



Hawai'i Volcanoes National Park Air Tour Management Plan

Summary of Public Comments on Preliminary Alternatives

Background and Description of Public Review of Preliminary Alternatives

On March 29, 2011, the Federal Aviation Administration (FAA) published a "Notice of public meeting, request for comments, and availability of alternatives" in the *Federal Register* to initiate a comment period for preliminary alternatives under consideration for the Air Tour Management Plan (ATMP) and associated Environmental Impact Statement (EIS) at Hawai'i Volcanoes National Park (park). In addition to requesting comments on the preliminary alternatives, the notice announced the meeting purpose, dates, locations, and times; provided FAA and National Park Service (NPS) contact information; provided background summary information on the ATMP Program; provided instructions on submitting comments; and listed locations where additional information was available. A press release that offered similar information was also issued to the Park's media contact list on April 5, 2011 by Park staff. On April 7, 2011, the FAA published a "Notice of public meeting, request for comments, and availability of alternatives" in the *Federal Register* to correct two website addresses for the public comment period.

Concurrent with the initiation of the public comment period, a newsletter providing detailed information on the No Action alternative and four action alternatives under consideration, as well as background information on the ATMP Program and a comment form, was made available online at FAA and NPS websites, at the park's Kilauea Visitor Center, and at libraries on Hawaii Island. The newsletters were sent to the most current ATMP mailing list of approximately 800 names of individuals, organizations and groups that have indicated interest in the plan or that have direct or indirect jurisdiction over the park's natural and cultural resources. The names include: local, state, and federal government agencies; Hawaii State Historic Preservation Division; Native Hawaiian kupuna; local commercial park users; local community organizations; 14 air tour companies currently given Interim Operating Authority (IOA) to fly over the park; island residents and off-island park visitors or constituents.

Public comments were also received as part of initial scoping for the Hawaii Volcanoes ATMP in 2004. The four preliminary action alternatives incorporate input from the public comments received during that initial public scoping. The following comment summary focuses only on comments received in 2011 during the public review period for the preliminary draft alternatives.

Comments Received

During the comment period from March 29, 2011 through June 6, 2011, a total of 139 electronic or written comments (e.g. letters, website submissions, and emails) were received. Additional oral comments were recorded from approximately 79 participants at three public meetings held April 18, 19, and 20, 2011 on Hawaii Island at the park's Kilauea Visitor Center, and in the communities of Paho

and Naalehu . Comments made at the public meetings were personally written by attendees onto comment cards or transcribed by NPS or FAA staff onto flip charts set up at various information stations at each meeting. These public meeting comments were later logged into the NPS Planning, Environment, and Public Comment (PEPC) website database. All comments made at the 2011 public meetings are incorporated in this summary.

Written comments on preliminary alternatives were submitted in writing to the FAA ATMP Program Manager or the Hawaii Volcanoes National Park Superintendent or on-line at the NPS Planning, Environment and Public Comment (PEPC) website. The format of written comments included use of the newsletter comment form, personalized emails or letters. Upon receipt, comments were logged into the NPS PEPC Website database. All comments submitted are included verbatim in Attachment A. No validation of the information contained in the comments in Attachment A has been performed (e.g. verification of Park policies and mandates or elements of the FAA Hawaii Air Tour Common Procedures Manual).

Many of the comments addressed multiple topics. Initial review of the comments showed several common topics. In addition to documenting each comment, Attachment A also categorizes the topic(s) raised in each comment. A detailed summary of the topics addressed in the comments is presented later in this document.

The bullet points included in the following sections are statements taken directly from individuals' comments. These statements have been selected to represent the range of comments received on alternatives and/or topics. Some of the comments received were related to only one alternative and/or topic, while other comments addressed multiple topics. Punctuation included in the bulleted statements is taken directly from commenters' correspondence and are commenter's own emphasis unless noted otherwise. An ellipsis or three periods ("...") indicates where words from the original statement have been omitted for relevancy or brevity. Representative statements may not include the entire comment, to review the entire comment made, see Attachment A. Bracketed "[]" information is information that has been added for clarification purposes. Immediately following the representative quote is the PEPC website correspondence number and comment identification number that the statement was taken from (i.e. 99/123456 is correspondence identification number 99 and comment identification number 123456).

Topics Raised in Comments

Comments focused on the No Action alternative and the four preliminary action alternatives presented in the newsletter as well as suggested new alternatives and alternative elements. Most comments also expressed concerns related to air tour issues on topics such as visitor experience, adjoining community noise, soundscapes, wilderness, natural resources, economics, cultural resources , Native Hawaiian culture, and safety. In addition, there were a number of comments on other topics including coordination/consultation, rules and enforcement of ATMP, and aspects of the National Environmental Policy Act (NEPA) process.

Several comments were received that referenced air tours at the Grand Canyon National Park and provided specific comments on the 2011 Draft Environmental Impact Statement (DEIS) to manage

overflights at Grand Canyon National Park. These comments were forwarded to Grand Canyon NP and are not included in the discussion below on specific resource areas and comments related to Hawai'i Volcanoes National Park.

Comments on Alternatives and Alternative Elements

Many comments expressed support for either keeping the No-Action alternative or specified selecting one of the existing preliminary action alternatives. There were 7 comments in support of keeping the No Action Alternative 1; 63 comments in support of Alternative 2 (No Park Air Tours); and 7 comments in support of Alternative 4. A total of 20 comments expressed desire for a new alternative that differed from the existing alternatives and suggested elements that could be altered or combined from one or more of the existing draft alternatives.

The range of comments received on specific alternatives, include:

- **Alternative 1 – No Action IOA**
 - “I believe air tours should be allowed to operate as they currently do.” (1/191367)
 - “...Our full Board discussed the Air Tour Management Plan...We concluded that current conditions (Alternative 1), with flights over Kilauea Caldera, the Mauna Loa Strip, and park wilderness areas, with the potential for a 35% increase in yearly flights, are completely unacceptable.” (113/227897)
 - “In consideration of the fact that the area being over flown by the air tour aircraft has no significant presence of ground visitors due to its proximity to active lava flow and restricted ground access, the only logical alternative plan would be Alternative # 1...” (102/227817)
 - Alternative 1-No Action...how can we keep this alternative when it isn't factual or beneficial for the community and visitor experience? The sound and vibrations of the low aircraft is intrusive and disturbing to the neighborhood and rainforest.” (11/225544)
 - “The proposed Alternative 1: No Action (IOA) is the only justifiable alternative presented. Alternatives that would impose caps would reduce these fees and park visitor options... These alternatives would restrict the public from aerial access to view lava flows for no substantiated reason.” (93/227726)
 - “Current conditions flights are too frequent and too low” (129/228447)

- **Alternative 2 – No Park Air Tours**
 - “Alternative 2 does not provide the "greatest protection" nor does it exemplify the "purpose" of the national parks as defined by the Organic Act...Alternative 2 ensures much more ground traffic, with attendant erosion, noise, pollutants, wear and tear on infrastructure and risk of introduction of alien species...Alternative 2 will result in more safety risks for the ground visitors who will venture into dangerous areas to view the active lava in the Park.” (106/227838)

- “I support Alternative Two, as it seems to be the most restrictive in limiting air tours of the park. I believe it will do more than the other alternatives in preserving and protecting the wilderness characteristics and wildlife of the park, and the native Hawaiian flora. ..There are more than enough opportunities for flight-seeing tours elsewhere in the islands, over less sensitive and protected areas.”(30/227183)
- “...Alternative 2 represents a significant protection for vulnerable resources within the Park boundaries, but [we] anticipate that the wholesale prohibition of air tours over the Park may have the unintended result of concentrating air traffic over the highly-sensitive Kilauea Forest just outside your boundaries.” (126/228076)
- “...Alternative 2, no air tours, is unrealistic given the importance of tourism to the local economy.” (113/227897)
- “We both are in favor of Alternative 2-No Park Air Tours. The noise pollution on the Island of Hawaii is deafening. It would be great if there was one area, at least, where we wouldn’t have to listen to so much air traffic.” (112/227858)
- “Alternatives 2 and 4 would be the only reasonable ones for us residents of Volcano.” (104/227830)
- “I strongly urge the Park to adopt this alternative... Please do not sacrifice HAVO's unique wilderness.” (34/227196)
- “Alternative 2-This is my favored ATMP. I feel that if we use air access it should be for cultural and scientific research and resource management. National Geographic and Discovery Channel provide more than adequate film footage and information regarding Kilauea. This media format... allows for thousands of people to share the experience, not just a small wealthy select group who can purchase an air tour and impose their...experience on all those around the area.” (11/226967)
- “As superintendent of Pu`uhonua o Honaunau NHP and Pu'ukohola Heiau NHS, I experienced many helicopter disturbances at these cultural parks, during our cultural festivals and lava ceremonies... my inclination would be to favor alternative 2.” (128/228081)

- Although no form letters were received, multiple commenters had the following text or variations of it in their comments related to Alternative 2:
 - “The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I encourage the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.”

- **Alternative 3 – Access to Southeast and Southwest Rift Zones; Mitigation Measures and Adaptive Management for Southwest Rift Zone**

- “...I suppose that we are going to have to live with 3 or 5 in the end but they will need to be much more severely curtailed than at present.” (75/195674)

- Alternative 3: “ No. This concentrates flights over the Volcano Village and Mauna Loa Estates populations. These are quiet neighborhoods when there are no helicopters above us.” (89/227565)
 - “I am in Volcano Village and see that plans 3 and 5 appear to go even more directly over the Village much more often. I would certainly prefer less...” (133/228097)
 - Alternative 3: “Commercial air tour operations flying across the edge of Halemaumau Crater and Kilauea would have a tremendous negative impact for the visitor experience, park employees and cultural practitioners! It would be a horrendous sight and sound violation to the beauty and tranquility of the amazing natural and cultural experience.” (11/225546)
- **Alternative 4 – East Rift Zone Access**
 - “I have selected Alternative 4. Hawaii Volcanoes National Park is a Wahi Pana, residence of Tutu Pele, considered a prominent and significant cultural, as well as religious center...Flight patterns should be restricted away from the west side of Puu Oo and keep to the parks coastal boundary. Support keeping heart of the park “free” of commercial flights, especially those designated cultural, wilderness and visitor use areas.” (137/228132)
 - “...The KS Land Assets Division supports an air tour management strategy that will protect not only Park resources but also known concentrations of natural and cultural resources in the broader landscape. We judge Alternative 4 - East Rift Access to be this optimal strategy.” (126/228076)
 - “And if need be, I would be ok... w/ Alternative #4. That way the tourist can see their volcano and us hikers on Mauna Loa can have our peace and quiet.” (116/228046)
 - “Draft Alternative 4 seems to have the lowest environmental impact.” (118/227865)
 - “The frequency and height of air tours over the Park and residential areas are negatively impacting the quality of life for residents as well as HVNP ground visitors... The next most acceptable option is number 4 which would benefit ground visitors and residents by diverting flights from the summit.” (4/225395)
 - “We prefer most elements of Alternative 4 because it excludes flights from the ½ mile buffer zone on the east side of the Mauna Loa strip and thus keeps air tours well away from the valuable biological communities at Kipuka Puauulu and Ki and the Keahou Bird Conservation Center as well as Kilauea Caldera, the heavily used park visitor areas at the summit, and the mauka (mountainside) portions of the Volcano community.”(113/227898)
 - “Plan 4’s flight path has the least amount of human interaction and conflict excepting visitors who may be camping in the backcountry. It may be a possible compromise for the air tour industry and visitor/community/cultural users who live near the volcano or just visiting.” (11/225554)

- **Alternative 5 – Access to East and Southwest Rift Zones; Limited Mitigation; Incorporates Range of Numbers including IOA**
 - “...I suppose that we are going to have to live with 3 or 5 in the end but they will need to be much more severely curtailed than at present.” (75/195674)
 - “I am in Volcano Village and see that plans 3 and 5 appear to go even more directly over the Village much more often. I would certainly prefer less.” (133/228097)
 - “Alt. 5... focuses helicopter flights over Keahou Bird Sanctuary which may negatively impact endangered birds and captive breeding program.” (129/228446)
 - “No! This specifically puts air traffic directly over the most populated areas around the park. Many of us moved here for the quiet, being close to nature, and living in a dense rainforested area. All of these flights will ruin this for a lot of people. ...impact our property values...local tourist housing industry will be impacted. This could really hurt us economically from many angles.”(89/23334)

New Alternatives or Elements

A total of 20 comments expressed a desire for an alternative that differs from the five draft alternatives or offered suggestions regarding elements that could be altered for one or more alternatives.

New Alternatives

- “We are interested in exploring options to manage (reduce or eliminate) over-flights of... Wao Kele o Puna rainforest... to ensure an atmosphere conducive to native Hawaiian practice. For example, perhaps establishing air corridors that run parallel and on either side of the access road to the site area.” (91/200244)
- “1. No flights anywhere in park under 5000' elev. 2. No flights on Sundays 3. No flights above populated areas/neighborhoods (ie: Volcano Golf Course Subdivision) 4. Cap on flights @ 2,000/year total ... 7. No flights above or within ½ mile buffer area from following: a. Kilauea/Halema'uma'u b. 'Ainahou Ranch c. Keauhou Bird Sanctuary d. Mauna Loa summit e. Volcano Golf Course Subdivision.” (109/227851)
- “The eventuality of lava viewing on the southwest rift should be addressed, as long as flight paths to the southwest rift could be developed that exclude the Mauna Loa Strip, Kilauea summit, and interior of the park. No Sunday flights and no tours before 10 AM and after 4 PM, as well as caps on total number of air tours help mitigate impacts to residents under the flight paths to Puu Oo. The number of residents impacted could be reduced by establishing a commercial heliport in lower Puna closer to the Kalapana Lava Viewing Area.” (113/227898)
- “... establish a single route from a point along the coastline, nearest to the vent, on national park land that all helicopter tours would use. A 2-3 mile stretch of developed land exists between the upland forest and the lowland forest reserves. It should create a sort of ridge in the flight elevation plan, if 500 feet over undeveloped land is accepted law. My preference would be that

all flight lanes are over the ocean at some distance away from the coastline, rather than over natural areas on land, farms and residential areas.” (14/225509)

- “...Stage air tours from a base near Kalapana, and confine aircraft that operate there to only the corridor between the base and the Puu Oo target zone. If/when Puu Oo becomes boring to pilots and tourists, discontinue air tours in the Park.” (114/228002)

