



**TESTIMONY BY:**

JADE T. BUTAY  
DIRECTOR

Deputy Directors  
ROSS M. HIGASHI  
EDUARDO P. MANGLALLAN  
PATRICK H. MCCAIN  
EDWIN H. SNIFFEN

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

February 15, 2022  
3:30 p.m.  
State Capitol, Teleconference

**S.B. No. 2838**  
**RELATING TO AIRCRAFT NOISE**

Senate Committee on Transportation

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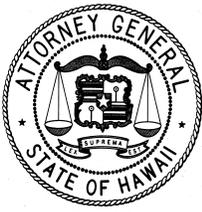
The Department of Transportation (DOT) provides **comments** to this bill.

S.B. 2838 amends Chapter 261-12, Hawaii Revised Statutes, to establish procedures, standards, and enforcement for mandatory noise abatement conditions. DOT would then be required to promulgate these rules, standards, and exercise enforcement for noise abatement as a condition of the tour operators permit.

The U.S. Federal Aviation Administration (FAA) Grant Assurance No. 22, obligates DOT to make its airports available for public use on reasonable terms and without unjust discrimination to all aeronautical activities. The bill proposes to affect a specific population of airports users, thus arguably, discriminates.

The FAA has authority to regulate the air space and aircraft operations. The DOT has no authority to establish rules or offer contract terms that attempts to manage flight operations of tour operators.

Thank you for the opportunity to provide comments to S.B. 2838.



**TESTIMONY OF  
THE DEPARTMENT OF THE ATTORNEY GENERAL  
THIRTY-FIRST LEGISLATURE, 2022**

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**ON THE FOLLOWING MEASURE:**

S.B. NO. 2838, RELATING TO AIRCRAFT NOISE.

**BEFORE THE:**

SENATE COMMITTEE ON TRANSPORTATION

**DATE:** Tuesday, February 15, 2022      **TIME:** 3:30 p.m.

**LOCATION:** State Capitol, Via Videoconference

**TESTIFIER(S):** Holly T. Shikada, Attorney General, or  
Duane M. Kokesch, Deputy Attorney General

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Chair Lee and Members of the Committee:

The Department of the Attorney General opposes this bill for the following reasons.

The purpose of this Act is to require the Department of Transportation to promulgate rules, standards, and enforcement for noise abatement as a condition of the tour aircraft operators permit.

Clause 2 of article VI of the U.S. Constitution provides that the federal constitution and federal laws made pursuant thereto are the supreme law of the land. The U.S. Constitution also gives Congress power to enact legislation, which may preempt state law explicitly or implicitly. U.S. CONST. ART. VI, cl. 2; *Cipollone v. Liggett Group, Inc.*, 505 U.S. 504 (1992); *Jones v. Rath Packing Co.*, 430 U.S. 519 (1997).

The Noise Control Act of 1972, § 4901 et seq. of Title 42, reaffirms and reinforces the conclusion that the Federal Aviation Administration, in conjunction with the Environmental Protection Agency, has full control over aircraft noise, preempting state and local control. *City of Burbank v. Lockheed Air Terminal Inc.*, 411 U.S. 624 (1973).

Beginning on page 2, line 21, to page 4, line 6, this bill amends section 261-12(b), Hawaii Revised Statutes, to require the Director of Transportation to adopt rules to regulate tour aircraft that include procedures, standards, and enforcement for

mandatory noise abatement. This may constitute regulation of noise that conflicts with the Noise Control Act of 1972, § 4901 et seq. of Title 42, as applied by the U.S. Supreme Court. *City of Burbank v. Lockheed Air Terminal Inc.*, 411 U.S. 624 (1973).

Because the bill requires the Director of Transportation to adopt rules to regulate tour aircraft noise abatement, it conflicts with the Federal Aviation Administration's authority to regulate noise and is likely preempted by federal law.

We respectfully ask the Committee to hold this bill.

