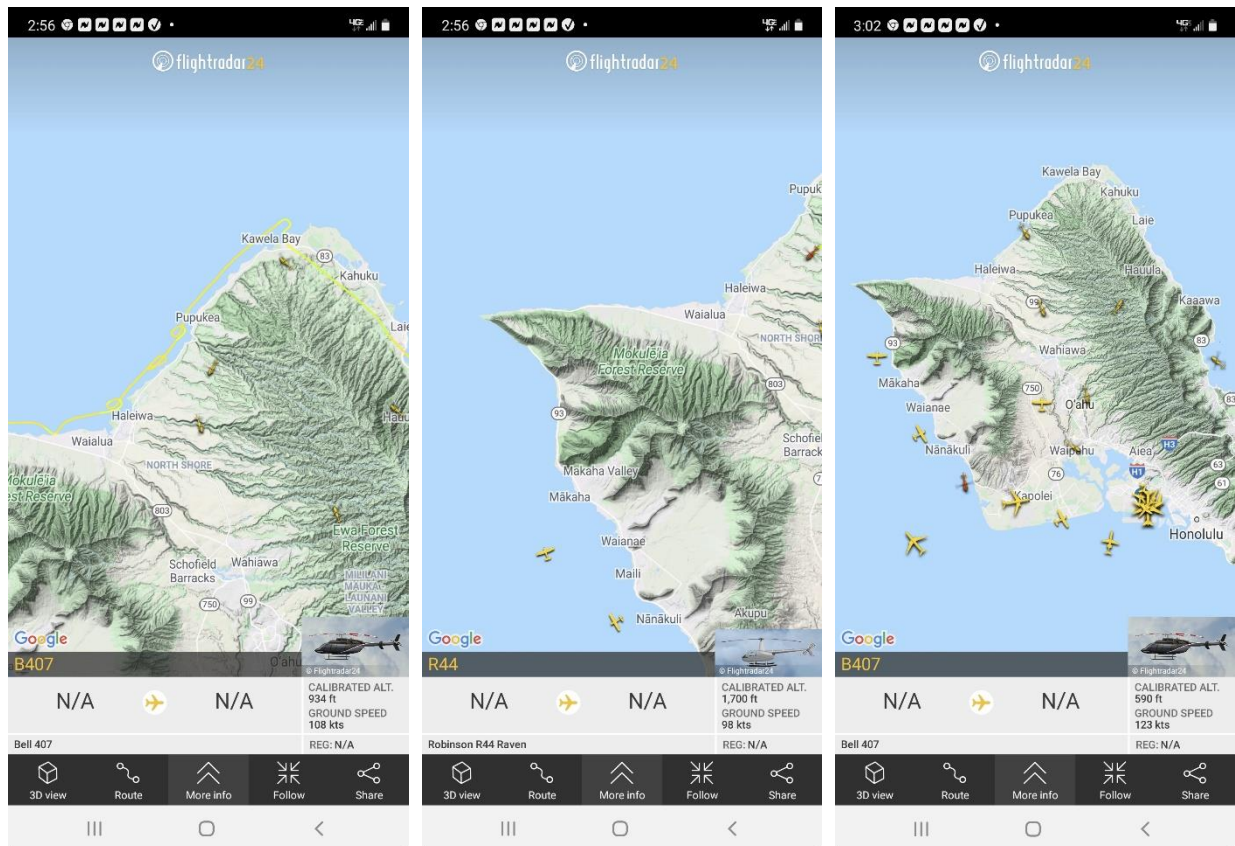
Tour helicopter safety equipment must be required through *ground use permits* to protect Hawai'i's people *on the ground*. This equipment must include tour helicopter flotation devices installed on the aircraft, not merely personal flotation devices stored in the aircraft.

Additionally, tour helicopters must be instrument flight rated (IFR) for flying in sudden inclement weather, and equipped with certified instrumentation and IFR-certified pilots, who are not merely tour guides.

