

From: rce.dslextreme.com
To: [DLNR.BLNR.Testimony](#)
Cc: [Senator Dru Mamo Kanuha](#); [Representative Nicole E. Lowen](#); [Representative David A. Tarnas](#); [rebecca villegas](#); [maile david](#)
Subject: [EXTERNAL] MARCH 12, 2021 BLNR MEETING AGENDA ITEM M6
Date: Tuesday, March 9, 2021 2:13:09 AM

Aloha BLNR Chair Case,
Aloha BLNR Board Members Yuen, Gomes, Oi, Gon, Char and Yoon,

Agenda M6, [6. Issuance of a Revocable Permit for commercial use of a T-Hangar for storage and maintenance of Aircraft and an office to support commercial Helicopter Tour Operations. K & S Helicopters, Inc., Ellison Onizuka Kona International Airport. Tax Map Key: \(3\) 7-3-43: 003 \(Portion\).](#)

Please do not approve the issuance of this permit since it is incomplete and untimely, HDOT has not completed the monthly rental or deposit sections of the application.

BLNR can not operate in a vacuum, a bubble, you are the stewards of the Peoples' Land and the Peoples' Land can not be used for activities that negatively impact the People such as described below;

*Name Ben Duke Email:bennyjduke@gmail.comAddressPhone8087560461 Message Aloha, I am a teacher at West Hawaii Explorations Academy, a public charter school at NELHA south of the airport. Many of classrooms and science projects are outdoors and **helicopter noise is a major issue**. The flight pattern for all helicopters seems to go **directly over the school** and an **interrupt instruction** sometimes **more than ten times a day**. The noise is such that teaching and learning stop for a minute which doesn't sound like much once. But when you total it up, it is a lot. I'm hoping to mobilize staff and families behind an effort to curb helicopter noise and have flight patterns changed. Please keep me informed of county and statewide efforts. Mahalo!Map My Location 4500 Kahilihili St., Kailua-Kona*

HDOT Butay and Airport Division Higashi are both well aware of the tour copter noise nuisance pollution torture and are well aware of the "fly neighborly" guidelines.

Before you as the Hawaii Land Stewards allow a use of the Peoples Land you must be assured that there will not be a use that will negatively impact the people.

Therefore you must require HDOT Airports Division to assure you that the operations of their tenant will not negatively impact the people by assuring you that the lease holder will not cause the noise from their operations to enter occupied properties and if the lease holder fails to comply that HDOT will cancel the lease.

Protect the Peoples' Land, protect the people from negative impacts from users of the Peoples' Land, you can not operate in a bubble, you are responsible to the People.

HICoP agrees with the testimony submitted by Cory Harden and Michelle Matson.

Mahalo,

Bob
For the HICoP Board

From: [Janice Glennie](#)
To: [DLNR.BLNR.Testimony](#)
Cc: [sen dru kanuha](#); [jeanne kapela](#); [Representative Nicole E. Lowen](#)
Subject: [EXTERNAL] Limit invasive helicopter noiseAgenda item M 6, K & S
Date: Tuesday, March 9, 2021 10:21:54 AM

Aloha Board members,

Your job is to protect and represent the public by standing up for our state constitution which includes protecting the rights of Hawaii's people. That's why I'm writing to demand that you require an Environmental Assessment (EA) before approving facilities at Kona Airport for Paradise Helicopters (K & S).

Neighborhoods and special places around our island are increasingly inundated with unnecessary, intrusive, and dangerous noise; and that's not to mention the dangers helicopters pose to lives and property while flying over these areas with crashes being all too frequent.

People on the Big Island have been fighting against helicopter overflights since I moved here in the late 70s with no resolution or promise that they won't have to keep fighting for what should be their right to live without those dangers and intrusions. People and dwindling native bird populations are still threatened by that noise, and a lack of solid protections, including the staff recommendation of a revocable permit, loom. That — again! — means no in-depth review of impacts -- an abdication of BLNR's responsibility to protect public lands. The lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit. Staff say the permit is covered under the 2013 Kona Airport EA, but the EA does not evaluate hazards or noise away from the airport.