Alternative Elements

- General Alternative Elements
 - “Establish a helo pad near park which would limit air tour routes outside park, lessen cost of fuel for tour companies and lessen impact on entire park.” (131/228975)
 - “Alternatives that limit or reduce air tours in the park will likely increase numbers of tours over culturally and naturally significant adjacent lands. Similarly, regulation of actions such as loitering and circling within the park and 1/2 mile park buffer will impact state lands outside the 1/2 mile park buffer, particularly on the east side of Puu Oo.” (115/228044)
 - “Plans only consider HVNP, but flights to HVNP go over the Wao Kele O Puna, which is in the national forest legacy program and environmentally sensitive.” (111/227856)
 - “...appreciate the provision for no flights on Sunday, early morning and evening, and no loitering/circling.” (113/227898)
 - “Alternatives 3, 4, and 5 were appealing in that each involved an analysis of air tour volume at 10-60% of current levels and excluded low-level flights from the interior of the national park.” (113/227898)
 - “In our view, Alternative 4 could further reduce impacts on visitors and community residents by including conditions from Alternatives 3 and 5, including tours only from 10 AM - 4 PM and mandatory interpretive training for pilots. We are also concerned about the potential flight path through Kahuku Ranch area of the national park because it is just makai (oceanside) of areas used by endangered forest birds.” (113/227898)
 - “Like caps on flights and quiet technology.” (129/228445)
 - “Competitive bid should include requirement for individual helicopters to ensure compliance w/routes, elevations etc.” (131/228317)
 - “The ATMP should include... requirements for having most current technologies and methodologies as a part of bidding and renewal of permits.” (96/227994)
 - “Alternative 1 is the only possible choice at this time with modifications to include onboard monitoring of air tour flights in Park airspace to ensure all fees are paid and tour aircraft, both fixed wing and helicopters comply with the agreement made in 1996.” (106/227842)
 - “Why not just maintain the relationship of voluntary agreements between the Park and the air tour operators, which appear to have been agreeable and effective for all stakeholders.” (102/227809)
 - “There should be rules adopted to keep flight levels and noise to a minimum in order to restore natural quiet to the park.” (46/227228)

- Flight Route Paths
 - “Flights should be limited in two ways: 1. To avoid disturbing neighbors, helicopters should fly over water until reaching Kilauea. 2. Once there, they should fly only over areas where there are no park visitors.” (3/225392)
 - “Keep flights over ocean (not over land-wilderness, populated areas).” (131/228975)
 - “Do not fly air tours over Volcano Village, fly over unpopulated areas away from the Village.” (132/228096)
 - “Why not vary flight paths? So that no one community or neighborhood takes the full impact?” (103/227826)
 - “An egress route should be developed that does not allow for flights over residential properties... Or all flights should arrive at the park from the ocean or Kau side and exit similarly to avoid passing over the areas surrounding the park. Perhaps if the flight corridors moved every so many months, then at least there would be a break every now and then.” (5/225482)
 - “New Routes to Puu Oo - Any new route over land would result in a noticeable increase in noise over residential areas.” (14/225509)
 - “Alternative 3 - Commercial air tour operations flying across the edge of Halema'uma'u crater and Kilauea would have a tremendous negative impact for the visitor experience, park employees, and cultural practitioners!” (11/225546)
 - “Alternative 3 [and] Alternative 5. This is seriously flawed in that it forces all aircraft into a narrow corridor over Volcano Village and Mauna Loa Estates which most of the tour helicopters presently avoid when possible.” (10/225496)
 - “Alternative 3: NO. This concentrates flights over the Volcano Village and MLE population. More flights over populated areas increases the chance of crashes.” (89/227565)
 - “Alternative 4: YES. I don't know if the southern flight path is over populated areas or hiking areas - if not, then it seems an ok compromise.” (89/227565)
 - “Alternative 4. No multiple passes near Puu Oo is not practical for air tours from a viewing standpoint.” (10/225496)
 - “Alternative 5: NO! This specifically puts air traffic directly over the most populated areas around the park. All those flights will... impact our property values. Current real-estate practices for selling property in the state require the sellers to disclose property being on flight paths. This could really hurt us economically from many angles.” (89/227565)
 - “Eventually, there will be eruptive activity on the southwest rift zone of Kilauea. Alternatives 3 and 5 recognized this possibility and provided flight paths from the Kilauea area.” (113/227898)
 - “Please consider as an alternative element blocking all over flights over the 'Ola'a Forest Wilderness.” (120/227870)
 - “All aircraft (should be required) to immediately proceed from the airport to an altitude of 3000 feet and at least one mile offshore and fly into the park to view the current

eruption along a designated corridor a quarter-mile wide from the closest point along the coast to the eruption site and back out by the same route.” (125/228067)

- Time of Day/ Number of flights per week
 - “Consider times of day when there are absolutely no flights and zero impact.” (131/228975)
 - “I feel the current flight patterns work fine unless you can prove that it does not. Managing time of day when flights are around Kilauea. 10:00 AM to 3 PM is the right time.” (135/228114)
 - “I also like a suggestion that certain days of the week, i.e. Sundays, might be considered for no air tour activity.” (114/228002)
 - “A complete prohibition of flights (even "quiet" ones) over the park at least two days a week would be fantastic.” (120/227870)
 - “Helicopter use should be timed to reduce the potential for collisions between helicopters and species, and avoid use during dawn and evening hours when impacts to night-flying seabirds may be more significant.” (107/227849)
 - “I support flight caps, with no loitering/circling. Setting time and week restrictions is a very good idea. I would prefer "days-off" to be added, a minimum of two a week.” (89/227568)
 - “Adaptive management... Flights ONLY three times a day from 9-9:30; 1-1:30 and 4-4:30. In that way the noise will be concentrated to short periods and we will have to tolerate it. It should be bearable.” (75/227483)

- Quiet Technology
 - “Any alternative that imposes restrictions beyond current air tour flight activity under the "guise" of an incentive should not be selected. Incentives for quiet technology aircraft must be reasonable and recognize the financial impact to air tour operators in the purchase and operation of such aircraft.” (102/227809)
 - “A valuable incentive for Quiet Technology helicopters and park visitors would be to determine appropriate remote landing sites within the park.” (93/227722)
 - “Alternative 2. This seems overly restrictive to me, especially for QT helicopters if they stay above 1500.” (10/225496)
 - “I would allow incentives, but they should be the norm, not added on. There should be restrictions for those craft not using QT.” (89/227568)

- Altitude
 - “Our problem with helicopter noise at both parks was that the aircrafts had a tendency to hover over the parks, or offshore, or, make several passes... The problem would have been greatly mitigated if the helicopters would have maintained their 5,000 foot distance and did not slow down or hover.” (128/228082)

- “Currently KBCC is located in one of the major flight flow areas identified in Alternative #1, on the borders of zones with 500ft and 1500ft AGL. We do not experience much air traffic that is a significant disturbance to the birds... certainly not enough to be a noticeable concern.” (90/227582)
- “Alternative 1: Operators are already flying lower than "the rules" over populated areas just outside the park, and over popular trails inside.” (89/227565)
- “I encourage Hawaii Volcanoes National Park to prohibit air tours below 5000 feet within the park, and to create a half mile buffer zone. This is the most effective management solution because it will protect the areas wildlife, air and natural sites.” (53/227280)
- The frequency and height of air tours over the park and residential areas are negatively impacting the quality of life for residents as well as HVNP ground visitors.” (4/191627)

Comments on Air Tour Issues

Visitor Use or Experience Issues

Comments were categorized as visitor use or experience issues if the comment focused on specific aspects of ground-based visitors, air tours as part of visitor experience, safety of visitors, and comments on visual experiences of visitors. The comments reflect a variety of opinions related to noise and visual issues associated with air tours, accessibility, protection of natural areas, and safety.

- Noise and Visual Issues Associated with Air Tours
 - “I have hiked to the Summit of Mauna Loa 5 times and one of the best parts of the hike is complete quiet. Periodically when I heard and saw helicopters it really changes the beauty of the terrain. Please don’t bring commercial helicopters anywhere near the Mauna Loa trails.” (116/228047)
 - “Aircraft motors, helicopters particularly, are offensive and annoying distractions to many park visitors.” (114/228003)
 - “Air traffic tours are allowed to make as much noise as they want, disturb without consequence, and spoil the view.” (89/227570)
 - “At present, 28,000 air tours per year are authorized at Hawaii Volcanoes, and an estimated 18,000 are being flown annually. The results have included noise impacts along the routes used and the visual impacts of low-flying aircraft which impair visitors’ experience of the trees, sky, and birds overhead.” (88/227554)
 - “Offensive human-made noise is usually out of place in national parks, and airplane noise is especially inappropriate to enjoyment of a wilderness national park.” (84/227500)
 - “When experiencing nature and wilderness, you shouldn’t be forced to hear this noise pollution. It defeats the whole purpose of being in nature. One should be hearing the sounds of birds, waves, waterfalls, and silence, not the bap-bap-bap-bap of helicopters.” (43/227221)

- “The proposal of limiting or eliminating air tours is an example of Park management's attempt to prevent the public from being able to observe one of the greatest treasures in Hawaii and perhaps Earth; an active volcano.” (1/225390)
- Park Access
 - “Air visitors are no less legitimate than ground visitors and to discriminate against them is wrong... There must be a balance between preservation and use.” (106/227841)
 - “Low impact overflights offer the Hawaii visitor a chance to view geological events not accessible by other way except by air.” (105/227836)
 - “My first visit to Hawaii was 50 years ago. There were no air tours at that time. I was not able to see the wonder of a volcano. Now the air tours have changed all that and they need to continue.” (95/227741)
 - “Air tours are not essential for the public to visit HVNP. The park is readily accessible on roads and trails. Roads include the Crater Rim Drive, with many places to park and walk, and the Chain of Craters Road, which takes visitors down the volcano to the ocean and opportunities to hike to the lava flows.” (88/227554)
 - “The calderas are much more suitably addressed from the ground such as at the HVO Observatory and they will be properly interpreted there.” (75/227485)
 - “I am also concerned about the fact that the proposal seems to imply that air tour operators have the same right to use the national park as ground-based visitors...Certainly John Muir didn't create our National Park System so that noisy and intrusive private industries could make a buck by destroying the serene beauty and tranquility...” (125/228073)

Adjoining Community Issues

Comments were categorized as adjoining community issues if the comment focused on aspects of air tours' effect on neighboring or nearby community experiences and/or concerns. A range of perspectives about issues of air tours on the adjoining community were expressed by commenters. These comments reflect opinions on the presence of air tours over residential areas, including noise, safety, the minimum altitude requirements, enforcement of ATMP, and other general concerns.

- General Concerns
 - “Another huge concern for the communities surrounding the park is the fact that all these proposals stop half a mile outside of the park boundaries, as if the aircraft magically appear there. The destruction... extends to all neighborhoods and wilderness areas between the park and the airports. Why do the present proposals ignore the damage being done to the lives and homes of local residents by this program?” (125/228065)
 - “The greatest flaw in the proposed ATMP is that it ignores the existence of communities that neighbor the park...If the ATMP promotes a routing plan that deliberately sends air

tours over their communities, many residents will resent the national park...”
(114/228004)

- “As residents of Volcano we desire air tour management planning that avoids or mitigates impacts to both the national park and the residents of Volcano and other outlying communities currently under flight paths of air tours to and from the park.”
(113/227895)
 - “The park is attracting this traffic and needs to consider impact on nearby residents. I understand that ATMP has no jurisdiction over adjoining communities, but we residents would appreciate being named as a consideration.” (103/227823)
 - “There is also a negative impact on the people living near or under the flight path... I hear and see air tours above my property throughout the daylight hours. Please stop the air tours.” (86/227506)
 - “Maps... don’t show alternative flight paths in relation to existing homes/communities.”
(131/228324)
 - “No other tour business is allowed to go through my yard.” (131/228324)
 - “Quality of life for residents and our natural resources is taking the backseat for a commercial enterprise and the desires of a quick view by a transient tourist industry.”
(131/228975)
 - “I would greatly appreciate... disallowing helicopter observations of the Pu’uO’o region as well as designating Leilani Estates and surrounds a “no fly zone” for helicopter air traffic.” (2/225391)
 - “I live in the golf course area and am bothered by flights 5-10 times a day... I also feel my privacy is invaded when helicopters fly over at 1000’ or less.” (97/227750)
 - “...What I am vehemently opposed to is the use of the air corridor over my home as a continuous aerial highway to and from the park...” (5/225479)
- Enforcement of ATMP and Flight Requirements
 - “There has not been one day in the past 5 years that I have not had air tours roaring over my home. Sometimes, often in fact, there are 6 or more craft in the sky at once, producing a thunderous roar. There is no law or oversight of their activities.”
(138/228185)
 - “The public comments have elicited many complaints from residents who live in neighborhoods that are over-flown by air tours en route to Volcanoes National Park. Air tour operators must address these complaints with the public and make adjustments to flight routes and altitudes as necessary.” (93/227727)
 - “Please don’t increase traffic, and reduce it to zero for companies that continue to ignore the law.” (14/225518)
 - “I feel the tour companies are profiting by touring my yard, while not observing the 1500 ft altitude minimum over my residence. Will tour helicopters ever respect the 1500 feet above ground minimum?” (14/225517)

- Aircraft Noise
 - “Aircraft noise is already a nuisance in nearby neighborhoods.” (133/228098)
 - “On any given fair-weather morning, there is a great deal of air traffic over my home... the large two-blade jet helicopters generally circle or hover... creating a loud percussive noise as pilots change the pitch of their rotors.” (119/228055)
 - “These helicopters are flying over hundreds of homes... [and] should either pay a noise tax to each subdivision community associated... or be required to fly over the ocean in route to and from the park.” (117/227863)
 - “...We hereby cast our unanimous vote against the use of air space above our residential properties for the benefit of commercial tour helicopters. We protest on the grounds that the noise and air pollution is damaging to our health and well-being.” (101/227802)

- Safety Issues
 - “Helicopter tour companies are flying very low over occupied housing... many of our houses are older, single wall construction... When the tours fly over, everything rattles. It scares pets, interrupts conversations, and is generally annoying.” (89/227569)
 - “I have observed helicopters come in 50-60 feet off the ground in weather they shouldn’t even be flying in and leap up to clear the power lines along the Volcano Rd.” (5/225479)
 - “Air tours are the means by which visitors are able to safely view active lava. There is little to no conflict with ground visitors... air tours avoid areas used by ground visitors.”
 - “I can appreciate the value of air tours to see the volcano in a way that no one can safely do so on land.” (29/227178)

Soundscape Issues

Comments were categorized as soundscape issues if the comment focused on specific aspects of the soundscape of the park, including natural quiet and noise level of air tours. The range of perspectives on issues associated with soundscapes were offered by commenters:

- Natural Soundscape
 - “The natural soundscape is a resource and value that the NPS is charged with preserving and restoring... Natural sounds are intrinsic elements of the environment that are often associated with units of the national park system. They are inherent components of “the scenery and the natural and historic objects and the wild life” protected by the NPS Organic Act. They are vital to the natural functioning of many parks and may provide valuable indicators of the health of various ecosystems.” (96/227801)
 - “I wish for only the sounds and noises that nature provides. This to me is the whole reason for visiting and having these parks.” (49/227268)

- “Natural quiet is a great part of the atmosphere & ambiance of these parks & should be preserved.” (79/227492)
- “I recall walking through the rain forest near the Kilauea Iki crater and hearing sounds of birds chirping... please do all you can to keep this place quiet and natural.” (65/227296)
- “The quiet of our natural parks and reserves are one of the main reasons I like to go, to listen to the birds, the water, the wind, my own heartbeat.” (33/227190)
- “In a society where we are continually subjected to a barrage of noise pollution, there MUST be places accessible to the public where we can rejuvenate... the other species who inhabit this land... must also have safe haven away from... intrusion of humans and their machines.” (22/227168)
- Aircraft Noise
 - “Aircraft noise is a major issue in HAVO because it detracts from the solitude of the place.” (75/228466)
 - “Please do not allow for more air traffic or other unnatural noise to disturb the natural sounds and pull the visitor out from quiet reverie and into caustic traffic noise.” (33/227190)
 - “There has been no complaint about air tour noise filed with the operators from HAVO in many years.” (93/227724)
 - “I’ve learned to appreciate the beauty of nature... no one can hear that if planes and choppers are flying overhead.” (48/227234)
 - “Air tours, however, can cause noise that changes the park experience for all visitors to one less “wild” and natural.” (29/227179)
 - “Noise pollution is not just distracting for humans, it has an impact on wildlife.” (51/227277)
 - “...I strongly urge you to not allow airplane noise over the park. I believe it would destroy the beauty and tranquility...”(81/195703)

Although no form letters were received, multiple commenters had the following text or variations of it in their comments related to soundscape:

“Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today’s world, and affects wildlife, which depends on natural quiet for communication and survival.”