Helicopter instrument rating certification and pilot flight instrument certification requirements are extremely important for all tour helicopters on each island when inclement weather conditions that cannot be avoided arise, as per the following recent fatal tour and charter helicopter crashes:

- 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 crash into a Kaua’i cliff face, with seven (7) fatalities including three (3) children;
- January 26, 2020 – an Island Express charter helicopter crash in Southern California, with nine (9) fatalities including three (3) children.

As of January 1, 2020, all tour helicopter operators on O’ahu have been required by the FAA to equip each of their aircraft with active Automatic Dependent Surveillance-Broadcast (ADS-B) devices to ensure accurate surveillance interface between the helicopter and airport Air Traffic Control. However the FlightRadar24 tracking app has shown these devices have been periodically disabled during tour flights when they suddenly disappear from the screen. Most recently on February 4, 2021, a “Paradise” Bell 407 was observed with ADS-B enabled over Haleiwa and Waialua at 2:56 p.m. when approaching Ka’ena Point, a restricted area, where the tour helicopter’s ADS-B was then disabled and remained deactivated until approaching Ko ‘Olina.

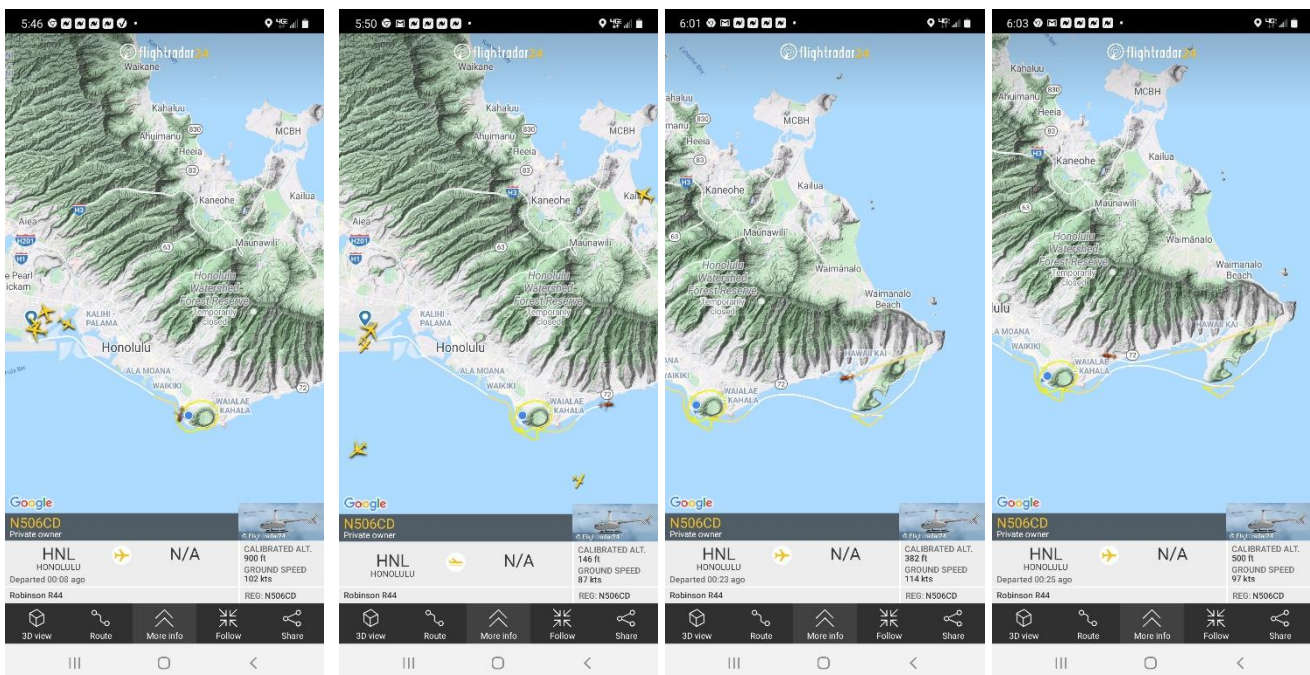


## Protection of the Hawai'i's Public Health and Quality of Life is Paramount

Hawai'i's people must also be protected from the discordant thundering of tour helicopters piercing the surrounding environment several times hourly, eight hours per day, every day of the week over and around populated residential communities and neighborhoods and shoreline parks and beaches. Therefore the helicopter noise cone footprint must be offshore of the island.