TESTIMONY OF  
**LARRY S VERAY**

TO THE COMMITTEE ON  
TRANSPORTATION

***MOST STRONGLY SUPPORT SB 2838***

**RELATING TO AIRCRAFT NOISE**

**FEBRUARY 12, 2022**

Aloha, Chair Lee, Vice Chair Inouye and committee members. Thank you for allowing me the opportunity to provide testimony on SB 2838. I am Larry Veray, Chair for the Pearl City Neighborhood Board No. 21, and I will be representing our board and community based on the board resolution passed on September 29, 2019.

We support the Department of Transportation to specify rules, procedures, standards, and enforcement for mandatory noise abatement as part of the tour Aircraft Operators Permit.

Tour helicopters continue to have periodic flights over Pearl City area creating noise that negatively impacts our residents. Flying low and slow causes that negative impact to the elderly in care homes, people resting and children in school with their studies with no apparent FAA control over their altitudes and speeds. They depart the airfield fly towards Aiea and Pearl City and the flight path takes them over schools, hospitals and residential areas and then they their flight path takes them over the Arizona Memorial. Imagine if a helicopter has an inflight emergency and has to come down immediately; where are they going to land or crash; a school yard, big box store roof or on top of residential homes.

Our board has received a number of complaints from our residents reporting loud helicopter noise to include small commercial aircraft noise. Some helicopter flight paths now extend into the commercial aircraft flight paths over Pearl City with some residents witnessing near miss collisions with crossing flight paths. If the helicopters were restricted from flying low and slow over residential areas while also not flying North of the H1 expressway, this would mitigate issues for Pearl City.

I most strongly urge you to approve SB 2838. Mahalo!

Very respectfully,

*Larry S. Veray*



Senate Committee on Transportation  
3:30 p.m., February 15, 2022

Re: Comments on SB 2838, Relating to Aircraft Noise

Aloha Chair Lee, Vice Chair Inouye, and members of the committee!

We are writing to provide comments on SB 2838, Relating to Aircraft Noise, which requires the Department of Transportation to specify rules, procedures, standards, and enforcement for mandatory noise abatement as part of the Tour Aircraft Operators Permit.

Blue Hawaiian continues to support safety in the industry, and we firmly believe that adequate insurance coverage is the right thing to do for the customer and community. We also believe that over time requirements for higher levels of insurance may promote expedited industry installation of equipment consistent with noise reduction.

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 look forward to engaging with policy leaders and wish to be a resource to the legislature.

Thank you for the opportunity to testify.

# O'AHU TOUR HELICOPTER SAFETY AND NOISE INTER-ACTION GROUP

## TESTIMONY in STRONG SUPPORT

Senate Committee on Transportation  
February 15, 2022 Hearing  
3:30 PM

### SENATE BILL 2838 Relating to Aircraft Noise

Aloha Chair Lee, Vice Chair Inouye and Committee Members:

Senate Bill 2838 requires the State Department of Transportation to specify rules, procedures, standards and enforcement for mandatory noise abatement as part of the Tour Aircraft Operators Permit requirements under HRS 261-12.

Hawai'i's private tour helicopter industry has a proven checkered past with a history of negligence relating to noise protection of the public on the ground and the State's natural resources. Despite strong and repeated messages of community outcry by the larger public on O'ahu and Resolutions adopted by nineteen (19) O'ahu community boards, several tour helicopter operators in Hawai'i have been and continue to be egregiously disregarding existing regulations and environmental impacts with their overriding preference to fly wherever, whenever and however they want.

It is therefore necessary that protective measures must be implemented by State tour aircraft operations permits to ensure protection of those on the ground. Notably, the City and County of Honolulu successfully implemented protection of those on the ground with the Aerial Advertising Ordinance that could not be pre-empted by the FAA, and therefore the State must do the same specific to the relentless ground impacts of overhead tour aircraft on Hawaii's communities, established peaceful neighborhoods, schools, public beaches and parks, Diamond Head and Olomana State Monuments, and natural habitats and preserves.