Natural Resource Issues

Comments were categorized as natural resource issues if the comment focused on specific aspects of the park’s natural resources, including wildlife, ecology, habitat, air quality, etc. The ranges of perspectives about the effects of air tours on natural resources include:

- “Many of our native wildlife species depend on their hearing to detect approaching predators... use their vocalizations to... give an alarm about predators, to attract a mate, to defend a territory... Aircraft noise impairs the ability of these wildlife species to hear these essential sounds.” (88/228504)
- “...Hawaii Volcanoes National Park provide[s] essential habitat for numerous federally listed plant species. Many of these species are endemic to the area and are sensitive to disturbance. The use of helicopters close to ground level may result in an increase in blowing dust. Settling dust on vegetation...could affect plants by reducing photosynthetic rates and by inhibiting pollinators...which in turn may reduce the suitability of the habitat for other native and listed species. Accumulated dust on designated critical habitat could alter the primary constituent elements needed for the recovery of the species.” (107/227845)
- “...These [federally] listed bird species and the Hawaiian hoary bat may be sensitive to changes in the noise-scape of the Parks and avoid areas where helicopters operate. If noise precludes these species from using preferred areas for breeding, roosting, or foraging, these species may become more susceptible to higher rates of predation, lower productivity, and reduced food source. Additionally these species may collide with operating helicopters when flying...” (107/227845)
- “...Noise from air tour operations has the potential to have significant negative impact on Hawai’i Volcanoes’ wildlife. Scientific evidence has shown the stress from aircraft to affect the energy budget of mammals and birds, causing injury to reproductive success and their long-term health.” (96/227798)
- “There is little to no impact to wildlife at the elevations and altitudes flown by air tours.” (93/227725)
- “You should seek to promote air tour activity to achieve... minimal impact on the park, protection of park resources, and wildlife therein... since it has no significant impact on the park and reduce in park ground visits which have the highest negative impact on the park.” (102/227818)
- “‘Alala [Hawaiian Crow]...is a keystone species of the Hawaii forest ecosystem... low-flying aircraft, both helicopters and fixed wing, both represent a major concern for the ‘Alala propagation program. Propagation activities with the ‘Alala are directly responsible for preventing extinction.” (90/227581)
- “Air tours are a very “environmentally friendly” way for many people to explore and experience the rugged beauty and natural splendor... without leaving a single physical footprint on what may be fragile soils, sensitive vegetation or endangered wildlife.” (102/227807)
- “The “no environmental impact” claim... is nonsense, since the helicopters are using lots of fuel to fly. There is no reason people cannot drive or take a tour of the park.” (3/225393)
- “I want to make sure it is possible for my children and my grandchildren to view the volcano by air, at any time of their choosing. Up close and personal, from the minimum FAA flight altitude... there simply is no other way to view the lava up close for many of the elderly, people with limited mobility, etc.” (6/225487)

Cultural Resource Issues

Comments were categorized as cultural resource issues if the comment focused on aspects of the park's cultural resources, including comments on Native Hawaiian culture, spiritual concerns, and traditional or cultural uses. The range of perspectives regarding cultural resources and the presence of air tours include:

- "Over flights disrespectful to cultural practitioners' by circling and observing."(129/229299)
- "Not only the summit is sacred – need to consider other areas that are culturally significant/ important." (131/228326)
- "Alternatives considered should address impacts to the cultural resources of state lands in the Pu'u'O'o Concentrated Flight Zone. Kahaualea NAR is part of the same cultural landscape as Hawai'i Volcanoes National Park." (115/228043)
- "Due to the important role Hawai'i Volcanoes plays in Hawaiian culture the ATMP needs to include an analysis... on the effect air tours will have on the cultural and spiritual landscape." (96/227997)

Wilderness Issues

Comments were categorized as wilderness issues if the comment focused on aspects of the wilderness intent, character, laws and regulations for wilderness, and impacts to wilderness. The public also expressed comments regarding the wilderness visitor experience and the presence of air tours:

- "The air tour plan should keep aircraft far away from wilderness areas, to prevent intrusive aircraft noises that would compromise their wilderness character. Park visitors who enter these areas should have the right to a wilderness experience free from aircraft noise." (88/227555)
- "Please keep nature natural. No motors with gas fumes in the wilderness. Just the sound of the wind, trees[,] and water." (85/227502)
- "Offensive human-made noise is usually out of place in national parks, and airplane noise is especially inappropriate to enjoyment of a wilderness national park." (84/227500)
- "...When experiencing nature and wilderness, you shouldn't be forced to hear this noise pollution. It defeats the whole purpose of being in nature. One should be hearing the sounds of birds, waves, waterfalls, and silence, not the bap-bap-bap-bap of helicopters..." (43/227221)
- "... the ATMP will directly impact Hawai'i Volcanoes' wilderness character, as well as 130,790 acres of designated Wilderness Areas, ... must consider the appropriateness of air tours over the park." (96/227996)
- "Wilderness impacted by over flights lessens [the] experience." (129/228448)
- "I think it's critical to the "wilderness" experience... that the NPS create and implement rules that keep air traffic to minimum levels, much lower than current, preferably 1975 levels."(51/227276)

Socioeconomic Issues

Comments were categorized as socioeconomic issues if the comment focused on environmental justice and economic impacts to tourism and air tour operators. Commenters offered a range of perspectives related to the economics of air tours, including tourism, commercial air tour operations, and environmental justice concerns:

- “We also realize that tourism is a vital component of our economy and that air tours will take park visitors to sites otherwise inaccessible to the public.” (113/227896)
- “The cruise ship passengers are sold air tours, and the air tours ferry the passengers to and from the volcano. This has caused a dramatic increase in air tours.” (113/228188)
- “We need a comprehensive economic impact for the alternatives. Consider the greater good.” (131/228323)
- “For every aircraft, there is 6 or 7 people employed that they don’t see.” (131/228323)
- “Competitive bidding could be difficult for small operators who already respect the ground visitor park experience.” (129/228702)
- “The triggering of a competitive bidding process should the final ATMP limit the number of commercial air tour operations... holds the potential to economically cripple small operators who currently possess interim operating authority and have abided by all rules imposed by NPS and FAA.” (102/227815)
- “Air tours at Hawai’i Volcanoes, as well as the approach routes to the park[,] have the potential to impact both Native Hawaiian and low-income populations.” (96/227998)

Comments on Other Topics

Other NEPA Issues

Comments were categorized as other NEPA issues if the comment focused on elements that should be included in the draft EIS, comments about the NEPA process, and the scope of the planning area. The range of perspectives about the NEPA process associated with the ATMP include the following:

- “I also believe that more public meetings need to be held...so there is more community awareness on this issue, and more input from local residents who will be impacted by the ATMP.” (12/226972)
- “I must confess that I have had difficulty interpreting the charts and implications presented by the five different alternatives.” (90/227589)
- “Place populated areas on alternative maps.” (129/228449)
- “Why does the EIS stop a ½ mile outside the park when the pollution this program creates extends all the way back to the airports?” (131/228300)
- “Past comments are not reflected in current alternatives!” (131/228300)
- “Cumulative decibels is important (all day, all week, etc.)” (131/228300)
- “Why aren't all the comments made by concerned citizens being posted on the ATMP website for everyone to look at? And why were all the previous comments recently scrubbed from there?” (125/228066)

- “The EISs should analyze the impacts of helicopter use on the distribution, density, and productivity of listed species. Both EISs should address the impacts low flying helicopters may have on the resources of the area. The draft EISs should outline emergency landing information, fire risk assessment plans, and should avoid routes over especially sensitive areas, where a crash would result in the significant loss of listed species.” (107/227847)
- “I would like to see the risk/benefit or cost/benefit analysis to the Park, as well as to the surrounding communities, laid out for our examination.” (103/227824)
- “Any definition of what constitutes "Natural Quiet" that may be developed in the ATMP process for Volcanoes National Park should only apply to Volcanoes National Park.” (102/227813)
- “Noise issues and flight operations occurring outside the park boundary should not be included in the ATMP discussion.” (102/227811)
- “Please include the following in the Environmental Impact Statement. Evaluate cumulative impacts on Hawai'i Island from past, present, and planned overflights... Evaluate impacts from all flights... on - humans-stress and disruption from noise, vibration, impacts on viewsheds, and loss of tranquility and privacy - animals-disruption of vital activities such as communication, feeding, mating, and caring for young... Describe relevant Federal, State, and County regulations and how well they are enforced... Describe crashes and safety incidents in the past ten years for air tours on Hawai'i Island... Evaluate how air tours advance, and how they are in conflict with, the goals of Hawai'i Volcanoes National Park.” (100/227760)
- “The ATMP should include a thorough analysis... Importantly, this analysis will include input from... biologists, archeologists, and social science/visitor use experts as to the significance of noise impacts on park resources.” (96/227800)
- “...The EIS [should] address the potential impacts of the different alternatives to natural, cultural, and public recreational resources on adjacent state lands, including lands within the 1/2 mile buffer. These lands include Ka'u Forest Reserve (FR), Kapapala FR, 'Ola'a FR, Pu'u Maka'ala Natural Area Reserve (NAR), Manuka NAR and Kahaualea NAR...These state conservation lands should be identified on the maps of alternatives.” (115/228041)

Although no form letters were received, multiple commenters had the following text or variations of it in their comments on other NEPA issues:

NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.

Consultation and Coordination

Comments were categorized as consultation and coordination if the comment focused on the coordination or consultation process as part of the NEPA process. Commenters offered perspectives related to involvement of stakeholders and/or agencies in the process:

- “...I respectfully and gratefully request that the National Park Service and Federal Aviation Administration consider of the location and sensitive requirements of the KBCC [Keauhou Bird

Conservation Center] and the species it vitally supports, when planning and implementing the ATMP.” (90/227583)

- “Our Keauhou lands are directly adjacent to the Park’s and... [we] share a long record of association... by working together we have demonstrated that our respective efforts are compatible ones in stewardship – and that both resources and impacts to their integrity are often best managed across boundaries.” (126/228075)
- “This response is in accordance with section 7 of the Endangered Species Act...and the Migratory Bird Treaty Act. We have read and reviewed the range of alternatives that you have provided... Based on the information you provided, we agree that the proposed alternatives cover a wide range of options, and we recommended that you select the alternative with the least amount of impacts for listed species and native ecosystems.” (107/227844)
- “The involvement and input of all stakeholders at the beginning of the ATMP process is crucial in order to maximize aircraft safety and improve the quality of information available for the development of alternatives under the ATMP process.” (102/227806)

Rules and Enforcement on ATMP

Comments categorized as rules and enforcement on ATMP included those comments related to enforcement of regulations on air tours and implementation of ATMP. Perspectives about rules and methodologies for enforcing the ATMP were expressed by commenters:

- “All aircraft must have GPS transponder on at all times and each aircraft has an individual identifier code to enhance safety.” (129/228689)
- “Current regulation[s] don’t seem to work or [are] not followed.” (129/228447)
- “If aircraft go down, the companies should have to pay for costs of getting it out” (130/228093)
- “...there are always those pilots who will not follow agreed to rules or regulations... and make it difficult for other[s] who cooperate. Therefore, I believe that the helicopter companies need to... police their own...” (128/228084)
- “...since pilots continue to be relentless in violating FAA safety regulations... both state and county governments are in the process of creating monitoring and enforcement programs. Will any program you are developing work with local authorities to prevent any unnecessary duplication of services?” (125/228071)
- “I certainly concur that an ATMP for HAVO NP is well warranted, in order to monitor and control the amount of low-flying air traffic that flies over HAVO NP and the surrounding area.” (90/227580)
- “Why don’t any of the current proposals include plans for monitoring air tours over HVNP and the surrounding neighborhoods?” (125/228068)
- “[The] burden of proof of violations is on [the] public... without enforcement, any plan is worthless. “ (111/227855)
- “...Opportunities abound to enhance tour aircraft safety at the national parks through enhanced weather reporting/availability and infrastructure development leading to a means of tracking air

tour flights to ensure compliance in the remittance of obligated air tour fees and allow the FAA and National Park Service the tools they need to enforce an ATMP.” (102/227812)

- “The ATMP should require air tour aircraft to install a specified satellite tracking device that would account to a ground based computer the position of the aircraft. The computer parameters could be easily set to automatically account for each air tour and generate accurate billing.” (93/227728)

Safety Issues not listed elsewhere

Comments categorized as Safety Issues not listed elsewhere included those comments related to safety regarding aircraft and public safety concerns not incorporated into other issues identified in the coded categories. Perspectives about safety issues were expressed by commenters:

- “Weather conditions change, and few, if any [air]craft are equipped with radar to see other craft through clouds. This often forces aircraft below the cloud level, often just a few hundred feet above the tree tops... with an increase in traffic the number of incidents will increase.” (14/225514)
- “I have had helicopters lose control and nearly crash into my house.” (138/228189)
- “The ATMP must include an investigation by the Federal Aviation Administration regarding any aircraft and public safety concerns that may exist by allowing commercial air tour operations over the park.” (96/227995)
- “Staff [County of Hawai'i Police Dept.] has reviewed the Hawaii Volcanoes National Park's proposed Air Tour Management Plan (Environmental Impact Statement Newsletter) and does not note any Hawaii County public safety concerns at this time.” (108/227850)
- “In the last few years we lived on Kauai, one tour helicopter crashed ¼ mile off shore, and another dropped out of the sky a block away in the YMCA camp lot. It's not very comforting to see a helicopter fall while you're having breakfast on your lanai... The more tour helicopters you have the greater chance for accidents, and those of us who are now finding ourselves under the flight paths are getting nervous.” (89/227572)

Miscellaneous Topics

Perspectives about general topics related to the ATMP/EIS and roles and responsibilities were expressed by commenters:

- “This comment was made online which required following multiple links that were not very obvious.” (1/225388)
- “Need to have an immediate moratorium until ATMP is completed because it has taken too long.” (131/228306)
- “Air tourism may interfere with the legitimate needs of parks in regular maintenance of remote areas and in forest fire suppression and seismic emergencies. In such cases, aircraft contractors that provide services for HAVO should always be given precedence over air tour vendors.” (119/228061)

- “DOFAW would like additional information on fees charged for air tours and the revenue collected. Flights over state lands in the ½ mile buffer should receive a portion of this revenue.” (115/228045)
- “Abandon the assumption that air tours are a legitimate use of the national park.” (114/228000)
- “The ATMP is delivering a contradictory message to assign lead agency status to the FAA, which on one hand promotes air tours, while being the agency with authority to regulate air traffic.” (114/227999)
- “The legislative mandate provides for the creation of a mutually agreed upon plan to balance ground and air visitors experience of their national parks. It was not intended to be an Air Visitor Eradication Plan.” (106/227837)
- “...it has been eleven years since the passage of the National Parks Air Tour Management Act, yet no ATMP is in place... the safety of air tours has not been improved, nor the protection of park resources.... We impress upon the NPS and FAA to make this important law work so that it meets the intent of Congress and serves the interests of the American people.” (96/227797)
- “Why hasn’t the NPS contended that IOA should match those fees paid by each operator?” (93/227721)
- “I am not opposed to... fixed and rotary wing aircraft to view, study, and monitor Volcanoes National Park. I support this living laboratory and believe that it should be studied.” (5/225481)

Attachment A. Comment Database

This attachment includes a database of the verbatim comments received during the public comment period. The comments are listed in the numerical order of the correspondence identification, as shown in PEPC. This database also shows the topics that each comment addressed.