As other testimony has duly noted, the noise specifically terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai'i Island, during the eruption, tour helicopters were a constant, insensitive nuisance, flying over people whose homes and neighborhoods were being destroyed.

There are no solid, fair reasons why Paradise Helicopters shouldn't have to go through a rigorous vetting process to prove that they won't add to this noise. That's why you must do the pono thing and require Paradise Helicopters to go through the public EA process.

Mahalo and sincerely.

Janice Palma-Glennie

P.O. Box 4849
Kailua-Kona, Hawai'i 96745

comments on agenda item M-6: K & S Helicopters
for Board of Land and Natural Resources (BLNR) 9 AM Friday, March 12, 2021
blnr.testimony@hawaii.gov
from Cory Harden, Hilo 33cory@gmail.com

Please require an Environmental Assessment to evaluate and mitigate hazards and noise from K & S tour helicopters before approving this permit.

It is frustrating and disheartening to see staff again recommend that BLNR do absolutely nothing to give the public relief from helicopter hazards and noise—as was done for this same helicopter company at your January 8, 2021 meeting.

The staff recommendation of a revocable permit means no in-depth review of impacts—an abdication of BLNR's responsibility to protect public lands. Furthermore, the lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit.

"[staff] RECOMMENDATION: That the Board authorize the Department of Transportation to issue a month-to-month revocable permit to KSH, subject to...such additional terms and conditions as may be prescribed by the Department of Transportation to best serve the interests of the State."

Staff should not just take DOT's word for it that the Final Environmental Assessment/ Finding Of No Significant Impact (FEA/FONSI) covers this action.

The number of reported tour operators is more than twice what it was ten years ago.

Tour Helicopter Crashes — And Flights — Have Escalated In Recent Years, by Allan Parachini, Civil Beat, January 23, 2020, <https://www.civilbeat.org/2020/01/tour-helicopter-crashes-and-flights-have-escalated-in-recent-years>

Twenty-one people died, just in the past year, in three tour helicopter/ small aircraft crashes--Kailua, Dillingham Field, and Kaua'i.

Over the years, noise and vibration from helicopters have increasingly bedeviled residents. But repeated and widespread concerns voiced by beleaguered communities have largely been ignored. The noise terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai'i Island, during the eruption, tour helicopters never let up—they kept flying, over people who were losing their homes, their neighborhoods, and their livelihoods.

Mayor Harry Kim of Hawai'i County called helicopter noise issue "one of the most vexing that we face".
https://www.capitol.hawaii.gov/session2018/testimony/SB2474_TESTIMONY_AEN-CPH_02-12-18_.PDF

In August 2018, a meeting in Hilo on helicopter noise drew 200 people, including residents who were so irate they were talking about shooting down helicopters.

In 2019, over 400 people answered "yes" when asked "Should tighter rules be imposed on tour copters and charter aircraft?" in a Star-Advertiser online poll. Only 77 said "no".

<https://www.staradvertiser.com/staradvertiser-poll/tighter-rules-imposed-tour-copters-charter-aircraft/>

Science demonstrates the significant negative impacts of aircraft noise.

"Studies on chronic exposure to road traffic and/or railway or aircraft noise have reported a relationship with elevated blood pressure, arterial hypertension or the use of antihypertensive medications."

Noise Pollution and Arterial Hypertension, European Cardiology Review, summer 2017, <https://www.ecrjournal.com/articles/noise-pollution-and-arterial-hypertension>

The Lancet, a medical journal, reported in 2005: “Our findings indicate that a chronic environmental stressor—aircraft noise—could impair cognitive development in children, specifically reading comprehension.” They studied schools, but the findings are worrisome for noise exposure at home.

Aircraft and Road Traffic Noise and Children's Cognition and Health: A Cross-National Study, The Lancet, Volume 365, Issue 9475, P1942-1949, June 04, 2005,

<https://www.thelancet.com/journals/lancet/article/piiS0140673605666603/abstract>

Helicopter overflights must be revealed on some real estate disclosure forms. The noise may reduce property values.