Senate Bill 2838 provides the necessary statutory requirement that the long-latent Department of Transportation shall, and must, promulgate procedures, rules, standards, and above all, enforcement for mandatory noise abatement as a condition of the tour aircraft operators permit including the following, with recommended additional language underscored:

- (A) Clear identification of noise sensitive areas and specified noise buffer zones surrounding these areas;
- (B) Specific noise abatement procedures with clarification of unacceptable procedures;
- (C) Clear identification of each tour aircraft operator's specific flight paths, altitudes and distances away from each island's defined noise sensitive areas;
- (D) Specific procedures for the enforcement agency and the impacted public to measure and monitor tour aircraft noise from the ground as it occurs;
- (E) Specific procedures to publicly record, publish and effectively remedy complaints;
- (F) Establishment of penalties including revocation and suspension of a permit for failure to comply with permit conditions and any false statement or misrepresentation made by the applicant.

Thank you for providing this public hearing and for your consideration of the above recommendations to strengthen this bill.



Paradise Helicopters  
P.O. Box 5371  
Kailua-Kona, HI 96745

**LATE**

**To:** Senator Chris Lee, Chair  
Senator Loraine Inouye, Vice-Chair  
State House Committee on Transportation

**From:** Calvin Dorn, CEO  
Paradise Helicopters

**Subject:** **Measure S.B. 2838**  
**Hearing Date:** Feb 15, 2022  
**Time:** 3:30pm  
**Location:** Via videoconference

**Bill Description:** Requires the Department of Transportation to specify rules, procedures, standards, and enforcement for mandatory noise abatement as part of the Tour Aircraft Operators Permit.

**Paradise Helicopters Position:** **COMMENTS**

Aloha Chair Lee, Vice-Chair Inouye, and members of the State House Committee on Transportation,

Paradise Helicopters **COMMENTS** on S.B. 2838

Since our founding more than two decades ago, Paradise Helicopters has worked with the interests of our communities in mind, encouraging an open dialogue to anticipate, evaluate and address issues. As an award-winning company, we are widely recognized and certified for our industry-leading safety practices, environmental and community stewardship, and high-quality charters and tours.

Paradise has continued to be a responsible steward through our internal Fly Neighborly practices. This includes putting safety first, varying our flight paths, flying above altitude requirements, and following all FAA regulations. We are committed to working with other operators, legislators, leaders and community members around the state to proactively address concerns and answer questions.

SB 2838 amends H.R.S 261 Section 2 (6):

(6) Procedures, standards, and enforcement for mandatory noise abatement conditions including:

(A) Identification of noise sensitive areas, and specific feet measurement surrounding these areas that constitute restricted or reduced vicinity;

(B) Specific noise abatement procedures with notations of what is considered unacceptable procedures;

(C) Specific procedures to measure and monitor noise from the ground; and

(D) Specific procedures to address complaints;

Further, we request the legislature to defer this measure to review the financial impact to operators, request input from the Department of Transportation regarding grant assurances, and ensure that the language of this measure will not have a preemption challenge, requesting the State's Attorney General to provide clarification.

Our main objective as a business is to continue to provide jobs that support local working families, who live and work here in Hawai'i; to support other small businesses that will directly benefit our local economy; and to provide high safety standards as a leading operator in the State of Hawai'i.

Respectfully submitted,

Calvin Dorn

**SB-2838**

Submitted on: 2/13/2022 10:26:28 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

Submitted By	Organization	Testifier Position	Remote Testimony Requested
bob ernst	Testifying for hicop	Support	Yes

Comments:

**SB2838 - RELATING TO AIRCRAFT NOISE - HICOP STRONGLY SUPPORTS SB2838**

RELATING TO AIRCRAFT NOISE.