Hawaii Volcano National Park ATMP - Database of Comments on Preliminary Alternatives

ID	Cmt ID	Code	Comment	Organization/ Commenter
1	225387	Alternatives - general	I believe air tours should be allowed to operate as they currently do.	
1	225390	ISSUES - Visitor use or experience issues	The proposal of limiting or eliminating air tours is an example of Park management's attempt to prevent the public from being able to observe one of the greatest treasures in Hawaii and perhaps Earth; an active volcano. The public was fortunate when the lava flow was outside the county and they could see the flows. The recent eruption at Kamoamoia resulted in a complete shutdown of any public access to areas where the eruption could be viewed. This was done under the pretense of safety. If Yellowstone National Park would adopt this management position they would have to close access to every geyser basin and every back country trail where an individual may encounter a bison or bear. The outdoors are inherently dangerous but this should not prevent individuals from exploring and enjoying the outdoors.	
1	225388	Miscellaneous Topics: General Comments	In addition I would like to see improved and more accurate surveys. This comment was made online which required following multiple links that were not very obvious. I also have been in the park when rangers were taking a survey from individuals at the caldera overlook. The questions were obviously biased or presented with bias against air tours.	
2	225391	Issues - Adjoining community issues	I reside approximately 1 mile east of Hwy 130 and 5 miles south of Pahoa Town in the Leilani Estates subdivision. Our location is in the direct path between Hilo International Airport and the Pu'u O'o lava flow area and consequently am daily harrassed by helicopters passing overhead and this is particularly noisome on days when cruise ships call at Port of Hilo. The degradation of my personal environment by these nuisance aircraft is unacceptable and I would greatly appreciate HVNP disallowing helicopter observations of the Pu'u O'o region as well as designating Leilani Estates and surrounds a "no fly zone" for helicopter air traffic.	
3	225392	Alternatives: New Alternatives Or Elements	<p>Status quo is unacceptable. (Irritates residents and park visitors).</p> <p>Flights should be limited in two ways:</p> <ol style="list-style-type: none"> 1. To avoid disturbing neighbors, helicopters should fly over water until reaching Kilauea. 2. n Once there, they should fly only over areas where there are no park visitors. Since visitor areas are so limited now, this should not be a problem. <p>Helicopters are an exception , not a right. They are so irritating now that something must be changed. I think my two suggestions above a reasonable compromise.</p>	Unaffiliated Individual

3	225393	ISSUES - Visitor use or experience issues	I recognize that helicopters are a way to see the park. The "no environmental impact" claim they make is nonsense, since the helicopters are using lots of fuel to fly. There is no reason people cannot drive or take a tour of the park.	Unaffiliated Individual
4	191627	Alternatives - general	The frequency and height of air tours over the Park and residential areas are negatively impacting the quality of life for residents as well as HVNP ground visitors. My primary support is for option 2 (the elimination of low level flights). The next most acceptable option is number 4 which would benefit ground visitors and residents by diverting flights from the summit.	Unaffiliated Individual
5	225482	Alternatives: New Alternatives Or Elements	An egress route should be developed that does not allow for flights over residential properties. This will not likely be a straight line as is done now. Or all flights should arrive at the park from the ocean or Kau side and exit similarly to avoid passing over the areas surrounding the park. I did not see that in the newsletter. Perhaps if the flight corridors moved every so many months, then at least there would be a break every now and then. As it is now, there is no relief in sight.	

5	225479	Issues - Adjoining community issues	<p>No overflights over any resident's home. What I am vehemently opposed to is the use of the air corridor over my home as a continuous aerial highway to and from the park. There are times, more when there is a cruise ship in residence or there is new activity in the Park (such as the recent fissure eruptions), that result in multiple (3-5 or more) overflights per hour, all day long. This is very annoying and intrusive. Some of the pilots, especially Blue Hawaiian pilots, fly at higher altitudes that are minimally invasive, but they are still heard. But they are in the minority as far as how the bulk of the helicopter pilots behave. There is one pilot in particular, flying a silver Bell helicopter who consistently flies at low altitudes and passes overhead at a very high rates of speed. A complete cowboy in the worst fashion with no regard to those on the ground, that taints every other good pilot's reputation. This particular aircraft does a lot of very early morning or very late afternoon flights, well outside of the hours listed in the newsletter. There are times when there are several helicopters passing each other both on the way back to Waikoloa and Hilo, while others are inbound towards the park. Since I live adjacent to Volcano Rd at about the 12.5 MM, it is a constant source of ire and angst with all the overflights. There have been occasions over the years when helicopters are caught in poor weather conditions and 'creep' along the Volcano Rd trying to feel their way back to clear skies and Hilo. Other times, I have observed helicopters come in 50-60 feet off the ground in weather they shouldn't even be flying in, and leap up to clear the power lines along the Volcano Rd, which is above their flight altitude. This has been going on for all of the 22 years that I have lived in this location. It has been worse and has been better, but it has been a constant in our lives. It is quite tiresome when your home shakes from the eggbeaters constantly flying overhead.</p> <p>I saw concentrated ingress and egress paths, which, due to the poor detail on the maps, is difficult to determine where this actually is in relation to me. There can be ways to improve the flight paths to avoid many of the current ground impacts to the larger extent, but just don't do it over my home any longer.</p>	
5	225481	Miscellaneous Topics: General Comments	I am not opposed to visitors and residents alike utilizing both fixed and rotary wing aircraft to view, study and monitor Volcanoes National Park. I support this living laboratory and believe that it should be studied to help further man's understanding of natures splendor.	
5	225483	Miscellaneous Topics: Rules and enforcement of ATMP	I have complained to the FAA (800 number and a recording), the helicopter firms (are you sure it was us, or the ubiquitous "we don't have any flights in that area"), the air traffic control towers, but it is a futile effort as the burden of proof of this errant activity is very high for the average homeowner, and thus gets discounted and ignored.	
6	192236	Alternatives - general	My preference is Alternative #1 - No Changes.	

6	225488	Alternatives: New Alternatives Or Elements	I agree that the flight routes should be considerate of the residents below, to the extent possible.	
6	225487	ISSUES - Visitor use or experience issues	I am a resident of the State of Hawai'i, born here in 1957 in the Territory of Hawai'i. The only comment I wish to make is that I want to make sure that it is possible for my children and my grandchildren to view the volcano by air, at any time of their choosing. Up close and personal, from the minimum FAA flight altitude, which I believe is 500 feet AGL. I've taken helicopter tours, and there simply is no other way to view the lava up close for many of the elderly, people with limited mobility, etc. But I reiterate that it is of the utmost importance to not eliminate or restrict to the point of uselessness the ability of people to view the volcanoes from the air.	
7	225489	Alternatives - general	I am in favor of alternervative one- NO CHANGES	Unaffiliated Individual
7	225491	Issues - Adjoining community issues	Pilots should be considerate of people housing in the area.	Unaffiliated Individual
7	225490	ISSUES - Visitor use or experience issues	I would like my children and grandchildren to be able to fly over Volcano and thier liesure.	Unaffiliated Individual
8	225492	Alternatives - general	Would like alternative 1-No Changes.	
8	225494	Issues - Socioeconomi c issues	More importantly, I think tourism would take a HUGE hit.	
8	225493	ISSUES - Visitor use or experience issues	Would like to be able to share flying over volcano with Grandchildren-I believe thats a very good experiance in Hawaii.	
9	225495	Alternatives - general	I support Alternative 2: No Park Air Tours. I believe that protecting the areas spiritually and culturally significant to Native Hawaiians; threatened and endangered species and other wildlife sensitive to noise; Congressionaly designated wilderness and visitor opportunities for solitude; ground-based visitor experience; Native Hawaiian traditional cultural practices; scenic qualities, and natural sounds should take precedence over the commercial air tour flights.	Unaffiliated Individual

10	225496	Alternatives: New Alternatives Or Elements	<p>Alternative 1. I hope that if there are any changes to this alternative due to public comment that they address the fact that Paradise Helicopters (plain white) are identified as the ones that are so loud and fly so low over the Volcano residential area.</p> <p>Alternative 2. This seems overly restrictive to me, especially for QT helicopters if they stay above 1500.</p> <p>Alternative 3. This is seriously flawed in that it forces all aircraft into a narrow corridor over Volcano Village and Mauna Loa Estates which most of the tour helicopters presently avoid when possible (except for Paradise).</p> <p>Alternative 4. No multiple passes near Pu'u O'o is not practical for air tours from a viewing standpoint.</p> <p>Alternative 5. See comment for #3. The Volcano residential area will be in a traffic lane essentially.</p>	
10	225497	Miscellaneous Topics: General Comments	<p>I have a vested interest in this matter as I am:</p> <ol style="list-style-type: none"> 1. A biologist who has lived in Hawaii since 1982. 2. A resident of Mauna Loa Estates who is awakened by Paradise Helicopters nearly every morning at 7:30 am. on sunny days. 3. Presently an employee of Blue Hawaiian Helicopters in Hilo. 4. Someone who cares about HVNP and understands the goals of these alternatives. 	
11	226967	Alternatives - general	<p>Alternative 2 - This is my favored ATMP. I feel that if we use air access it should be for cultural & scientific research and resource management. National Geographic and Discovery Channel provide more than adequate film footage and information regarding Kilauea. This media format is a much better venue for viewing and it allows for thousands of people to share the experience, not just a small wealthy select group who can purchase an air tour and impose their noisy intrusive experience on all those around the area.</p>	
11	225546	Alternatives: New Alternatives Or Elements	<p>Alternative 3 - Commercial air tour operations flying across the edge of Halema'uma'u crater and Kilauea would have a tremendous negative impact for the visitor experience, park employees, and cultural practioners! It would be a horrendous sight and sound violation to the beauty and tranquility of the amazing natural and cultural landscape.</p> <p>What is the difference between a 5-mile mandatory standoff (Plan 3) versus the voluntary 3-mile standoff (Plan 4)? My preference is for the mandatory 5-mile standoff because it makes the decision for the operators who may feel that their intrusive presence can be manipulated to suit the moment of the tour.</p>	

11	225544	Alternatives: New Alternatives Or Elements	Alternative 1-No Action IOA - The flight map you included in the news letter does not accurately represent what is occurring on a daily basis. How can we keep this Alternative plan when it isn't factual or beneficial for the community and visitor experience? The sound and vibrations of the low aircraft is intrusive and disturbing to the neighborhood and rain forest. Alternative 4 - Plan 4's flight path has the least amount of human interaction, and conflict excepting visitors who may be camping in the backcountry. It may be a possible compromise for the air tour industry and visitor/community/cultural users who live near the volcano or just visiting.	
11	225547	ISSUES - Cultural resource issues	Finally, as a native Hawaiian I haven't even begun to touch on the cultural invasiveness of air tours over the volcano and the pristine forest of Wao Akua.	
11	225541	ISSUES - Visitor use or experience issues	As a Volcano homeowner, avid hiker and seasonal park employee I have seen on several occasions commercial and military helicopters fly over the caldera and loiter. On a daily basis, I have observed and endured the sound of hourly commutes viewed from Wright Road flying south from Olaa Forest straight towards the park or Pu'u O'o vent. Question on Plan 3 & 4, How can you implement notification of ground visitors as to the presence of air tour? Why should a visitor have to make a choice to abandon their hike or absorb the sound and sight violation of an air tour? I feel that the ground visitors have a priority over air tours and leave less of a carbon footprint in the park. Perhaps it should be the other way around, air tours are informed of ground visitors and have to abandon the air tour?	
11	225545	Miscellaneous Topics: Rules and enforcement of ATMP	I also was curious if the air tour operations would be more aggressive once they were restricted to certain times they were allowed to fly/operate? How is the Quiet Technology aircraft measured? This seemed ambiguous to me, as a layman reading your newsletter. Is this regulated by the FAA only or are community members asked to participate in the testing of QT?	
12	225498	Issues - Adjoining community issues	I believe that there are some potential benefits to enacting the proposed helipad instalation, but I also feel this could create serious conflict with residents and the local community due to potential negative impacts on livelihoods that will happen with increased noise and operations of commercial air tours in Kalapana and HVNP. Although the mission of the ATMP is to mitigate adverse impacts of commercial air tours on natural and cultural resources, bringing in more air traffic within closer proximity to the kalapana community will not mitigate any adverse impacts from my point of view.	
12	226972	Other NEPA Issues: General Comments	I also believe that more public meetings need to be held than the three meetings which have taken place so far, potentially having another in kalapana so there is more community awareness on this issue, and more input from local residents who will be impacted by the ATMP may be needed.	