Commercial tour helicopter operators continuously fly over residential areas, constituting helicopter harassment that causes unbearable living conditions for thousands of Island residents, placing the safety, health and well-being of entire communities at stake. The adverse consequences of escalating noise disturbances and incessantly intrusive, jarring and exhausting disruptions cause daily and hourly adverse impacts on the quality of life for myriad residents statewide.

For example, as we researched and wrote testimony for Senate Bill 17 late Sunday afternoon, a recent addition to O'ahu's tour chopper contingent circled East Honolulu from just offshore of Waikiki, beating loudly counter-clockwise around Diamond Head over Kahala, Kaimuki, Kapahulu, Kapi'olani Park, Kaimana Beach and Diamond Head Beach Park. Then skimming over the shoreline waters to circle back low over and through Hawaii Kai to Kahala, and low over Kaimuki, McCully-Mo'ili'ili and Makiki to Punchbowl Crater and Downtown Honolulu at an altitude of 500 feet -- all despite Federal Part 136 regulatory protections specific to Hawai'i of maintaining at least 1,500 feet in altitude and 1,500 feet in distance from any land form, structure or person, the crater park visitor attraction of Diamond Head Summit notably being 761 feet:





## FAA REGISTRY

### N-Number Inquiry Results

Data Updated Each Federal Working Day At Midnight



N-NUMBER ENTERED: 506CD

#### AIRCRAFT DESCRIPTION

Serial Number	1976	Status	Valid
Manufacturer Name	ROBINSON HELICOPTER	Certificate Issue Date	10/09/2020
Model	R44	Expiration Date	10/31/2023
Type Aircraft	Rotorcraft	Type Engine	Reciprocating
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / Oct)	51450160
MFR Year	2008	Mode S Code (Base 16 / Hex)	A65070
Type Registration	Corporation	Fractional Owner	NO

#### REGISTERED OWNER

Name	CHOPPER DOCTOR INC		
Street	1331 ALA KAPUNA ST APT 405		
City	HONOLULU	State	HAWAII
County	HONOLULU	Zip Code	96819-1300
Country	UNITED STATES		



<b>Trade Name</b> HONOLULU HELICOPTER TOURS	<b>Expiration Date</b> Sep 26, 2025
<b>File Number</b> 304064 D1	<b>Registration Date</b> Sep 27, 2020
<b>Certificate Number</b> 4246165	<b>Mailing Address</b> 1331 ALA KAPUNA ST APT # 405 HONOLULU, Hawaii 96819 UNITED STATES
<b>Status</b> Active	<b>Registrant</b> <a href="#">CHOPPER DOCTOR, INC.</a>
<b>Purpose</b> HELICOPTER TOURS	

As shown by the above exhibits, the subject tour helicopter was identifiable, traceable and reportable by the N-Number N506CD posted on the FlightRadar 24 app. However several local tour helicopter operators on O’ahu have replaced their posted N-Numbers on this private commercial app with a single operator’s code to cloak the offending aircraft and avert this public reporting requirement, e.g., H500 (three Schuman “Magnum” 369Ds), B407 (two Dorn “Paradise” Bell 407s) and R44 (four Novictor Robinson 44 rotorcraft). This is why a far more reliable and accurate public reporting system is necessary through the State Department of Transportation Airports Division as a responsible public agency.

### **Enforcement of Penalties is Paramount**

Clear permitting requirements to protect Hawai‘i’s people on the ground must be supported by consistent enforcement and penalties for non-compliance and repeated violations. No longer can this be excused as a difficult task with such new technology as apps that anyone can use to detect the maverick flights. Presently tour helicopter operators fly wherever, however and whenever desired, opting to submit only loose sketches of anticipated flight paths to the State Department of Transportation Airports Division (DOT-A).