Requires the Department of Transportation to **specify rules, procedures, standards, and enforcement for mandatory noise abatement** as part of the Tour Aircraft Operators Permit.

Aloha Senate Transportation Committee

Aloha Chair Lee,

Aloha Vice Chair Inouye,

Aloha Committee Members DeCoite, Shimabukuro and Fevella,

Hawaii is the most tour copter negatively impacted State in the Nation by far with Hawaii Volcanoes the most tour copter negatively impacted National Park in the Nation and Haleakala number 4.

For 60 plus years the constituents of Hawaii have complained about the incessant tour copter noise nuisance pollution torture and to date no meaningful action to provide relief to your constituents has been implemented, relief your constituents both need and deserve.

HDOT/Airports Division has known about the tour copter noise issue for decades since the 1-800 noise complaint number goes to the Airports Division and HICoP met with AD Assistant Secretary Ross Higashi in Hilo in 2016 and described to him in detail the unbearable quality of life destroying and health impacting totally unnecessary tour copter noise. AD Higashi has taken no meaningful action to provide the needed relief to date.

The existing Hawaii Tour Aircraft Operators Permit part d. - has been totally ignored by HDOT/AD/Higashi to date. Neither paragraphs (1) nor (2) have been implemented.

*d. "Fly Neighborly Program" or its equivalent, including:*

*(1) Noise abatement procedures to be employed in the vicinity of identified noise sensitive areas, and*

*(2) Procedures to be used in responding to complaints generated by or suspected to be generated by your aircraft.*

[https://hidot.hawaii.gov/airports/files/2016/11/APPLICATION-FOR-AIRCRAFT-TOUR-PERMIT\\_BLANK-REV-11-2010.pdf](https://hidot.hawaii.gov/airports/files/2016/11/APPLICATION-FOR-AIRCRAFT-TOUR-PERMIT_BLANK-REV-11-2010.pdf)

Noise sensitive areas for each Island have been identified in the HAWAII AIRPORTS and FLYING SAFETY GUIDE yet HDOT/AD have never enforced.

<https://www.nrc.gov/docs/ML1033/ML103340574.pdf>

HANSTF has been established for over 2 years, HANSTF operates under the direction of HDOT/AD/Higashi, HANSTF has had numerous public hearings where your constituents pleaded for relief and to date HANSTF has not taken any meaningful action to provide the relief your constituents both need and deserve.

<https://hanstf.org/index.php/public-meetings/>

SB2838 specifies and requires HDOT/AD to specify how the existing Hawaii Tour Aircraft Operators Permit Fly Neighborly Program will be effective.

Please support and vote for SB2838 which will benefit your constituents.

Mahalo,

Bob

For the HICoP Board

**SB-2838**

Submitted on: 2/13/2022 2:38:16 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Linda Pexa	Individual	Support	No

Comments:

My home is on Kaumana Drive, directly above the Legacy Care Home, and until the first Covid outbreak in 2020 the noise of helicopters frequently flying overhead drowned out telephone and face to face conversations and radio programs thus effectively destroying any semblance of the peace we previously enjoyed. I was fearful that this would resume when tourism returned but so far we have had very little disturbance from helicopters. Others have not been so lucky and for their sake and my own should we again become a pathway for helicopter traffic I strongly support. SB2838. Offshore routes would make a world of difference to all concerned and preserve the happy mental health of residents of Hawaii Island.

**SB-2838**

Submitted on: 2/13/2022 8:55:32 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Charles Prentiss	Individual	Support	No

Comments:

Support. As a retired Hawaii National Guard helicopter pilot, I am well aware of the need to adopt additional noise regulation. Unlike the tourist flights, most all of our routes stayed over the water.

Charles Prentiss, LTC (USA) ret.

SB2838 – AIRCRAFT NOISE – STRONGLY SUPPORTING SB2838

The Bill: RELATING TO AIRCRAFT NOISE.