Recently, the O’ahu Tour Helicopter Safety and Noise Inter-Action Group stated that tour helicopters inappropriately operate under CFR 14-I-F-91 regulations instead of more stringent CFR 14-I-G-136 regulations.

December 30, 2020 O’ahu Tour Helicopter Safety and Noise Inter-Action Group comments to Hawai’i Air Noise and Safety Task Force

Other localities have controlled helicopter noise.

“In response to continued concerns from a large number of local residents who are disturbed by the level of noise from helicopters operating over Long Island, the FAA adopts this final rule, as proposed, to require helicopter pilots whose route of flight takes them over the north shore of Long Island to fly the North Shore Helicopter Route.”

Federal Register, July 6, 2012, p. 39911

http://download.aopa.org/epilot/2012/120711ny_helicopter.pdf?_ga=2.193668452.850725824.1615268579-1637729000.1615268579

“Helicopters have been banned from the Inca citadel of Machu Picchu in an effort to protect wildlife. Cusco province has published regulations banning helicopters at Machu Picchu and the surrounding 125 square miles.”

<https://www.theguardian.com/world/2010/jun/21/helicopter-ban-at-machu-picchu>

But in the FEA, the noise exposure map only covers a small area around the airport—not all the homes that tour helicopters fly over. *PDF p. 75*

FEA / FONSI, Airfield, Terminal, And Facility Improvements for the Kona International Airport At Keāhole, March 2013,

http://oegc2.doh.hawaii.gov/EA_EIS_Library/2013-03-23-HA-FEA-Kona-Airport-at-Keahole-Airfield-Terminal-and-Facility-Improvements.pdf

The FEA does not evaluate noise from low-flying tour helicopters over residences far from the airport.

“Based on the current federal criteria for identifying aircraft noise impacts, the proposed improvements should not result in adverse noise impacts within the KOA [Kona Airport] environs. New land use incompatibilities beyond the airport boundaries should not occur as a result of the increases in airport noise levels with or without the proposed improvements. The primary reason is that adequate buffer distances exist between the airport runways and the nearest noise sensitive properties beyond the airport boundaries. Therefore, even with increasing aircraft operations at KOA, the resulting noise contours at the airport and not expected to result in new land use incompatibilities.” *p. 3-41*

FEA / FONSI, Airfield, Terminal, And Facility Improvements for the Kona International Airport At Keāhole, March 2013,

http://oegc2.doh.hawaii.gov/EA_EIS_Library/2013-03-23-HA-FEA-Kona-Airport-at-Keahole-Airfield-Terminal-and-Facility-Improvements.pdf

BLNR should determine whether required permits were obtained, and what conditions were included.

CDUP or LUDBA

"The new Helicopter Facility, the ARFF Regional Training Center, and the DOA Inspection Facility Site "A" are all located within the General subzone. The northern makai portion of the KATR expansion is partially located in the Resource subzone and the southern makai portion borders the General subzone...

The proposed improvements that lie within the Conservation District will require a CDUP pursuant to the State DLNR Administrative Rules, Title 13, Chapter 5 for lands designated in the Conservation District. Alternatively, DOT-A could petition the LUC to place the project sites located in the Conservation District into the Urban District through a Land Use District Boundary Amendment (LUDBA)." p. 4-11

FEA/ FONSI, Airfield, Terminal, And Facility Improvements for the Kona International Airport At Keāhole, March 2013,

http://oegc2.doh.hawaii.gov/EA_EIS_Library/2013-03-23-HA-FEA-Kona-Airport-at-Keahole-Airfield-Terminal-and-Facility-Improvements.pdf

SMA

"...the new Helicopter Facility, Road M, and the temporary DOA Inspection Facility Site A are not approved uses and would, therefore, require an amendment to the current SMA No. 325 to accommodate these specific projects." p. 4-34

FEA/ FONSI, Airfield, Terminal, And Facility Improvements for the Kona International Airport At Keāhole, March 2013,

http://oegc2.doh.hawaii.gov/EA_EIS_Library/2013-03-23-HA-FEA-Kona-Airport-at-Keahole-Airfield-Terminal-and-Facility-Improvements.pdf

I am re-sending Michelle Matson's testimony from January 8, which is still relevant.