13	225499	Issues - Adjoining community issues	I am against this ATMP project. Please do not do this. It does not solve any problems for the community of Kalapana and will only lead to future conflicts.	Kanaka Maoli
14	225509	Alternatives: New Alternatives Or Elements	<p>Perhaps the national park should relax its own prohibition on air tours to establish a single route from a point along the coastline, nearest to the vent, on national park land that all helicopter tours would use.</p> <p>A 2-3 mile stretch of developed land exists between the upland forest and the lowland forest reserves. It should create a sort of ridge in the flight elevation plan, if 500 feet over undeveloped land is accepted law. The law should be enforced, and there should be no increase in traffic on existing lanes. My preference would be that all flight lanes are over the ocean at some distance away from the coastline, rather than over natural areas on land, farms and residential areas.</p> <p>New Routes to Pu`u O`o - Any new route over land would result in a noticeable increase in noise over residential areas. I strongly urge this plan to withdraw any plan that includes new flights over natural areas and inhabited lands. Instead, perhaps the national park would relax its own prohibition on air tours to establish a single route from a point along the coastline, nearest to the vent, on national park land.</p>	Unaffiliated Individual

14	225518	Issues - Adjoining community issues	<p>Waikoloa to Pu`u O`o - My home since 1996 is located about four miles from the Pu`u O`o vent, directly under the Waikoloa flight lane. I know this because Blue Hawaii and other helicopters that I've seen at the Waikoloa landing zone are the same ones that fly low over my home at a minimum, several times per week. Approximately one in ten of these tour craft observe the 1500 ft minimum when flying overhead. Most flights are at 500 feet or even lower. About 1.5 miles of residential subdivision exists between the highway and my home. There are no homes above the highway on the approach, so craft are flying lower over the forest. They cross the highway and continue at the same altitude for the rest of the flight to the destination vent, rather than observing the 1500ft law.</p> <p>Hilo to Pu`u O`o - I don't own land along the flight lane from Hilo to Pu`u O`o, but I use the highway from Volcano to Hilo regularly, and make stops along the way. On several occasions I have been outdoors, out of my vehicle and walking around or sitting and chatting with people between helicopters flying by at a rate of one or two every ten or fifteen minutes. I estimate the air tour traffic from Hilo is at least ten times greater than the Waikoloa route. Tour helicopter flight frequency over Mountain View is one of the primary reasons why I would never live there. I expect that being closer to a national park would have benefits such as noiseless skies. I did not expect the national park to prohibit flights over the park except for around the Pu`u O`o vent, and I did not expect helicopter tours to be encouraged by federal government to fly over the surrounding residential areas instead. It would be disappointing to hear of encouraged increases in air traffic over my home and property. Please don't increase traffic, and reduce it to zero for companies that continue to ignore the law.</p>	Unaffiliated Individual
14	225517	Issues - Adjoining community issues	<p>Are route assignments and frequency rights purchased (or bid) by the tour operators from the state or federal government, i.e. is the state and/or fed earning revenue by opening up more lanes and allowing more traffic? I only ask this because I feel the tour companies are profiting by touring my yard, while not observing the 1500 ft altitude minimum over my residence, tree nursery, farm and forest.</p> <p>Will tour helicopters ever respect the 1500 feet above ground minimum? Helicopter tours are legally restricted from flying below 1500, but it happens every day, all day long on the Hilo route, and most of the time on the Waikoloa route too.</p>	Unaffiliated Individual
14	225512	Miscellaneous Topics: Rules and enforcement of ATMP	<p>I attended the presentation at Hawaii Volcanoes National Park, having heard by way of internet chatter a few hours before the event. I appreciate this opportunity to comment on what I've seen and read, regarding approach and retreat viewing of Pu`u O`o vent. I was unable to find answers to questions I'd like detailed answers for:</p> <ol style="list-style-type: none"> 1. Once a plan is adopted, how long will it be in effect? Are there annual reviews? 2. What are the "caps" today for each route, how many flights per day, week or other period of time? <p>How much of an increase is the plan supporting for each route?</p>	Unaffiliated Individual

14	225514	Miscellaneous Topics: Safety issues not listed elsewhere	It seems odd that the federal government would encourage more helicopter air tours. It is a hazardous activity even on a clear day when the craft is working order. Most passengers are unaware of the risks involved with flying. Weather conditions change, and few, if any craft are equipped with radar to see other craft through clouds. This often forces aircraft below the cloud level, often just a few hundred feet above the tree tops. Helicopters touring the volcano are exposed to corrosive atmosphere every time it tours the vent. Any number of things could go wrong today, and with an increase in traffic the number of incidents will increase. It is just probabilities and mathematics.	Unaffiliated Individual
15	225521	Issues - Soundscape issues	Please keep the area quiet. No vehicles or other noise pollution.	
16	225522	Alternatives - general	I advise the NPS to select Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. This alternative will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural site.	Unaffiliated Individual
17	225523	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
18	225526	Alternatives - general	there should be zero overflights at this site. stop all overflights.	Unaffiliated Individual
18	225527	Miscellaneous Topics: General Comments	the national taxpayers tried to save this site as a sanctuary for our kids. the greedy employees at the park service act as pimps for profiteers. the profiteers rule the site now. the public is ignored and disrespected int he quest for gold. the shekels of gold are ruining the site for everybody. get a new set of management who recognizes noise pollution for the killer it is, as well as jet fuel for the killer of health that it is. the lead in jet fuel kills and kills and kills.	
19	225528	Alternatives - general	The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I encourage you to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
20	225530	Alternatives - general	PLEASE ADOPT ALTERNATIVE TWO	Unaffiliated Individual
21	225549	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' within the Park and in a half-mile buffer zone surrounding it. Please encourage the park to adopt this alternative. It will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	
21	225550	Issues - Wilderness issues	Designated wilderness makes up 130,000 acres, which is more than half the Park, so a strong plan for airplane control is particularly appropriate.	

22	227168	Issues - Soundscape issues	<ul style="list-style-type: none"> - Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival. (Click here to read an interesting article on a noise study being conducted on Kenai National Wildlife Refuge.) <p>In a society where we are continually subjected to a barrage of noise pollution, there MUST be places accessible to the public where we can go to rejuvenate and take a break from this stressful, unhealthful and soul-destroying assault. Additionally, the other species who inhabit this land are under increased threat and must also have safe haven away from the continual din and intrusion of humans and their machines.</p>	
22	227169	Miscellaneous Topics: General Comments	<p>Aircraft noise at Grand Canyon National Park has steadily increased over the last 40 years to the point that it can be heard throughout the park, all day long. The NPS has prepared an EIS called, "Flight Rules in the Vicinity of Grand Canyon National Park." Ninety-four percent of Grand Canyon National Park is proposed wilderness, and NPS policy requires it to be managed as wilderness. This is your opportunity to help the NPS restore the Park's outstanding natural quiet, a key part of the wilderness experience and character. (Click here to download the EIS.)</p> <p>Key points to make:</p> <ul style="list-style-type: none"> - NPS policy requires the Grand Canyon to be managed as wilderness. As such, the Park Service should adopt rules that will best preserve wilderness character by keeping flight levels and noise to a minimum. - Alternative E is the quietest option, but the legal mandate to "substantially restore" the natural quiet at Grand Canyon requires the NPS to do more: <ul style="list-style-type: none"> -The agency should reduce the number of annual flight tours to below 25,000, the approximate number when Congress first indicated there was a problem, in the 1975 Grand Canyon National Park Enlargement Act. (Currently, more than 93,000 annual air tours are allowed.) - Prohibit flights below the rim as dictated by the 1987 Overflights Act. The NPS must enforce this closure. 	
22	229908	Other NEPA Issues: General Comments	<ul style="list-style-type: none"> - NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks. 	
23	227170	Issues - Soundscape issues	<ul style="list-style-type: none"> - Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival 	Unaffiliated Individual

24	227171	Issues - Soundscape issues	- Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival	Unaffiliated Individual
25	227173	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. Please adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park.	
26	227175	Issues - Soundscape issues	Quiet should be the norm in our parks and other sacred places. We have enough noise in our lives everywhere else!	Unaffiliated Individual
27	227176	Alternatives - general	Please adopt Alternative Two, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Wilderness Watch
28	227177	Alternatives - general	The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. Please adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	
29	227180	Issues - Soundscape issues	I don't believe that the NPS should allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival.	
29	227179	Issues - Soundscape issues	But I have concern about noise from air travel impacting the park experience for visitors as well as for those creatures that live there. Air tours, however, can cause noise that changes the park experience for all visitors to one less "wild" and natural. Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible.	
29	227178	ISSUES - Visitor use or experience issues	My husband and I were fortunate enough to visit Hawaii and Hawaiian Volcanoes National Park in 2009. It is a remarkable and unusual park. I can appreciate the value of air tours to see the volcano in a way that no one can safely do so on land. I will continue to visit and treasure our national parks, and would hope that the experience will stay as removed from ordinary life in cities as much as possible.	
29	227181	Other NEPA Issues: General Comments	I ask that the NPS continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.	

30	227183	Alternatives - general	I support Alternative Two, as it seems to be the most restrictive in limiting air tours of the park. I believe it will do more than the other alternatives in preserving and protecting the wilderness characteristics and wildlife of the park, and the native Hawaiian flora. After all, that is why visitors come to the park in the first place. There are more than enough opportunities for flight-seeing tours elsewhere in the islands, over less sensitive and protected areas.	Unaffiliated Individual
31	227185	Alternatives - general	The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Hawai'i Volcanoes National Park and in a half-mile buffer zone surrounding it. I urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	
32	227188	Issues - Soundscape issues	Save our national parks from noise pollution.	
33	227189	Alternatives: New Alternatives Or Elements	I really think that there should be NO increase in aircraft around the national park area. Already, peace and quiet are hard to find and any increase in air traffic will only make it worse.	Unaffiliated Individual
33	227190	Issues - Soundscape issues	The quiet of our national parks and reserves are one of the main reasons I like to go, to listen to the birds, the water, the wind, my own heartbeat. Please do not allow for more air traffic or any other unnatural noise to disturb the natural sounds and pull the visitor out from quiet reverie and into caustic traffic noise.	Unaffiliated Individual
34	227196	Alternatives - general	<p>As you know, the Park currently allows up to 28,441 air tours per year. Under EIS Alternative Two (No Park Air Tours) air tours below 5000' above ground level would be prohibited within the Park and in a half-mile buffer zone surrounding it.</p> <p>I strongly urge the Park to adopt this alternative, which will best protect the area's marvelously rich wilderness character, natural sounds, wildlife, and--very importantly--the Park's Native Hawaiian spiritual and cultural sites.</p> <p>I believe that to accept any other option would be terribly detrimental to the Park as well as unacceptable use. Please do not sacrifice HAVO's unique wilderness.</p> <p>Comments regarding Hawai'i Volcanoes National Park's "Air Tour Management Plan Environmental Impact Statement"</p> <p>As a former Hawai'i resident and longtime visitor to Hawai'i Volcanoes, I am very concerned about the Park's management and future. Thank you for taking the time to read my comments supportive of the "No Air Park Tours" Alternative in this EIS.</p>	

35	227199	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
36	227203	Alternatives - general	I urge you to adopt Alternative Two. This will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	
37	228455	Miscellaneous Topics: General Comments	Please prevent the noisiness of airplanes and work in the area of the Grand Canyon. It needs to be kept a special place.	West Valley Interfaith Project
38	227206	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. Adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
39	227211	Issues - Soundscape issues	Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival.	
39	227212	Other NEPA Issues: General Comments	- NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.	
40	227213	Alternatives - general	Please adopt Alternative Two, No Air Park Tours, below 5000 feet above ground level within the Park and in a half-mile buffer zone surrounding it. This will best protect the area's natural sounds, wilderness character, wildlife and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
41	227215	Alternatives - general	No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. This will best protect the area's natural sounds, wilderness character, and wildlife.	
42	227216	Alternatives - general	I support alternative Two, no park tours, which prohibits air tours below 5000' above ground level within the Park and within a half mile buffer zone surrounding it. We must preserve the natural beauty and sounds of the wilderness, the wildlife and native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
43	227220	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Hawai'i Volcanoes National Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. Please preserve the natural quiet as much as possible for all to enjoy.	Unaffiliated Individual

43	227221	ISSUES - Visitor use or experience issues	Years ago, I hiked the Napili Coast in Kauai. All day long, helicopters flew in and out and along the coast. At night, even though the flights had stopped, myself and other hikers reported the same phenomenon; you could still hear the repeated sound of helicopters even while lying down under the stars and trying to fall asleep. I don't know what causes this strange condition, but it was most unsettling. When experiencing nature and wilderness, you shouldn't be forced to hear this noise pollution. It defeats the whole purpose of being in nature. One should be hearing the sounds of birds, waves, waterfalls and silence, not the bap-bap-bap-bap-bap of helicopters.....unceasingly.	Unaffiliated Individual
44	227222	Alternatives - general	I encourage the Park to adopt Alternative Two in the Air Tour Management Plan Environmental Impact Statement, No Park Air Tours. This alternative will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
45	227224	Alternatives - general	No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. Please no Park Air Tours...keep the place quiet and pristine.	Polarity Center of Salem
46	227228	Alternatives: New Alternatives Or Elements	The NPS should not allow an increase in air tours in Hawai'i Volcanoes National Park. There should be rules adopted to keep flight levels and noise to a minimum in order to restore natural quiet to the park.	
47	227229	Alternatives - general	The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I urge you to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
48	227233	Alternatives - general	The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park.	Lost Colony Center For Science and Research
48	227234	Issues - Soundscape issues	As an archaeologist and biologist, I've learned to appreciate the beauty of nature, which includes its sounds, such as birds singing and streams flowing. No one can hear that if planes and choppers are flying overhead. Can you imagine going through your whole life without hearing a bird sing? I can't, and the people of Hawaii shouldn't. Pass the No Park Air Tours program.	Lost Colony Center For Science and Research

49	227268	Issues - Soundscape issues	Managing air traffic over parks. I have had the splendid pleasure and amazing opportunity to visit nature and wilderness in our national parks. I wish for only the sounds and noises that nature provides. This to me is the whole reason for visiting and having these parks. They are critical to our lives and our future to preserve these and other wilderness areas as they are - natural quiet. We need to ensure that we maintain an restore these areas for the well-being of nature and the people who should tread lightly there in order for others to enjoy what we treasure.	Unaffiliated Individual
50	227272	Alternatives - general	<p>This park has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park.</p> <p>Please restore the outstanding natural quiet to the parks by enacting Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.</p> <p>I am confident that on my next visit to Hawai'i Volcanoes National Park, I will the natural quiet of the park because the NPS will enact Alternative Two.</p>	
50	227271	Issues - Soundscape issues	However, the Park currently allows up to 28,441 annual air tours. Yet, natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival.	
50	227273	Other NEPA Issues: General Comments	Furthermore, the NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.	
51	227275	Alternatives - general	Hawai'i Volcanoes National Park should, according to it's "Air Tour Management Plan Environmental Impact Statement" utilize Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. This alternative will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
51	227276	Alternatives: New Alternatives Or Elements	I think it's critical to the "wilderness" experience (national parks are wilderness areas) that the NPS create and implement rules that keep air traffic to minimal levels, much lower than current, preferably 1975 levels.	Unaffiliated Individual