To ensure enforcement, accurate and timely reports from the now necessary DOT-A public reporting and records website must be submitted to the local FAA Flight Standards District Office for enforcement purposes. The State airport ground and facilities use permits and associated ground impact control violations penalties can assist in funding the independent and accurate public monitoring and reporting system.

Monitoring and enforcement with tiered penalties tied to the number of violations clearly must be implemented, together with revocation of permits for continued violations. Penalties for violations must be strictly enforced and commensurate with the violation and number of violations over a given period of time. Should there be recurring violations, the penalties should accordingly increase substantially, ultimately resulting in revocation of the operator’s permits.

## **Conclusion in the Greater Public Interest**

To protect Hawai'i's people *on the ground* it is the State's intrinsic responsibility to ensure that clear safety and noise control requirements are written into tour aircraft operating permits for use of State airport ground facilities. Present vacillating flight altitudes and distances must increase significantly to the regulatory levels, and flight paths and patterns must be safely offshore to ensure the protective safety and noise footprint distance from residential communities, parks and recreational shorelines, natural landforms, monuments, memorials and coastal defense areas.

Because of the continuing disregard of Hawai'i's communities on the ground practiced by local tour helicopter operators, it is abundantly clear that restrictions and controls must be imposed on commercial tour helicopter operations and intrusive noise disturbance above and around Hawai'i's established residential communities and recreational areas, together with consistent enforcement and stipulated penalties associated with violations.

Therefore to effectively protect the public safety, health and welfare in the greater public interest, Senate Bill 17 must address and cure disruptive noise impacts and environmental consequences caused by low-flying commercial tour helicopter operations. A necessary first step toward protecting those on the ground will be strengthening the tour helicopter ground permits to protect residential areas and communities that continue to significantly suffer from tour helicopter noise impacts.

In view of the greater public safety, health and welfare, strengthening Senate Bill 17 with immediate ground permit remedies is urged to relieve the adversely affected residents, schools and businesses in Hawai'i's communities on the ground. They cannot be held to endure the impacts yet another year.

**Hawaii's protection of the public safety, health and right to peaceful lives is paramount.**

Testimony respectfully submitted by Michelle S. Matson,

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

Mahalo for allowing me to provide my testimony in support of bill SB17. In some ways this concern feels petty relative to other significant issues we are dealing with at this time in history, but I cannot sit idly by and allow the place that I call home to be destroyed by the out-of-control tour helicopter industry.

The tour helicopter industry has been allowed to operate virtually unregulated in the Islands for decades. Tour helicopters fly whenever, wherever they want with the only requirement to “fly neighborly” and “safely”, at an altitude of 1,500 ft or higher. This leaves things wide open to interpretation and has produced a wild-wild west mentality in our skies.

Tour helicopters fly under Visual Flight Rules (VFR) and are not equipped with the instruments needed to fly under cloudy conditions. Despite this, tour operators fly over our Windward communities and the Ko’olau Mountains even in rainy, cloudy conditions when the mountains are completely obscured by fog and rain. This creates incredibly unsafe conditions to our communities as was evidenced by the April 29, 2019 tragic accident when a tour helicopter pilot became disoriented during overcast conditions and crashed in the middle of Kailua Town’s main street, killing three. Because tour helicopters in Hawaii are only equipped to operate under visual flight rules, it is especially dangerous to those of us living in windward communities where weather and wind conditions, especially near the mountains, are unpredictable (a fact that tour operators have openly acknowledged).

Pre-Covid, the volume of tour helicopters over Maunawili/Olomana (based on data from the FlightRadar24 app) had reached a tipping point with helicopters overhead an average of every 4 to 5 minutes starting @ 7 am through 6 pm—*every day*. It became so unbearable that my family actually considered moving from our home of 20+ years until we realized that there was no place to escape them. Helicopters are overhead whether we are at our family home in Pupukea, at funeral services in Kaneohe or Diamond Head, at our favorite beaches, on the hiking trails and over City and State parks. There is virtually no escaping the incessant drone of these tour helicopters.