Please require an EA for this action. Mahalo.

**Board of Land and Natural Resources Meeting
Friday, January 8, 2021**

**Issuance of a Revocable Permit for Ticket Counter and Office Space,
K & S Helicopters, Inc. dba Paradise Helicopters,
Waimea-Kohala Airport, Tax Map Key: (3) 6-7-001: Portion of 08**

Aloha Chairperson Case, First Deputy Masuda, and BLNR Members Yuen, Gomes, Oi, Gon Char and Yoon:

The State Department of Land and Natural Resources is responsible the protection and preservation of Hawai'i's natural resources, inclusive of natural area reserves, state parks and historical sites, forest reserves and wildlife sanctuaries. This is a mission and purpose that we support and applaud as an important legacy for present and future generations.

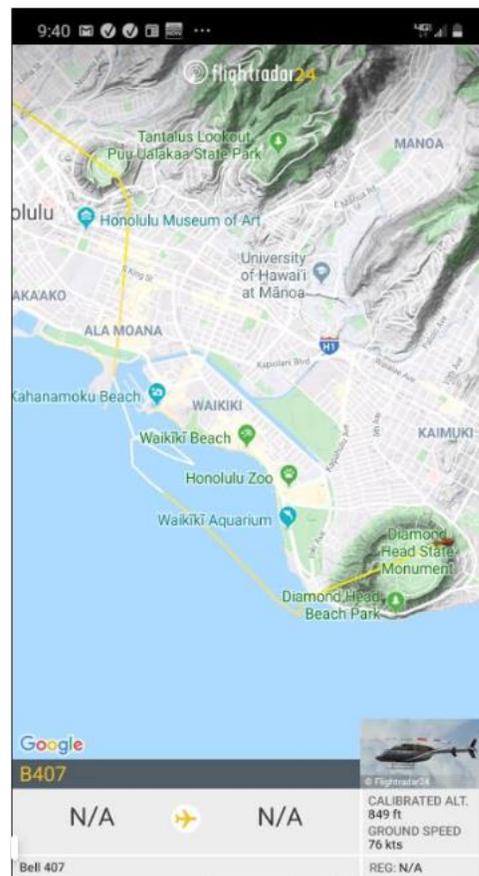
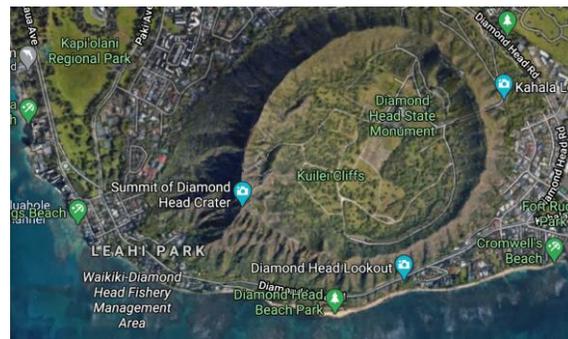
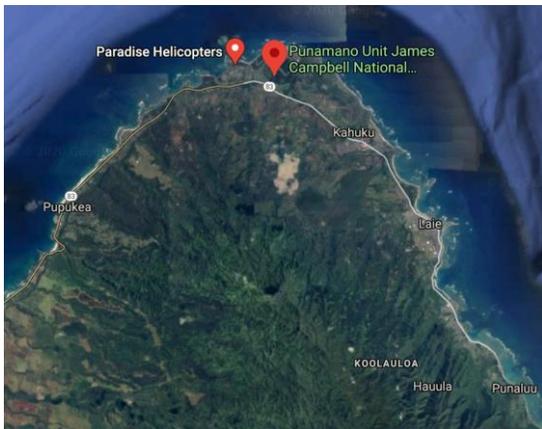
As a member of the DLNR Diamond Head Citizens Advisory Committee and the Diamond Head State Monument Foundation, I have been engaged with the protection and preservation of the Diamond Head State Historic Monument. One of the State's protective policies for the Diamond Head State Monument is *"That no civilian aircraft be permitted to fly less than 2,000 feet over the Diamond Head State Monument or land anywhere in the Monument, and that no mechanical device create a noise or dust nuisance or endanger people within the Diamond Head State Monument semi-wilderness crater park."*¹