Requires the Department of Transportation to specify rules, procedures, standards, and enforcement for mandatory noise abatement as part of the Tour Aircraft Operators Permit.

Aloha Senate Transportation Committee (Chair Lee, Vice Chair Inouye, Members DeCoite, Shimabukuro & Fevella),

I last wrote to you all in Feb 2018. And, as an example of how little our State Government seems to accomplish, I'm writing to you AGAIN, about the exact same issue. Does that strike you all as a bit ridiculous?

Hawaii is the most tour copter negatively impacted State in the United States, with Hawaii Volcanoes National Park the most negatively impacted National Park by tour helicopters. (Haleakala is number 4.)

For 60 plus years the citizens of Hawaii have complained about incessant tour helicopter noise, both noise and other pollution. To date, Transportation Committee, no meaningful action to provide relief to your constituents has been implemented, relief that your constituents both need and deserve. Why has it been ignored?

HDOT/Airports Division has known about tour helicopter noise issues for decades, especially in light of the 1-800 noise complaint number going directly to the Airports Division. HICoP, and organization devoted to trying to get fair play in this regard for the citizens of the State, has also met with AD Assistant Secretary Ross Higashi in Hilo, in 2016, and described to him in detail the unbearable quality of life destroying residents quality of life and health; the impacts of totally unnecessary tour helicopter noise. AD Higashi has taken no meaningful action to provide the needed relief to date. Why has he ignored this issue?

Here exists Hawaii Tour Aircraft Operators Permit part d. – two paragraphs totally ignored by HDOT/AD/Higashi to date. Neither paragraphs (1) nor (2) have been implemented:

d. "Fly Neighborly Program" or its equivalent, including:

(1) Noise abatement procedures to be employed in the vicinity of identified noise sensitive areas, and

(2) Procedures to be used in responding to complaints generated by or suspected to be generated by your aircraft.

[https://hidot.hawaii.gov/airports/files/2016/11/APPLICATION-FOR-AIRCRAFT-TOUR-PERMIT\\_BLANK-REV-11-2010.pdf](https://hidot.hawaii.gov/airports/files/2016/11/APPLICATION-FOR-AIRCRAFT-TOUR-PERMIT_BLANK-REV-11-2010.pdf)

Noise sensitive areas for each Island have been identified in the HAWAII AIRPORTS and FLYING SAFETY GUIDE yet HDOT/AD have never enforced.

Why have these been ignored?

<https://www.nrc.gov/docs/ML1033/ML103340574.pdf>

HANSTF has been established for over 2 years, HANSTF operates under the direction of HDOT/AD/Higashi, HANSTF has had numerous public hearings where your constituents – myself included – pleaded for relief in person, and to date HANSTF has not taken any meaningful action to provide the relief your constituents the needed relief to date.

<https://hanstf.org/index.php/public-meetings/>

SB2838 specifies and requires HDOT/AD to specify how the existing Hawaii Tour Aircraft Operators Permit Fly Neighborly Program will be effective!

Please support & vote FOR SB2838. This will benefit all residents of Hawai'i. It's also the RIGHT thing to do, given the ignored requirements by the State off Hawai'i regarding this issue. It will also benefit YOUR constituents.

I've included some backup detail below. Please read (in the same way I read through the entire SB2838 bill).

Mahalo, and I wish you much peace and quiet at your homes,

Brent Magstadt, Puna, Hawai'i

Other information related to BILL SB2838:

Hawai'i can be an amazingly beautiful and peaceful place. The calm serenity that we've all come to associate with this mid-Pacific archipelago, whether from magazine photographs, television, or personal experience, is under attack from above. Air tour companies are taking advantage of travel routes to and from their private airfields, and crossing residential subdivisions throughout the Islands, enroute to the next scenic destination, resulting in excessive noise pollution for those who live here.