51	227277	Issues - Soundscape issues	Noise pollution is not just distracting for humans, it has an impact on wildlife, as well.	Unaffiliated Individual
51	227278	ISSUES - Visitor use or experience issues	Americans should be allowed to enjoy their protected areas of natural environment in as natural a state as possible.	Unaffiliated Individual
52	227279	ISSUES - Visitor use or experience issues	I have not had the privilege of visiting this area, but the islands are ancient formations, perhaps parts of a former large above water area. As such viewing them in perspective is probably best accomplished from above, but it should be done in a respective and reflective atmosphere.	Unaffiliated Individual
53	227280	Alternatives: New Alternatives Or Elements	I encourage Hawaii Volcanoes National Park to prohibit air tours below 5000 feet within the park, and to create a half mile buffer zone. This is the most effective management solution because it will protect the areas wildlife, air and natural sites.	
54	227281	Alternatives - general	Cease the air trips now. This is Hawaii not LA.	Unaffiliated Individual
55	227283	Alternatives - general	Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park.	
56	227284	ISSUES - Visitor use or experience issues	How can anyone absorb the grandeur of the parkabsorbing audibly and physically the stinkin engine noise?	Unaffiliated Individual
57	227285	Issues - Soundscape issues	- Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival.	Unaffiliated Individual

57	227286	Other NEPA Issues: General Comments	- NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.	Unaffiliated Individual
58	227288	Alternatives - general	I urge the Park to adopt Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. Alternative Two will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. This alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park.	
59	227289	Issues - Wilderness issues	wilderness PLEASE!!!!!!!!!!	Unaffiliated Individual
60	227291	Alternatives - general	The Park currently allows up to 28,441 annual air tours. I know that alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I strongly encourage the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Please protect the treasures you have been entrusted with and chose "No Park Air Tours".	
60	227290	ISSUES - Visitor use or experience issues	As someone who had the exquisite experience of hiking across the basin of Haleakala volcano some time ago, I can attest to the horrible intrusion of noise from helicopters suddenly rending the peace and tranquility of the experience.	
61	227292	Alternatives: New Alternatives Or Elements	NO FLYING ZONE!	Unaffiliated Individual
62	227293	Alternatives - general	Regarding the HAVO Air Tour Mgmt Plan April 2011: It is my understanding that the Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I urge the Park to adopt this Alt. Two alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. I have visited the Hawaiian islands many times and encourage you to protect the beauty, wilderness, wildlife, and spirit of these amazing islands for all future generations.	Unaffiliated Individual

63	227294	Alternatives - general	Please adopt Alternative Two of "Air Tour Management Plan Environmental Impact Statement" and prohibit air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it.	Unaffiliated Individual
64	228456	Miscellaneous Topics: General Comments	Please limit air tours in order to restore quiet at the Grand Canyon!	
65	227296	Issues - Soundscape issues	I would like to encourage you to take the strongest stand possible to limit noise from air tours in the park. Aircraft noise is such a distraction; it takes away the peaceful, natural sounds that permeate the park otherwise. I recall walking through the rain forest near the Kiluea Iki crater and hearing sounds of birds chirping, and the wind blowing through the trees. Please do all you can to keep this place quiet and natural.	Unaffiliated Individual
65	227295	ISSUES - Visitor use or experience issues	I have visited the Hawai'i Volcanoes National Park 4 times, as recently as last week. It is truly an amazing place in so many ways.	Unaffiliated Individual
66	227297	Alternatives - general	I consider Alternative 2, No Park Air Tours, to be the best option. I am writing to urge the Park to adopt Alternative Two, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawaii Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. These areas need to be protected from air tours and the danger they pose to natural environments.	
67	227298	Alternatives - general	I am in favor of Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it.	
68	227299	Alternatives - general	Alternative 2!!! It best protects natural sounds, wilderness character, wildlife, Native Hawaiian spiritual & cultural sites. It's highly inappropriate to disturb this spectacular, world heritage site. Do your job- Protect Our Public lands, waters, wildlife & health! Your attention to this most urgent matter would be much appreciated by all present & future generations of all species.	Unaffiliated Individual
69	227301	Alternatives - general	Hawai'i Volcanoes National Park allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level in the Park and in a half-mile buffer zone surrounding it. I urge the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites. Hawai'i Volcanoes NP has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. It needs this protection.	Unaffiliated Individual

70	228457	Miscellaneous Topics: General Comments	<p>Canyon National Park.</p> <p>Please consider the following:-</p> <ul style="list-style-type: none"> - The parks were created to protect natural resources, including natural quiet. The parks were not created to promote commercial industries that adversely impact visitor experience of the Park's natural resources. - The Park should not allow an increase in overflights. To do so will take away the Park's ability to allow the public to hear natural quiet, an endangered resource in today's world. - In our industrialized society, it is important that we save a few places for contemplative recreation. Tourists from around the world come to America's national parks as they are the best place for contemplative recreation and personal renewal. Decreasing the number of overflights over Grand Canyon will help preserve this resource. - Tribal lands at the west and east ends of the Grand Canyon will be exempt from annual flight allocations and daily caps. As these lands are increasingly impacted by more tour rides, it is even more important to protect peace and quiet inside the boundaries of Grand Canyon National Park. - All other recreation, including permits for river running, hiking, overnight visitation at Phantom Ranch and mule rides, has all been capped for decades to protect park resources. Since 1975, the number of air tour rides has increased almost tenfold. Tell the NPS the number of overflights should be reduced to the 1975 levels, when Congress first indicated there was a problem through the passage of the Grand Canyon Enlargement Act. - The 1987 Overflights Act dictates that there shall be no flights below the rim, yet flights are still allowed well below the rim. The Park Service should implement and enforce the law with no tour or passenger shuttle flights below the rim. - Encourage the NPS to increase the curfews (sunrise to first flight, and last flight to sundown) from as little as 14 minutes currently, to one hour. 	Unaffiliated Individual
71	227302	Alternatives - general	Please adopt Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Hawai'i Volcanoes National Park and in a half-mile buffer zone surrounding it.	
72	227303	Alternatives - general	Please adopt alternative 2, No Park Air Tours, which would prohibit air tours below 5000 ft. above ground level within the park and in a half mile buffer zone surrounding it. This would best protect the area's natural sounds, wilderness character, wildlife, and native Hawaiian spiritual and cultural sites. Please adopt this measure to ensure that the park's pristine beauty will remain forever.	

73	227304	Alternatives - general	I urge you to favor Alternative Two, No Park Air Tours, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
74	227305	Alternatives - general	As a citizen who is concerned about the environment, including noise level, I support Alternative Two No Park Air Tours, which does the best job of preserving the delicate complex of natural sounds, wilderness character, and spirituality of this most unusual park.	
75	227482	Alternatives - general	I favor alternative 2 but in reality I suppose that we are going to have to live with 3 or 5 in the end but they will need to be much more severely curtailed than at present.	
75	227483	Alternatives: New Alternatives Or Elements	I note that adaptive management is mention in 3 but not elsewhere. I see two adaptations that might work. 1. Flights ONLY three times a day from 9-9:30; 1-1:30 and 4-4:30. In that way the noise will be concentrated to short periods and we will have to tolerate it. It should be bearable. 2. Alternative 2 but with an adaptation to accommodate needs during eruptions. THIS IS MY PREFERRED OPTION. The adaptation should minimize the noise footprint and access to and from the site should be by the shortest available route. The adaptation could be quickly established by the superintendent. Most could be preplanned for Kilauea, Kilauea Iki and Chain of Crater Road eruptions.	
75	228466	Issues - Soundscape issues	Aircraft noise is a major issue in HAVO because it detracts from the solitude of the place. I cannot comment on the cultural aspects of this concern but it does annoy me when I am working in the park to hear the almost constant noise of aircraft. During my first visit in 1966 I cannot recollect any noise of civilization. Today it is almost constant.	
75	227485	ISSUES - Visitor use or experience issues	I am hard pressed to understand why tours need to fly over the park at all. I would be really interested in hearing what unique features they see there that cannot be seen elsewhere other than eruptions. The calderas are much more suitably addressed from the ground such as at the HVO Observatory and they will be properly interpreted there.	
75	227484	Miscellaneous Topics: General Comments	Management also has to make some serious efforts to curtail their activities along the lines of my first 'alternative' - restricted times at fixed times of the day other than emergencies.	
76	227487	Issues - Soundscape issues	- Natural quiet is an important part of the experience at our national parks, and should be protected and restored as much as possible. - The NPS should not allow an increase in air tours in national parks. To do so will take away the opportunity for visitors to experience natural quiet, an endangered resource in today's world, and affects wildlife, which depends on natural quiet for communication and survival. (Click here to read an interesting article on a noise study being conducted on Kenai National Wildlife Refuge.)	
76	227488	Other NEPA Issues: General Comments	- NPS should continue to work with the Federal Aviation Administration on addressing noise from high-level aircraft and seek to minimize impacts to the parks.	

77	227489	Alternatives - general	<p>Regarding your "Air Tour Management Plan Environmental Impact Statement", please support Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it.</p> <p>The Park currently allows up to 28,441 annual air tours. I encourage you to adopt Alternative Two which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.</p>	
78	227490	Alternatives - general	<p>Topic Question 1: I am in full support of Alternative Two, No Park Air Tours, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. Please adopt this alternative.</p>	
79	227491	Alternatives - general	<p>Please adopt Alternative 2, No Park Tours. The noise levels have become unacceptable. There are already 28,441 tours annually. Alternative 2 would prohibit air tours below 5000 feet above ground level.</p>	
79	227492	Issues - Soundscape issues	<p>Natural quiet is a great part of the atmosphere & ambiance of these parks & should be preserved, especially for the sake of the wildlife. Excessive noise disturbs them.</p>	
79	227493	ISSUES - Visitor use or experience issues	<p>Let's keep the Hawaii Volcanoes a wilderness that people can enjoy in peace & quiet as Nature intended.</p>	
80	228458	Miscellaneous Topics: General Comments	<p>Make it quiet. No noise in the Grand Canyon! keep planes in that park at a much higher altitude than 5000 ft. Prohibit them from flying too low. thanks</p>	
81	227494	Alternatives - general	<p>As a recent enthusiastic visitor to Volcano National Park, I strongly urge you to not allow airplane noise over the park. I believe it would destroy the beauty and tranquility of the park.</p> <p>Please select Alternative Two, No Park Air Tours, prohibiting air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it.</p>	Unaffiliated Individual
82	227495	Alternatives - general	<p>The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. I encourage the Park to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.</p>	Unaffiliated Individual

83	227496	Alternatives - general	<p>The Park currently allows up to 28,441 annual air tours. Alternative Two, No Park Air Tours, prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it.</p> <p>I support Alternative Two, No Park Air Tours, as</p> <p>I urge the National Park Service to adopt Alternative Two will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.</p> <p>Hawai'i Volcanoes National Park has the world's tallest volcano at 13,677 feet and habitat as varied as lush tropical forests to desert. Designated wilderness makes up 130,000 acres, which is more than half the Park. Such a place deserves maximum protection.</p>	Unaffiliated Individual
84	227501	Alternatives - general	<p>We understand that Hawai'i Volcanoes National Park currently allows up to 28,441 annual air tours. We understand that your "Alternative Two, No Park Air Tours", prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. We encourage you to adopt this alternative, which will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.</p>	
84	227500	ISSUES - Visitor use or experience issues	<p>We love our national park system and have visited many and hope to visit many more. Offensive human-made noise is usually out of place in national parks, airplane noise is especially inappropriate to enjoyment of a wilderness national park.</p>	
85	227502	Issues - Wilderness issues	<p>Please keep nature natural . No motors with gas fumes in the wilderness. Just the sound of the wind,trees and water.</p>	
86	227503	Alternatives - general	<p>I support alternative #2 - No Park Air Tours.</p>	
86	227506	Issues - Adjoining community issues	<p>Aside from the negative impacts to visitors and wildlife within the park boundaries, there is also a negative impact on the people living near or under the flight path that the air tours typically take to reach the park. I unfortunately live in one of the areas. I hear and see air tours above my property throughout the daylight hours.</p> <p>Please stop the air tours.</p>	
86	227505	ISSUES - Natural resource issues	<p>Air tours also disrupt the wildlife, some of which is rare and/or endangered.</p>	
86	227504	ISSUES - Visitor use or experience issues	<p>I firmly believe that air tours produce noise and visual distractions that disrupt the experience for visitors who come to the park to enjoy the natural environment.</p>	

87	227507	Alternatives - general	It has come to my attention that the National Park Service is currently considering a plan known as Alternative Two, which prohibits air tours below 5000' above ground level within the Park and in a half-mile buffer zone surrounding it. This is the plan that should be adopted. It will best protect the area's natural sounds, wilderness character, wildlife, and Native Hawaiian spiritual and cultural sites.	Unaffiliated Individual
88	227553	Alternatives - general	<p>We heartily support Alternative 2, which bars air tours under 5,000 feet AGL within the park or within the half-mile buffer zone surrounding the park boundary. We believe it's important to protect the natural soundscape of the park, both for the enjoyment of park visitors and for the functioning of the natural ecosystems within the park. Under Alternative 2, air tours would proceed above the 5,000 foot level and outside the buffer zone surrounding the park boundary.</p> <p>Please proceed with a plan that will protect the natural soundscape of Hawaii Volcanoes National Park as described in Alternative 2.</p>	Unaffiliated Individual
88	228504	ISSUES - Natural resource issues	The noise of low-flying aircraft also interferes with the lives of birds and mammals. Many of our native wildlife species depend on their hearing to detect approaching predators. They use their vocalizations to communicate with others of their species – to give an alarm about predators, to attract a mate, to defend a territory, to tell others about a food source, to keep a group together in dense habitat where they can't see each other. Aircraft noise impairs the ability of these wildlife species to hear these essential sounds. These impacts should be analyzed in the EIS.	Unaffiliated Individual
88	227554	ISSUES - Visitor use or experience issues	<p>At present, 28,000 air tours per year are authorized at Hawaii Volcanoes, and an estimated 18,000 are being flown annually. The results have included noise impacts along the routes used and the visual impacts of low-flying aircraft which impair visitors' experience of the trees, sky, and birds overhead. We would like to see these impacts analyzed in the forthcoming EIS.</p> <p>Air tours are not essential for the public to visit HVNP. The park is readily accessible on roads and trails. Roads include the Crater Rim Drive, with many places to park and walk, and the Chain of Craters Road, which takes visitors down the volcano to the ocean and opportunities to hike to the lava flows. The accessibility of the park should be explained fully in the EIS.</p>	Unaffiliated Individual
88	227555	Issues - Wilderness issues	Parts of HVNP totaling 130,000 acres have been designated by Congress as wilderness, out of the total park area of 323,000 acres. The air tour plan should keep aircraft far away from the wilderness areas, to prevent intrusive aircraft noises that would compromise their wilderness character. Park visitors who enter these areas should have the right to a wilderness experience free from aircraft noise.	Unaffiliated Individual