When I tried to call my government “representatives” to voice my concerns, each agency (FAA, Hawaii Airport Division, Hawaii Department of Transportation) referred me to the other as the one in charge. After many aggravating phone calls and finger pointing (the proverbial endless loop), it became clear that no one is in control of these operators. In fact, government agencies have given the tour helicopter industry carte blanche authority (via the Hawaii Helicopter Association—which actually has no authority over individual operators who choose to opt into the HHA) to control/monitor themselves without any meaningful consequences for infractions. How ludicrous that the fox be given the keys to the hen house. Some tour operators have held these keys



for so long that they openly goad frustrated community members to “go ahead and try to make changes”, since they know that the Community has been unsuccessful in doing so for years. These operators know they have the upper hand; the tourist buck has clearly been valued over the health and well-being of Kama‘āina for years.

Please pass SB17 to require tour aircraft to be fitted with the IVF equipment needed to fly safely in overcast conditions and with floatation devices to enable them to fly over the water to avoid occupied areas to protect the health, safety, and well-being of our communities.

MAHALO,

Deb Laeha

**LATE**

**SB-17**

Submitted on: 2/8/2021 5:21:50 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Lani Blissard	Individual	Support	No

Comments:

Our family has lived in the East Oahu area for over 70 years. It was always a peaceful, quiet community. Now that peace is shattered multiple times a day by tour helicopters booming in front and over us. The noise disruptions and proven safety risks are completely unacceptable. Besides the safety hazards, numerous studies clearly define the detrimental effects of noise on health and wellbeing. More studies would be redundant and a waste of time and money. Tens of thousands of Oahu residents are being negatively impacted. These tour helicopters must NOT fly over residential communities Period. They should be mandated to fly significantly off shore away from occupied areas, have easy to identify numbers and there must be substantial penalties for all violations.

I strongly support SB17.

Thank you.

**LATE**

**SB-17**

Submitted on: 2/8/2021 9:48:37 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
sam hickman	Individual	Support	No

Comments:

Why don't you please stop Magnum Helicopters from ruining our lives in Mililani? Please. The real estate agents should also divulge when a house is in the direct flight path of Magnum Tour helicopters. We bought one and have suffered for years. The company fly's low over Mililani Elementary/ High School towards Walmart and towards the airport all day long, about 30 times a day so about 8,900 times a year over the residents houses causing an abundance of noise pollution. Magnum helicopters makes good money but they have ruined Mililani for those in their flight path. The FAA won't do anything, tourist oriented companies can do what they want. Meanwhile, we are paying almost a million dollars for a house with noise pollution and not being told about this, would you like to pay a million dollars and not be told? Are you going to stop Magnum Helicopters? Are you going to tell anyone? We want help.

**LATE**

**SB-17**

Submitted on: 2/9/2021 12:46:20 AM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
Sasha Hedona	Individual	Support	No

Comments:

I wholeheartedly support SM 17 and any effort to prohibit tour helicopters, every last one of them, from flying over or nearby any residential neighborhood on Oahu,

We the highly taxed, tax-paying citizens of Honolulu, who make many financial and quality of life sacrifices on a daily basis, to share this island, (our home) , with millions of tourists every year.

Please pass SM 17 to no longer allow any **tour helicopter to leave a noise footprint over any occupied property on Oahu.** Please end what has been an **ongoing nightmare for many of us who have worked our entire lives just to own a home here; and now have to be disturbed daily by the horrible noise of 10 - 20 tour helicopters flying over our homes every hour.**

Do the right thing and serve the people of this City and honor our way of life, honor the will of the people, and not the profits of tour helicopter companies who are only interested in exploiting our home, our aina.

Thank you.

Sasha Hedona

Hawaii Kai resident

Reme

**LATE**

**SB-17**

Submitted on: 2/9/2021 10:53:58 AM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
E. Ileina Funakoshi	Individual	Support	No

Comments:

I support SB17 because of the constant flight of helicopters over ny home. The anxiety of what could happen, as it did on the Windward side, grips me everytime one flies directly over my home. The noise level is unacceptable and interferes with my television viewing.

The flight path should be rerouted over the ocean or less populated areas.