Comes now K&S Helicopters, dba "Paradise Helicopters," seeking permission to set up shop at the Waimea-Kohala Airport to expand their harmful low-flying cacophonous operations adjacent to surrounding residential communities and the Pu'u O Umi Natural Area Reserve and Kohala Forest Reserve.



¹ Diamond Head State Monument Master Plan Update FEIS, 2000

As may be reflected in other testimonies, K&S “Paradise” stands out as one of the most irreverent tour helicopter operators in the State of Hawaii. The “Paradise” Bell 407 and Hughes 369D tour helicopters on O’ahu are repeatedly operated with complete disregard for the Island’s communities on the ground and their residential neighborhoods, schools, parks and beaches; and have caused direct adverse noise impacts on the semi-wilderness environment of the protected Diamond Head State Historic Monument and Crater Park, as well as the surrounding Diamond Head, Kahala and Kaimuki communities. The Punamano Wildlife Refuge on O’ahu’s North Shore is equally impacted by “Paradise.”²



² See <https://www.audubon.org/important-bird-areas/james-campbell-national-wildlife-refuge>

Notably, according to DLNR testimony provided by State Parks Administrator Cottrell during a State Senate hearing on January 6, 2021,³ the Diamond Head State Monument Visitor count returned to 3,000 on January 2, 2021, with visitors hiking to the 761-ft. Summit to experience the panoramic views – only to be greeted overhead by cacophonous tour helicopters flying in the face of the State’s adopted protective policies for the Diamond Head State Monument semi-wilderness park and its visitors.

Further, there is the question of safety. K&S “Paradise Helicopters” has a record of ten (10) helicopter crashes since 2000, with 4 fatalities in a 2003 crash,⁴ culminating in their most recent crashes:

- February 21, 2019 - K&S “Paradise” Hughes-369E crash in Waipio Valley, Hawai’i Island



<https://www.hawaiitribune-herald.com/2019/02/21/hawaii-news/helicopter-crashes-near-waipio-valley/>
<https://www.staradvertiser.com/2019/02/21/breaking-news/pilot-hospitalized-after-helicopter-makes-hard-landing-on-big-isle/>

- April 16, 2019 - K&S “Paradise” Hughes-369E in Sacred Falls State Park, O’ahu



<https://www.hawaiinewsnow.com/2019/04/16/firefighters-responding-downed-chopper-oahus-north-shore/>
<https://www.thegardenisland.com/2019/04/17/hawaii-news/helicopter-crashes-in-sacred-falls-state-park>
<https://www.khon2.com/news/minor-injuries-in-helicopter-crash-near-sacred-falls/#:~:text=The%20crash%20happened%20around%2011,broke%20off%20from%20the%20frame./>

³ https://www.capitol.hawaii.gov/session2021/testimony/Info_Testimony_WAM-WTL_01-06-21_LNR.pdf

⁴ <https://www.civilbeat.org/2020/01/tour-helicopter-crashes-and-flights-have-escalated-in-recent-years/>

Additionally, K&S “Paradise” has demonstrated total disregard for the regulatory “Special Operating Rules for Air Tour Operators in Hawai’i” FAR 14 CFR Part 136, Appendix A,⁵ Section 6:

Section 6. Minimum flight altitudes. Except when necessary for takeoff and landing, or operating in compliance with an air traffic control clearance, or as otherwise authorized by the Administrator, no person may conduct an air tour in Hawaii:

- (a) Below an altitude of 1,500 feet above the surface over all areas of the State of Hawaii, and,
- (b) Closer than 1,500 feet to any person or property; or,
- (c) Below any altitude prescribed by federal statute or regulation.