89	227568	Alternatives: New Alternatives Or Elements	<p>I support flight caps, with no loitering/circling. Setting time and week restrictions is a very good idea. I would prefer "days-off" to be added, a minimum of two a week. I would allow incentives, but they should be the norm, not added on. There should be restrictions for those craft not using QT. The Pilot Interpretive Training is a wonderful idea, as would be the park's alerting visitors affected areas, but "having the option to avoid those areas" points to the problem of having any air tours: others using the National Park are having their experience curtailed by noisy external businesses.</p>	
89	227565	Alternatives: New Alternatives Or Elements	<p>Alternative 1: NO. There are already too many flights over our neighborhoods and park. Action is needed to restrict or completely remove air traffic from over the National Park. Operators are already flying lower than "the rules" over populated areas just outside the park, and over popular trails inside. IF this alternative is found to be the best, the numbers should be capped at the number flown in the last year.</p> <p>Alternative 2: YES. This is the best protection for the National Park, and the one I support. It doesn't specifically help those of us who live near-by, but that's outside the scope of this document, from what I understand.</p> <p>Alternative 3: NO. This concentrates flights over the Volcano Village and MLE population. These are quiet neighborhoods when there are no helicopters above us. More flights over populated areas increases the chance of crashes.</p> <p>Alternative 4: YES. I also support this modified version of #2. I don't know if the southern flight path is over populated areas or hiking areas - if not, then it seems an ok compromise. "Overflights" is not specifically defined, my assumption is that it means flying over park land and NOT outside of the airspace shown on the associated map.</p> <p>Alternative 5: NO! This specifically puts air traffic directly over the most populated areas around the park. Many of us moved here for the quiet, being close to nature, and living in a dense rainforested area. All those flights will ruin this for a lot of people. It will also, I believe, impact our property values. The local tourist housing industry will also be impacted. This will feel like we're living next to a major airport. Current real-estate practices for selling property in the state require the sellers to disclose property being on flight paths. This could really hurt us economically from many angles.</p>	

89	227569	Issues - Adjoining community issues	<p>Under the current rules, helicopter tour companies are flying very low over occupied housing in Mauna Loa Estates and surrounding areas. The noise is awful and seems to be getting worse. Many of our houses are older, single wall construction with tall ceilings and double hung windows. When the tours fly over, everything rattles. It scares pets, interrupts conversations, and is generally annoying. I walk in the morning to study the bird life, taking pictures along the way - I've gotten some really good shots of tourists looking down at me from the tour helicopters flying low over the area. Birdsong stops. You can hear the helicopters from quite a long way off, then it's very loud as they pass over, and again, takes quite awhile afterwards to hear the quiet forest again. These tour operators are interrupting the normal patterns of nature in the area, disrupting those of us who live here, and are at the same time making money from it.</p>	
89	227570	ISSUES - Visitor use or experience issues	<p>Very few hikers I know go out hoping to see and hear helicopters. This National Park is about the wonders of nature, the volcano, of course, and the native plants and animals found here. The areas where other tour companies (busses, biking) use are very restricted, leaving the most of the park free of their noise and congestion. Air traffic tours are allowed to make as much noise as they want, disturb without consequence, and spoil the view.</p> <p>The problem was bad on Kauai when I lived there - as tourism intensified, we found ourselves having loud multiple tour helicopters come by every 5 to 15 minutes from just before sun-up to just after sunset. All Day. Hiking inland in the few accessible parts of the highlands was not a peaceful adventure, because at any moment you might be buzzed on a ridge trail by a tour helicopter. And yes, they had "voluntary rules" - but complaining to the FAA was no use at all. In fact, after trying to get a followup on a noise complaint, I was told by the FAA that they were there to support the pilots, not the public. One tour helicopter tour company would fly low over my house every single day. It took months to track him down, since there were no visible numbers on the craft, just a giant sharks tooth grin underneath. After calling in complaints, they stopped taking my calls. I drove over and asked to see the owner, and luckily, he was just coming in off a tour. He was very nice, said he'd take care of it. And for a few days it was fine. Then it resumed, seeming even lower. This went on and on, never reaching a solution. Something that became popular late on Kauai was circling the bays or flying in a circle so those on both sides of the aircraft could see all the views. Most of the noise of those helicopters was directly below the blades - and when the craft flew slowly in a circle, the craft was tilted, sending the louder sounds in a moving cone much wider than if they'd just flown in a line. And it meant they stayed longer in one area, and the noise remained high for a longer time. It was awful.</p>	

89	227572	Miscellaneous Topics: Safety issues not listed elsewhere	In the last few years we lived on Kauai, one tour helicopter crashed ¼ mile off shore, and another dropped out of the sky a block away in the YMCA camp lot. It's not very comforting to see a helicopter fall while you're having breakfast on your lanai. We rushed over to help, getting there just after the paramedics. Seeing the bodies on the ground of tourists who'd come to Hawaii for the Vacation Of Their Lives, lives now over, will remain with me forever. The more tour helicopters you have the greater chance for accidents, and those of us who are now finding ourselves under the flight paths are getting nervous.	
90	227582	Alternatives: New Alternatives Or Elements	Currently KBCC is located in one of the major flight flow areas identified in Alternative #1, on the borders of zones with 500ft and 1500ft AGL. We do not experience much air traffic that is a significant disturbance to the birds... certainly not enough to be a noticeable concern.	San Diego Zoo Institute for Conservation Research
90	227583	Consultation and Coordination: General Comments	I have one major concern about several of the alternatives listed in the April 2011 newsletter. This concern is that the Keauhou Bird Conservation Center (KBCC) is located on Kamehameha Schools' Keauhou Ranch, at the periphery of the Volcano Golf Course sub-division. The Keauhou Bird Conservation Center is managed by the San Diego Zoo, as part of a 3-way partnership with the US Fish and Wildlife Service and Hawaii Division of Forestry and Wildlife. Therefore I respectfully and gratefully request that the National Park Service and Federal Aviation Administration consider the location and sensitive requirements of KBCC and the species it vitally supports, when planning and implementing the ATMP.	San Diego Zoo Institute for Conservation Research
90	227581	ISSUES - Natural resource issues	Most notably, KBCC maintains approximately three-quarters of the world population of `Alala (Hawaiian Crow). The `Alala is a keystone species of the Hawaii forest ecosystem - this role is currently unfulfilled due to the `Alala's status of being extinct in the wild. KBCC's captive propagation activities with the `Alala are directly responsible for preventing the extinction and promoting the recovery of the species. The ultimate goal is for `Alala to be reestablished in its niche the Hawaiian forest ecosystem - precisely the same ecosystem that HAVO NP protects, restores and showcases. With the majority of the breeding population of an entire species located at KBCC, we are deeply concerned about disturbance, particularly during the breeding season, when the birds can be easily abandon their nests, leaving eggs to go cold. Consequently, low-flying aircraft, both helicopters and fixed wing, both represent a major concern for the `Alala propagation program. The same can be said for the other native, endangered species, uniquely maintained in breeding programs at KBCC.	San Diego Zoo Institute for Conservation Research

90	227580	Miscellaneous Topics: Rules and enforcement of ATMP	Topic Question 1: I am grateful to the National Park Service and Federal Aviation Administration for making the Air Tour Management Plan (ATMP) for Hawaii Volcanoes National Park (HAVO NP) available for public comment. I certainly concur that an ATMP for HAVO NP is well warranted, in order to monitor and control the amount of low-flying air traffic that flies over HAVO NP and the surrounding area.	San Diego Zoo Institute for Conservation Research
90	227589	Other NEPA Issues: General Comments	I must confess that I have had difficulty interpreting the charts and implications presented by the five different alternatives.	San Diego Zoo Institute for Conservation Research
91	227588	Alternatives: New Alternatives Or Elements	While conducting field work we have noticed that there are several tour helicopters that fly over the site daily which hampers our ability to connect to Wao Kele o Puna rainforest. We are interested in exploring options to manage (reduce or eliminate) over-flights of that specific area to ensure an atmosphere conducive to native Hawaiian practice. For example, perhaps establishing air corridors that run parallel and on either side of the access road to the site area.	Office of Hawaiian Affairs
91	228604	Consultation and Coordination: General Comments	The Wao Kele o Puna Forest Reserve rests on the eastern slope of Kilauea in the Kaohe and Waiakahiula ahupua'a (land management division) and is approximately 25,856 acres in size. Currently the Wao Kele o Puna rainforest is owned by the Office of Hawaiian Affairs whose mandate is to promote economic self-sufficiency, nurture our relationship to land and water, provide for increased educational opportunities, achieve self-governance, strengthen practice and the perpetuation of Hawaiian culture, and improve the health of the native Hawaiian people. Please feel free to email or call me if you have questions.	Office of Hawaiian Affairs
91	227587	ISSUES - Cultural resource issues	Wao Kele o Puna rainforest is a wahi pana (literally "place with pulse") and is culturally important for many reasons including the support and perpetuation of native Hawaiian gathering practices. These culturally grounded experiences draw on maintaining a deep connection and relationship with 'aina (place and land) and is perpetuated in the practice of gathering native plants in a sustainable manner for medicines, cultural products, hula practice, etc. Future plans for sustainable income revenue generation to support our mandate calls for the building of a hula/cultural practice retreat where the former True Geothermal Energy Company well site is located (coordinates: 19°26'19.80" North, 155°00'02.28" West at 1,507 feet elevation). It is our intent to restore the cleared area for cultural practice and as a waena (center, place of cultivation) to manage Wao Kele o Puna lands. It is the heart of Wao Kele O Puna (one of the last contiguous native lowland forests in Hawai'i) and is one of the few places where practitioners may connect to these native lands holistically.	Office of Hawaiian Affairs

92	227719	Alternatives - general	Please ban all air tours--alternative #2 in the Hawai'i Volcanoes National Park Air Tour Management Plan.	
92	227720	Other NEPA Issues: General Comments	<p>Evaluate cumulative impacts on Hawai'i Island from past, present, and planned overflights by</p> <ul style="list-style-type: none"> - military-helicopters, repeated touch-n-go practice landings by large planes at Hilo airport, etc. - government-practice for rescues, marijuana eradication - commercial-interisland carriers, small planes, air tours, electric line inspection - private individuals <p>Evaluate impacts from all flights above on</p> <ul style="list-style-type: none"> - humans-stress and disruption from noise, vibration, impacts on viewsheds, and loss of tranquility and privacy - animals-disruption of vital activities such as communication, feeding, mating, and caring for young-taking into account that animals experience noise differently than humans. Include information from Pater, L.L., et. al., Recommendations for Improved Assessment of Noise Impacts on Wildlife, Journal of Wildlife Management, 73 (5),pp. 788-795; July 2009 <p>Describe relevant Federal, State, and County regulations and how well they are enforced; for</p> <ul style="list-style-type: none"> - noise--whether any apply to aircraft noise - air tours-numbers allowed and any restrictions - other relevany regulations <p>Evaluate the effectiveness of the Helicopter Hotline and any other existing mechanisms to handle air tour noise complaints</p> <p>Describe the history of Citizens Against Noise, and other citizen efforts, to control air tour noise</p> <p>Describe air tours at other national parks-bans, regulations, safety records, community opinions</p> <p>Describe crashes and safety incidents in the past ten years for air tours on Hawai'i Island</p> <p>Describe the cost of emergency response and rescue in helicopter incidents to County, State and Federal agencies</p>	

93	227726	Alternatives - general	<p>The proposed Alternative 1: No Action (IOA) is the only justifiable alternative presented.</p> <p>Alternatives that would impose caps would reduce these fees and park visitor options. Caps are not justified at Volcanoes National Park. These alternatives would restrict the public from aerial access to view lava flows for no substantiated reason. These alternatives do not meet the purpose and need of such action and are not substantiated under the requirements of NEPA. The objective of an ATMP is to mitigate or prevent adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and tribal lands.</p>	Blue Hawaiian Helicopters
93	227722	Alternatives: New Alternatives Or Elements	<p>In 1996 the Hawaii Helicopter Operators Association negotiated a Helicopter Tour Management plan for HAVO with the NPS and the FAA. The draft agreement was subsequently signed by all parties except the NPS. Nevertheless, HAVO had vigorously complained to the air tour operators when there was an infraction of this agreement and has expected the operators to abide by the agreement. This management plan has, in effect, been in place since the agreement was reached with HAVO. This management plan has been very successful and achieved the mitigation of impacts to the ground visitors that HAVO had sought. It has also provided the latitude required to enable viewing of ever shifting lava flows. It should be the model for the HAVO ATMP.</p> <p>A valuable incentive for Quiet Technology helicopters and park visitors would be to determine appropriate remote landing sites within the park. The vast majority of the Park is inaccessible to ground visitation. Providing specified areas where air tour visitors could briefly enjoy ground visitation would be of great value to the park visitor. Unique areas of the park could be made accessible with minimal environmental impact in the process.</p>	Blue Hawaiian Helicopters
93	227727	Issues - Adjoining community issues	<p>The public comments have elicited many complaints from residents who live in neighborhoods that are over-flown by air tours enroute to Volcanoes National Park. Air tour operators must address these complaints with the public and make adjustments to flight routes and altitudes as necessary. This is a work in progress but has nothing to do with the NPS. This is an issue concerning these residents, the air tour operators and the FAA. Comments relevant to areas outside of the park are not within the purview of this law and cannot be considered for an ATMP.</p>	Blue Hawaiian Helicopters
93	227725	ISSUES - Natural resource issues	<p>There is little to no impact to wildlife at the elevations and altitudes flown by air tours.</p>	Blue Hawaiian Helicopters
93	227724	Issues - Soundscape issues	<p>There has been no complaint about air tour noise filed with the operators from HAVO in many years.</p>	Blue Hawaiian Helicopters

93	227723	ISSUES - Visitor use or experience issues	<p>Volcanoes National Park is a huge area. Air tour visitors seek only to view the area of active lava flows. Since the agreement has been in effect lava flows have been substantially inaccessible to ground visitors. Ground visitors are, in fact, discouraged by the NPS from approaching active lava flows. Air tours are the means by which visitors are able to safely view active lava. There is little to no conflict with ground visitors to Volcanoes National Park. Air tours avoid areas used by ground visitors. Ground visitors do not compete, by and large with the areas used by air tour visitors.</p> <p>The visitor experience of seeing lava from above would itself be adversely affected if that choice was restricted. The adverse impact of restricting the access of air tour visitors far outweighs any vague and nebulous adverse impacts currently identified on the ground at Volcanoes National Park.</p>	Blue Hawaiian Helicopters
93	227721	Miscellaneous Topics: General Comments	<p>Air tour operators have been required to pay a fee of \$25 for every air tour to HAVO since PL100-91 went into effect. In a letter from the NPS to the FAA dated September 18, 2006 the NPS contended that Hawaii air tour operators had inflated the number of flights that had been conducted over Haleakala and Volcanoes National Park for the qualifying period. The NPS asserted that their fee collection records show that HAVO had collected for 11,076 air tours in the year 2000. Why hasn't the NPS simply stated the fees collected during the qualifying period (April 5, 1999 to April 5, 2000)? The NPS has the record of fee payment by each operator. Why hasn't the NPS contended that IOA should match those fees paid by each operator? This is the obvious question that has never been answered. Why? If an operator contends that it flew more flights than it paid for during the qualifying period, why would they not, at the very least be required to pay for those air tours? Would the NPS please answer this fundamental question?</p> <p>NPS states that it collected about \$450,000 in air tour fees in 2008. Air tour visitors do not use the services of the NPS so are, in effect subsidizing ground visitation.</p>	Blue Hawaiian Helicopters
93	227728	Miscellaneous Topics: Rules and enforcement of ATMP	<p>We believe that many air tours to Volcano National Park are under-reported. There should be an effort made to monitor and account for air tour fees. The ATMP should require air tour aircraft to install a specified satellite tracking device that would account to a ground based computer the position of the aircraft. The computer parameters could be easily set to automatically account for each air tour and generate accurate billing. The cost of this system would be reasonable and should be paid out of air tour fees. This investment would pay dividends as the extra funds collected would soon pay for the equipment and service. It would also afford the NPS the management tool that they need to enforce an ATMP. To do otherwise is to penalize the law abiding, reward the evader and duck managerial responsibility.</p>	Blue Hawaiian Helicopters
95	227742	Alternatives - general	<p>Leave the air tours alone. Continue to collect fees from them to help support the NPS. Do not eliminate private enterprise. Get out of private enterprise.</p>	