Mahalo and Aloha

e. ileina funakoshi

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**LATE**

**SB-17**

Submitted on: 2/9/2021 1:58:28 PM

Testimony for TRS on 2/9/2021 3:05:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Present at Hearing</b>
David Jones	Individual	Support	No

Comments:

February 9, 2021

Testimony by David Jones, Lawful Resident of the State of Hawaii

**IN SUPPORT OF ANY LAWS, RULES, AND/OR REGULATIONS THAT PROHIBIT OR DEMINISH NOISE PRODUCED BY AIRCRAFT OVER OCCUPIED SPACES**

In great concern for the safety and mental health (environmental noise pollution) of the residential community of Pearl City, on other islands, and any other areas of occupied spaces in Hawaii due to the increased occupancy, increments of exposure and quantity of aircraft in the airspace above the area, I hereby give my comments on 2 parts:

A) The commercial and/or private helicopters, including but not limited to the Hughes 500D, Robinson R44, R22 Beta 2, R44 Raven 2, and small fixed wing aircraft, including but not limited to the Cessna 172S, 172M, 172P, 172N, 172SR Skyhawk, Diamond Da40 and Globe Gc-1B. In observation, I have witnessed the tour and/or private helicopters, and small fixed wing aircraft with a flight path, from many different directions, placing them in close proximity above the 2 towers at the Pearl Highland area, have been recorded at calibrated altitudes ranging from 812 ft to 1400 ft. Video recordings have caught a Robinson helicopter loose control and visible showing the pilot regaining control after a roll. These aircraft display a mixed bag of flight plans but all share a common crossroad and intersect above my head at different altitudes and moving in different directions, sometimes seeing 2 to 3 aircraft all in the same airspace just above the 2 towers. I have observed the paths of these flights coming in and out from the HNL airport and they appear to be that of a pilot in training, circling back around from Waipio, circling over the 2 towers. There is a clearly visible insecure handle on the aircraft, and are most likely training or receiving instruction over my head and the community. Another observation is the number of "joyrides" above our community with some of the flight paths leading to no specific destination, and aircraft circle above over and over and over again for sometimes more than an hour. The frequency of visual and

audible disruption of these aircraft combined are anywhere between 8 am to 8pm every 5 to 20 minutes, 7 days a week.

B) The military aircraft from multiple branches, including but not limited to the Apache, Black Hawk, Chinook, Osprey and the Super Stallion. While the Military is the elephant in the room and no one seems to want include them in this discussion, they are still a part of the issue as a whole. I am unable to collect any data on these aircraft and not allowed to measure their altitude, but I am still very much impacted by their presence in the airspace as any other aircraft flying above my head, in a more extreme way. I have recorded an increase in military aircraft and witnessed 2 Sikorsky CH-53E Super Stallion helicopters do maneuvers between the 2 towers at very low altitudes in early April 2020 and from that point on, have video recorded over 176 videos of the pass overs to confirm their increased volume and presence over the Pearl City community. The aircraft vibrate the entire building with a low-end sound frequency and rattle wall hangings, sometimes setting off car alarms. I have observed these aircraft flying overhead from 8am to 9pm every 10 to 30 minutes, daily and sometimes as late as 12 midnight.

In conclusion, regardless of whether these aircraft are commercial, private, or military, they impact the residential community in the same way. The intense and constant noise pollution affects mental health stability as proven in many studies. With higher volume of aircraft in any general area, the risk of accidents rise as seen in the last 10 years in the state of Hawaii with the number of documented crashes from commercial, private and military aircraft incidents.

Another impact is that on the film industry. My business in the film industry has been affected for an exceptionally long time. When we are shooting outdoor scenes with sound, we are constantly being disrupted and forced to pause production because of the constant noise pollution caused by these aircraft. It seems unfair that I must pay people to stand around and wait for the aircraft to pass by at their leisure while my business losses considerable income for loss in production time.

These are my concerns as I am impacted personally - mentally and economically, notwithstanding my residential community but also my business community as well.

Mahalo for your consideration in this matter,

David Jones