Escalating loud noise impacts of low-flying tour helicopters cause jarring, intrusive, incessant and exhausting disruptions and unbearable living conditions for thousands of Island residents, and the continuing significant adverse effects constitute helicopter harassment that places the health and well-being of entire communities at stake, humans and wildlife alike.

Tour helicopter activity exponentially increased in Hawai’i from 2014 through early 2020,⁶ rendering the referenced 1999 EA outdated, as well as “all relevant mitigation from the EA ... to address the minimum impacts of this action.”⁷ Therefore, since the applicant is relying on this outdated EA, an updated EA with current studies and reports should be required prior to any authorization and approval of the subject permit.

The cumulative tour helicopter noise impacts must be eliminated by effectively-enforced distance requirements maintained equally away from designated protected species preserves and habitats, populated communities with residential neighborhoods, and Hawaiian cultural grounds and places of worship. Needless to add, the protection of these areas from tour helicopter crash impacts is equally paramount.

Month-to-Month Revocable Permit

The subject application for BLNR authorization states that “The Department of Transportation proposes to issue a month-to-month revocable permit to KSH for a ticket counter and office space to support their commercial helicopter operations.” As we have all experienced, “temporary” and “month-to-month” revocable permits have a long history of becoming permanent in Hawai’i.

Therefore, it is the State DOT Airports Division that must *first* develop the ground permitting conditions and procedure for ensuring the protection of the communities and natural reserves in this vicinity from low-flying tour choppers flying wherever, whenever and however their commercial tour operators choose.

Further, some may question why the State DOT, a public agency, is making this request before the BLNR on behalf of the private tour helicopter operator seeking the business space amenities on State land for its commercial operations, and not the subject private operator; and dually recommending that the BLNR authorize the DOT to issue the subject permit.

⁵ See https://www.law.cornell.edu/cfr/text/14/appendix-A_to_part_136

⁶ See <https://www.civilbeat.org/2020/01/tour-helicopter-crashes-and-flights-have-escalated-in-recent-years/>

⁷ Source: <https://dlnr.hawaii.gov/meetings/blnr-meetings-2021/land-board-submittals-01-08-21/>

Permit to be Subject to Necessary Conditions

Significantly the DOT Director does recommend that any such permit be subject to “such additional terms and conditions as may be prescribed by the Director of Transportation to best serve the interests of the State.”⁸

Clearly such State interests would be in the larger public interest of the public’s safety, health and welfare, with protections centered on the surrounding communities and natural preserves. Such conditions should include, but not be limited to, minimum altitudes and distances to ensure that the generated sound level not exceed 30 decibels within and around populated and protected areas, and equipment safety requirements to include instrument flight rated (IFR) tour helicopters and IFR-certified pilots for encountering visibility limitations and sudden inclement weather, as well as attached flotation devices for the ability to fly well offshore during sight-seeing in order to ensure the necessary protection of surrounding communities and natural reserves from the incessant low-flying cacophony of indulging tour chopper operators flying wherever, whenever and however they choose.

Thus before any commercial operations rental space permit might be issued, the detrimental activity of such tour helicopter operations must be addressed by more stringent ground permitting procedures for both the safety and noise protection of the communities on the ground.

In conclusion, to be effective in protecting Hawai’i’s public and environmental safety, health and welfare in the greater public interest, the State must directly address and cure the tour helicopter noise levels that cause significant adverse community and environmental impacts. And given the inherently significant adverse impacts caused by tour chopper operators, it is the DOT that should *first* determine the terms and conditions for any such commercial use permit with full public hearing, before any BLNR authorization for such use of State public land is issued for this purpose.

Therefore, the BLNR is respectfully urged to deny this application and authorization until such time as these protections can be accomplished.