Not only does the noise pollution from overhead helicopters significantly reduce the level of enjoyment residents may otherwise experience in their own backyards, it also has wide ranging health effects that are just now coming to public light. Exposure to noise

causes physiological activation such as increased heart rate and blood pressure, peripheral vasoconstriction and increased peripheral vascular resistance. Studies have found higher blood pressure in kids due to the impact of aircraft noise. A 1995 German study found a link between chronic noise exposure and elevated nervous system activity and cardiovascular levels in children. And a 2005 study published in the prestigious British medical journal, The Lancet, found that kids living near airports in Britain, Holland and Spain lagged behind their classmates in reading by two months for every five decibel increase above average noise levels in their surroundings. The study also associated aircraft noise with lowered reading comprehension, even after socio-economic differences were considered.

As a lifetime nature lover who tries to appreciate and share the many bounties our world has to offer whenever possible, I rejoice when Nature reaps a rare victory, such as the ban of Helicopters over Machu Picchu, where the noise of the propellers affected local wildlife. (Hats off to the regional government, who stated: "When a country accepts that one of its areas is declared a cultural or natural heritage site it assumes the responsibility to preserve it, that's why commercial flights to Machu Picchu should be prohibited." Take note, Hawai'i.)

Crater Lake, one of the scenic wonders of the world, has just recently implemented a ban on tour helicopters. To quote: "...a first step in keeping our national parks free of noise pollution that can ruin visitors' experience".

Further, witness this attempt on a ban on Brooklyn tourist flights (as always, the issue is noise...): "It's time to stop the never-ending parade of tourist flights from the Downtown Manhattan Heliport. Chopper tours can't come at the expense of our neighborhoods' quality of life."

In EVERY instance of resistance to air tours, noise is the issue. If we can ban helicopters over National Parks, over Cities, over scenic wonders of the world, why should we suffer through this debilitating audio barrage in our own residences???

In the case of Hawai'i there are now a multitude of air tour companies (including small airplanes) all vying for airspace over our houses. A quick google.com search on 'Hawaii tour helicopters' will bring up the top listings, with all of those companies in regular violation of the Federal

Aviation Administration laws for air tours in the area. These laws are outlined specifically in the Hawai'i Air tour Common Procedures Manual. Over residential areas (in East Hawai'i on the Big Island, for example), Above Ground Level (AGL) is usually violated, sometimes to the extreme, and despite the FAA implementation of a "no fly" areas, that rule is also rarely followed.

In addition, if a helicopter should ever crash (yes, it does happen) in a residential area, the potential loss of human life far outweighs the price of respectful flying.

Residents of Hawai'i need to make a stand.

Our peaceful lifestyle and well being are at stake. With so much pollution of every type worldwide, everywhere we go, the least we can do as residents is demand that our homes not be invaded by the constant thunder of another tourist helicopter heading somewhere. If these air tour companies really care about the Aina and the people who live here, they could take a different approach to sharing aloha with visitors, instead of defaulting to the bottom line – the almighty dollar – at the cost of peace, privacy, and health among the local population.

We Demand:

- Removal of ALL aircraft flight paths from above ALL sub-division Communities, including (but not limited to) Hawaiian Paradise Park, Hawaiian Beaches, Hawaiian Acres, Orchidland Estates, and everything in the geographic proximity to Hawaii Volcano National Park.
- Demand that Weather Enhanced crossing violations over non-community areas be strictly enforced immediately over East Hawai'i, and all other Islands.
- Demand that Air Tour Companies that have WAIVERS on the above laws have such waivers revoked immediately, for all Islands.

And obviously, let's get this noise pollution study COMPLETED, as at least a starting point to gaining back peace and quiet in our own backyards...

**SB-2838**

Submitted on: 2/14/2022 1:11:47 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Debra Laeha	Individual	Support	No

Comments:

Aloha,

I am writing in strong support of SD2838.