Respectfully,

Michelle Spalding Matson

⁸ Source: <https://dlnr.hawaii.gov/meetings/blnr-meetings-2021/land-board-submittals-01-08-21/>

From: mak221@aol.com
To: [DLNR.BLNR.Testimony](#); [DLNR.CW.DLNRCWRM](#); [DLNR.CO.PublicDLNR](#)
Subject: [EXTERNAL] No more helicopters
Date: Tuesday, March 9, 2021 6:53:11 AM

Aloha DLNR members,

Helicopters over Hawaii are already out-of-control.

We hear them far too often and far too loudly. They are terrible sources of pollution.

The last thing we need to expand facilities for more of them.

Mahalo,

Mark Koppel
Umauma

From: [Shannon Matson](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] agenda item M 6, K & S Helicopters, March 12
Date: Tuesday, March 9, 2021 8:32:38 AM

Aloha Board members,

There are lots of tiny little good things that have happened over the past year, we call them “Covid blessings” in our household. One such blessing was that for most of the last year we had SILENT skies. Now that the lava has started back up AND COVID restrictions are being lowered we are hearing that familiar hum in the sky again. It always seems to pass by at the most inopportune moments; right as we are getting the toddler settled down for a nap, right as I am stepping outside for an important phone call and trying to find a quiet space, and every time (even when it’s multiple times a day) the dogs get all worked up. We are lucky to not have any PTSD in our household, or any major hearing loss issues, so we are not being effected as strongly as some of our neighbors, but it is definitely an annoyance and disruption of our peace. The noise is especially startling as we had gotten so accustomed to NOT hearing it over the last nine months. One wish for many of us in this post-COVID world is that we don’t just return to business as usual, and that our “new normal” is something much better than what we had in the past. Noise reduction and better regulation of private entities effecting the mental and physical safety of the public should be one of those things we figure out how to improve moving forward.

Please require an Environmental Assessment (EA) to evaluate and mitigate hazards and noise from Paradise (K & S) tour helicopters before approving this permit.

It is frustrating and disheartening to see staff again recommend that BLNR do absolutely nothing to give the public relief from helicopter hazards and noise—as was done for this same helicopter company at your January 8, 2021 meeting.

The staff recommendation of a revocable permit means no in-depth review of impacts—an abdication of BLNR’s responsibility to protect public lands. Furthermore, the lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit.

Twenty-one people died, just in the past year, in three tour helicopter/ small aircraft crashes--Kailua, Dillingham Field, and Kaua’i.

Over the years, noise and vibration from helicopters have increasingly bedeviled residents. But repeated and widespread concerns voiced by beleaguered communities have largely been ignored. The noise terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai’i Island, during the eruption, tour helicopters never let up—they kept flying, over people who were losing their homes, their neighborhoods, and their livelihoods.

Staff say the permit is covered under the 2013 Kona Aiport EA, but the EA does not evaluate hazards or noise away from the airport.

Mahalo,
Shannon Matson
Hawaiian Acres Resident, Big Island
(808)937-3037

Sent from my iPhone

From: [Tlaloc Tokuda](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] agenda item M 6, K & S Helicopters need EA!!!, March 12
Date: Tuesday, March 9, 2021 10:50:12 AM

Aloha Board members,

Please require an Environmental Assessment (EA) to evaluate and mitigate hazards and noise from Paradise (K & S) tour helicopters before approving this permit.

It is frustrating and disheartening to see staff again recommend that BLNR do absolutely nothing to give the public relief from helicopter hazards and noise—as was done for this same helicopter company at your January 8, 2021 meeting.

The staff recommendation of a revocable permit means no in-depth review of impacts—an abdication of BLNR's responsibility to protect public lands. Furthermore, the lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit.

Twenty-one people died, just in the past year, in three tour helicopter/ small aircraft crashes--Kailua, Dillingham Field, and Kaua'i.

Over the years, noise and vibration from helicopters have increasingly bedeviled residents. But repeated and widespread concerns voiced by beleaguered communities have largely been ignored. The noise terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai'i Island, during the eruption, tour helicopters never let up—they kept flying, over people who were losing their homes, their neighborhoods, and their livelihoods.

Staff say the permit is covered under the 2013 Kona Airport EA, but the EA does not evaluate hazards or noise away from the airport.

Mahalo. for your consideration
Tlaloc Tokuda
Kailua Kona, 96740 HI

From: [Debbie Ward](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] agenda item M 6, K & S Helicopters, March 12
Date: Tuesday, March 9, 2021 9:51:13 AM

From Deborah Ward P. O Box Kurtistown HI 96760

Aloha, Chair Case and Board members,

I am a farmer in East Hawaii. I have lived on this land since 1982, and over the years, we have been plagued with the noise, vibration, and disturbance of helicopters. Back in the days of Green Harvest, the machines would circle around, over and over, searching for illicit crops, despite the complete lack of those crops in our neighborhood. Then during times of volcanic activity, we would get what seemed like a flyover every minute or two, beginning at 6:30 am. Then COVID stopped the intrusions, and it was a blessed relief! Just yesterday, I was remarking that the familiar, ominous and unpleasant vibration was getting more frequent, and then there it was, a chopper right over my house! Why aren't these flights over water instead of over land?

Please require an Environmental Assessment (EA) to evaluate and mitigate hazards and noise from Paradise (K & S) four helicopters before approving this permit. Staff say the permit is covered under the 2013 Kona Airport EA, but the EA does not evaluate hazards or noise away from the airport. It is frustrating and disheartening to see staff again recommend that BLNR do absolutely nothing to give the public relief from helicopter hazards and noise—as was done for this same helicopter company at your January 8, 2021 meeting. The staff recommendation of a revocable permit means no in-depth review of impacts—an abdication of BLNR's responsibility to protect public lands. Furthermore, the lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit.

Over the years, noise and vibration from helicopters have increasingly bedeviled residents. But repeated and widespread concerns voiced by beleaguered communities have largely been ignored. The noise terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai'i Island, during the eruption, four helicopters never let up—they kept flying, over people who were losing their homes, their neighborhoods, and their livelihoods.

Mahalo,

Deborah Ward

From: [Jeanne | Wheeler](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] M6, K&S Helicopters, 3/12/21
Date: Tuesday, March 9, 2021 10:02:51 AM

Aloha Board Members:

I'm writing to ask that you please require an Environmental Assessment for the evaluation/mitigation of noise & potential hazards from operation of Paradise (K&S) tour helicopters - before approving this permit. It was disturbing to note that these issues weren't fully addressed at your 1/8/21 meeting - but now you've a chance to re-focus on the situation :) The 2013 Kona Airport EA doesn't consider noise or hazards away from the airport, but clearly problems can occur anywhere in a flight path - please require a full/complete EA!

Mahalo for your attention, Jeanne Wheeler

From: [sharon willeford / Live Peace Hawaii](#)
To: [DLNR.BLNR.Testimony](#)
Subject: [EXTERNAL] Keep Kona Quite and Safe
Date: Tuesday, March 9, 2021 10:25:29 AM

Please ~ for the keiki's future!

..."The staff recommendation of a revocable permit means no in-depth review of impacts—an abdication of BLNR's responsibility to protect public lands. Furthermore, the lease amount is unknown, DOT can add whatever it wants to the permit, and there is no requirement for DOT to ever come back to BLNR for review of the permit.

Twenty-one people died, just in the past year, in three tour helicopter/ small aircraft crashes--Kailua, Dillingham Field, and Kaua'i.

Over the years, noise and vibration from helicopters have increasingly bedeviled residents. But repeated and widespread concerns voiced by beleaguered communities have largely been ignored. The noise terrifies children and animals, sets off PTSD in war veterans, intrudes on sleep, interrupts conversations, and causes inescapable stress. On Hawai'i Island, during the eruption, tour helicopters never let up—they kept flying, over people who were losing their homes, their neighborhoods, and their livelihoods.

Staff say the permit is covered under the 2013 Kona Airport EA, but the EA does not evaluate hazards or noise away from the airport."

Mahalo
Sharon Willeford
Retired teacher ~ Kona 35 yrs.