My husband and I have lived in Maunawili Valley since 1997. This once peaceful valley is now inundated with tour helicopters flying overhead every day, all day, all year long. The incessant drone from these helicopters reverberates off of the Ko‘olau Mountains which amplifies the noise.

I have monitored the altitude of these flights using the FlightRadar24 app and have noted little to no difference in the noise level whether they are flying at 1,500 ft (not sure why this was deemed the minimum altitude they are allowed to fly) or 2,500 ft. It is not right that the community should have to suffer at the hands of the tour industry. The visual plight is bad enough, but the noise makes it unacceptable.

Please pass SB2838 to require tour operators to require the Department of Transportation to specify rules, procedures, standards, and enforcement for mandatory noise abatement as part of the Tour Aircraft Operators Permit.

Mahalo,

Deb Laeha

**SB-2838**

Submitted on: 2/14/2022 1:48:14 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Karri Ayasanonda	Individual	Support	No

Comments:

Aloha,

I am writing in support of SB2838. The amount of helicopters flying over Hawaii has increased tremendously over the past few years. It is disruptive to the residents, visitors, and wildlife in Hawaii. In some areas helicopters are flying over every 5-10 minutes. Please limit the number of helicopters and enforce the laws already in place.

Mahalo,

Karri Ayasanonda

**SB-2838**

Submitted on: 2/14/2022 2:02:54 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
David Laeha	Individual	Support	No

Comments:

I am writing in support of SB2838.

The tour helicopter industry has been allowed to grow exponentially without little to no restrictions or enforcement of "fly neighborly" rules. The incessant noise from tour helicopters has reached an unbearable level.

Please pass SB2838 to require the Department of Transportation to specify rules, procedures, standards, and ENFORCEMENT FOR MANDATORY noise abatement as part of the Tour Aircraft Operators Permit.

Mahalo,

David Laeha

**LATE**

**SB-2838**

Submitted on: 2/14/2022 6:43:16 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Shannon Rudolph	Individual	Support	No

Comments:

Support

**LATE**

**SB-2838**

Submitted on: 2/14/2022 7:10:56 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Dawn Bruns	Individual	Support	No

Comments:

Thank you for addressing tour helicopter noise in residential areas. Before covid, tour helicopter noise was a problem in our Sunset Beach, Oahu neighborhood. Thank you

**SB-2838**

Submitted on: 2/15/2022 12:07:55 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Patricia Ravarra	Individual	Support	No

Comments:

We can feel them before we even hear them, the air literally pulsing around us. Then comes the thudding roar and we are deep in a scene from "Apocalypse Now," as the helicopters flying over land roar directly over our heads, en route to terrorize Waipi'o Valley. Even those that remain out at sea have an impact, since their noise reverberates against the hills and trees, echoing the aural violence. My heart bleeds for those in the vicinity of Kilauea; our proximity to the sacred Valley is only a little bit less of a tourist attraction, so we still suffer from the impact of unregulated helicopter traffic. It's long past time to put the peace of the hard-working, tax-paying residents ahead of the joy of vacationers. I urge you to vote YES on measure SB2838.

**SB-2838**

Submitted on: 2/15/2022 2:26:25 PM

Testimony for TRS on 2/15/2022 3:30:00 PM

**LATE**

<b>Submitted By</b>	<b>Organization</b>	<b>Testifier Position</b>	<b>Remote Testimony Requested</b>
Keith Nomura	Individual	Support	No

Comments:

Dear Honorable Legislators,

As a resident of Honoka'a Makai (below Haina Camp, above Haina Landing) helicopters are a several times daily occurrence. When operators fly at the proper elevation over water I don't have an issue, but more times than not the helicopter tours are flying either below the proper elevation and/or flying over land, directly over my home on their way to view Waipio Valley, or both. This IS a disturbance and annoyance to the peace and quiet, as well as an assault to my mental and physical health. As there are already existing requirements under the "Fly Neighborly Program" I urge you to support of SB 2838. Thank you.