95	227741	ISSUES - Visitor use or experience issues	It is absolutely obserd to me to think that anyone would restrict air tours over the Hawaiian volcanos in the NPS. My first visit to Hawaii was 50 years ago. There were no air torus at that time. I was not able to see the wonder of a volcano. Now the air tours have changed all that and they need to continue. THERE IS NO ALTERNATIVE. Want to build a skylift over the volcano?????	
96	227992	Alternatives - general	Alternatives. The ATMP must include a full range of alternatives that are all consistent with the NPS mandate and the park's enabling legislation.	National Parks Conservation Association
96	227994	Alternatives: New Alternatives Or Elements	Quiet Technology. The ATMP should include definitions of quiet technology and requirements for having most current technologies and methodologies as a part of bidding and renewal of permits.	National Parks Conservation Association
96	227997	ISSUES - Cultural resource issues	Cultural, Historic and Archeological Resources. The ATMP should include a thorough analysis conducted by the NPS regarding the impact of air tours on historical and archeological resources. Due to the important role Hawai'i Volcanoes plays in Hawaiian culture the ATMP needs to include and analysis conducted by NPS on the effect air tours will have on the cultural and spiritual landscape of Hawai'i Volcanoes.	National Parks Conservation Association
96	227798	ISSUES - Natural resource issues	With over three million visitors last year and 130,790 acres of Wilderness, Hawai'i Volcanoes National Park is an important ecological and cultural gem within the National Park System. In recognition of its outstanding values, Hawai'i Volcanoes has been designated an International Biosphere Reserve (1980) and a World Heritage Site (1987). The park protects seven ecological zones from sea level to 13,677 feet and is home to many endangered species, spiritual places and archeological sites. Hawai'i Volcanoes and these sacred Native Hawaiian sites will be directly impacted by the ATMP that is put in place. <ul style="list-style-type: none"> • Wildlife. Hawai'i Volcanoes' is home to several federally endangered or threatened species; including hawksbill turtle (honu 'ea), Hawaiian goose,(nēnē), dark-rumped petrel, ('ua'u) Hawaiianhawk, ('io) and hoary bat (`ape`ape`a).However, noise from air tour operations has the potential to have a significant negative impact on Hawai'i Volcanoes' wildlife. Scientific evidence has shown the stress from aircraft to affect the energy budget of mammals and birds, causing injury to reproductive success and their long-term health. NPS must be the agency that determines the impacts the air tours are having on wildlife since they have the staff and the expertise to conduct this study. 	National Parks Conservation Association

96	227801	Issues - Socioeconomic issues	Environmental Justice. Executive Order 12898, "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," provides that "each Federal agency shall make achieving environmental justice part of its mission by identifying and addressing, as appropriate, disproportionately high and adverse human health or environmental effects of its programs, policies, and activities on minority populations and low-income populations." Air tours at Hawai'i Volcanoes, as well as the approach routes to the park have the potential to impact both Native Hawaiian and low-income populations. Any final ATMP must investigate these impacts.	National Parks Conservation Association
96	227801	Issues - Soundscape issues	<p>As stated in Director's Order #47 Soundscape Preservation and Noise Management, the natural soundscape is a resource and value that the NPS is charged with preserving and restoring:</p> <p>"An important part of the NPS mission is to preserve and/or restore the natural resources of the parks, including the natural soundscapes associated with units of the national park system. Natural sounds are intrinsic elements of the environment that are often associated with parks and park purposes. They are inherent components of "the scenery and the natural and historic objects and the wild life" protected by the NPS Organic Act. They are vital to the natural functioning of many parks and may provide valuable indicators of the health of various ecosystems. Intrusive sounds are of concern to the NPS because they sometimes impede the Service's ability to accomplish its mission. Intrusive sounds are also a matter of concern to park visitors.</p> <p>As was reported to the U.S. Congress in the "Report on the Effects of Aircraft Overflights on the National Park System," a system-wide survey of park visitors revealed that nearly as many visitors come to national parks to enjoy the natural soundscape (91 percent) as come to view the scenery (93 percent). Noise can also distract visitors from the resources and purposes of cultural areas--the tranquility of historic settings and the solemnity of memorials, battlefields, prehistoric ruins, and sacred sites."</p>	National Parks Conservation Association
96	227993	ISSUES - Visitor use or experience issues	Noise. The ATMP should include a thorough analysis conducted by the NPS regarding the impact of air tour noise on Hawai'i Volcanoes' resources and visitors throughout the preserve. A survey by Colorado State University showed 72 percent of the American public value the opportunity to experience natural quiet when visiting national parks, not to hear airplanes and/or helicopters buzzing overhead.	National Parks Conservation Association
96	227996	Issues - Wilderness issues	Wilderness Impacts. Since the ATMP will directly impact Hawai'i Volcanoes' wilderness character, as well as 130,790 acres of designated Wilderness Areas, the NPS must consider the appropriateness of air tour operations over the park.	National Parks Conservation Association

96	227797	Miscellaneous Topics: General Comments	<p>As the National Park Service (NPS) and Federal Aviation Administration (FAA) are well aware, it has been eleven years since the passage of the National Parks Air Tour Management Act, yet no ATMP is in place at Hawaii Volcanoes, or any other park across the National Park System. As a result, the safety of air tours has not been improved, nor the protection of park resources since the enactment of this important law. We impress upon the NPS and FAA to make this important law work so that it meets the intent of Congress and serves the interests of the American people.</p> <p>The American public places great value on the ability of the NPS to "promote and regulate the use of the Federal areas known as national parks... by such means and measures as conform to the fundamental purposes of the said parks... which purpose is to conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."</p>	National Parks Conservation Association
96	227995	Miscellaneous Topics: Safety issues not listed	Safety. The ATMP must include an investigation by the Federal Aviation Administration regarding any aircraft and public safety concerns that may exist by allowing commercial air tour operations over the park.	National Parks Conservation Association
96	227800	Other NEPA Issues: General Comments	NPCA is not in a position at this time to provide substantive comment on the alternatives presented in the newsletter until we are able to review the NPS analysis in the ATMP/Environmental Impact Statement (EIS), which we trust will be released for public comment in the near future. Importantly, this analysis will include input from NPS biologists, archeologists, and social science/visitor use experts as to the significance of noise impacts on park resources.	National Parks Conservation Association
97	227752	Alternatives - general	At this point I can only endorse alternative 2 until i see the final EIS statement6 with impacts.	Unaffiliated Individual
97	227750	Issues - Adjoining community issues	I live in the golf course area and am bothered by flights 5-10 times a day. I am over 60 and am concerned about noise and hearing loss. i also feel my privacy is invaded when helicopters fly over at 1000' or less.	Unaffiliated Individual
97	227751	Other NEPA Issues: General Comments	There was no mention in the newsletter about determining resident/subdivision impacts in your EIS. Please include these with maps showing subdivisions/houses in flight paths.	Unaffiliated Individual
98	227753	Alternatives - general	I support and recommend Alternative 2, no park air tours. I believe that the other alternatives are not legal in that they impair park resources.	

98	227755	ISSUES - Visitor use or experience issues	Air tours should not detract from the experience of park visitors on the ground. The opportunity to listen to unobstructed natural sounds is an increasingly rare experience in America. You must ensure our national parks provide the special experience they were intended to provide, and the reason people seek out the special conditions found in national parks, namely natural quiet in natural surroundings. To do otherwise would be impairment of park resources.	
99	227758	Alternatives - general	I do not agree that the government should take away my right or reduce my opportunity to see the National Parks by air. The voluntary agreements made by the air tour operators with the NPS have already successfully addressed noise issues. Please do not take this opportunity away from the many visitors who come to Hawaii each year.	
99	227757	ISSUES - Visitor use or experience issues	During our honeymoon to Hawaii in 2007 we had the unforgettable opportunity to tour the Hawaiian National Parks by helicopter. It was truly the most magical part of our trip to the islands and was an experience we will never forget. My husband and I often talk about what a fantastic time we had touring the national parks by air and how much we would love to return to Hawaii to do it again.	
100	227759	Alternatives - general	Please ban all air tours--alternative #2 in the Hawai'i Volcanoes National Park Air Tour Management Plan.	Sierra Club, Moku Loa group

100	227760	Other NEPA Issues: General Comments	<p>Evaluate cumulative impacts on Hawai'i Island from past, present, and planned overflights by</p> <ul style="list-style-type: none"> - military-helicopters, repeated touch-n-go practice landings by large planes at Hilo airport, etc. - government-practice for rescues, marijuana eradication - commercial-interisland carriers, small planes, air tours, electric line inspection - private individuals <p>Evaluate impacts from all flights above on</p> <ul style="list-style-type: none"> - humans-stress and disruption from noise, vibration, impacts on viewsheds, and loss of tranquility and privacy - animals-disruption of vital activities such as communication, feeding, mating, and caring for young-taking into account that animals experience noise differently than humans. Include information from Pater, L.L., et. al., Recommendations for Improved Assessment of Noise Impacts on Wildlife, Journal of Wildlife Management, 73 (5),pp. 788-795; July 2009 <p>Describe relevant Federal, State, and County regulations and how well they are enforced; for</p> <ul style="list-style-type: none"> - noise--whether any apply to aircraft noise - air tours-numbers allowed and any restrictions - other relevant regulations <p>Evaluate the effectiveness of the Helicopter Hotline and any other existing mechanisms to handle air tour noise complaints</p> <p>Describe the history of Citizens Against Noise, and other citizen efforts, to control air tour noise</p> <p>Describe air tours at other national parks-bans, regulations, safety records, community opinions</p> <p>Describe crashes and safety incidents in the past ten years for air tours on Hawai'i Island</p> <p>Describe the cost of emergency response and rescue in helicopter incidents to County, State and Federal agencies</p>	Sierra Club, Moku Loa group
101	227804	Alternatives - general	Thank you for including our unequivocal votes AGAINST this disturbing proposal.	

101	227802	Issues - Adjoining community issues	<p>CONCERNING THE PROPOSED USE OF AIR SPACE OVER RESIDENTIAL AREAS IN VOLCANO BY COMMERCIAL HELICOPTERS:</p> <p>I reside at 19-4317 Wright Rd. in Volcano Village with my son, daughter-in-law and 5 year old granddaughter. On behalf of all of us, we hereby cast our unanimous vote against the use of air space above our residential properties for the benefit of commercial tour helicopters. We protest on the grounds that the noise and air pollution is damaging to our health and well-being. We say this from the experience of living in Western Washington for 30 years and having our nerves rattled, not to mention our lungs polluted, by military helicopters flying overhead on a daily basis. We moved to Volcano because it is a place of peace, and because it is very specifically removed from this kind of air and noise pollution.</p> <p>If it is the case that the commercial helicopter tour business is attempting to save a few dollars by flying over residential areas instead of around them, then it is the clear job of government to refuse. I used to work for several government agencies, and it was instilled in me that it is the primary job of government to protect the quality of life of its citizens over the profit motive of private businesses and corporations which typically erode that quality.</p>	
101	227803	Miscellaneous Topics: General Comments	<p>I would like to point out that the general citizenry of Volcano is educated, environmentally astute, and most likely here for the tranquility that is so hard to find now on the mainland....and that tourists who come to Volcano and stay in our B&B's and inns come for that kind of peace also. In other words, I see some possible lawsuits on your hands should commercial helicopters be allowed to invade our airspace. I should also mention that, due to stress tests humans and other factors, SEA-TAC airport was required to pay the total cost to triple pane all the windows in all the houses in the commercial airline flight path....an enormous expense that I'm fairly sure the helicopter companies here would not like to incur.</p>	
102	227817	Alternatives - general	<p>In consideration of the fact that the area being over flown by the air tour aircraft has no significant presence of ground visitors due to its proximity to active lava flow and restricted ground access, the only logical alternative plan would be Alternative # 1 – No Action – Interim Operating Authority (IOA)</p>	HELICOPTER ASSOCIATION INTERNATIONA L

102	227809	Alternatives: New Alternatives Or Elements	<p>Many years ago, HAI recognized the responsibility of helicopter operators to "Fly Neighborly" and utilize all available techniques, consistent with safety, to reduce the impact of helicopter operations on others. Air tour operators, particularly those in Hawaii, have long shown a willingness to strive to avoid noise sensitive areas and events to reduce any negative impact.</p> <p>Any alternatives that further restrict air visitor access to Volcanoes National Park must show substantial justification and merit. Any alternative that imposes restrictions beyond current air tour flight activity under the "guise" of an incentive should not be selected. Incentives for quiet technology aircraft must be reasonable and recognize the financial impact to air tour operators in the purchase and operation of such aircraft.</p> <p>This initiative being put forth by the NPS appears to be a classic scenario of a "solution in search of a problem". Why not just maintain the relationship of voluntary agreements between the Park and the air tour operators, which appear to have been agreeable and effective for all stakeholders.</p>	HELICOPTER ASSOCIATION INTERNATIONA L
102	227806	Consultation and Coordination: General Comments	<p>The Helicopter Association International is a not-for-profit, professional trade association which represents the interests of the helicopter community. HAI has approximately 3,000 members, inclusive of 1,600 member companies in more than 74 nations. Our members fly over 5,500 helicopters approximately 2.5 million flight hours per year. Our primary focus is safety.</p> <p>The involvement and input of all stakeholders at the beginning of the ATMP process is crucial in order to maximize aircraft safety and improve the quality of information available for the development of alternatives under the ATMP process. HAI works closely with the Federal Aviation Administration (FAA) and the National Park Service (NPS) as an active participant in the National Parks Over flights Advisory Group (NPOAG) Aviation Rulemaking Committee (ARC).</p>	HELICOPTER ASSOCIATION INTERNATIONA L
102	227818	ISSUES - Natural resource issues	<p>In closing, I note your stated desire and mandate for insuring minimal impact on the park, protection of park resources, and wildlife therein. If this is true, you should seek to promote air tour activity to achieve your stated goal since it has no significant impact on the park, and reduce in park ground visits which have the highest negative impact on the park.</p>	HELICOPTER ASSOCIATION INTERNATIONA L
102	227815	Issues - Socioeconomi c issues	<p>I would also note that the triggering of a competitive bidding process should the final ATMP limit the number of commercial air tour operations during a specified time frame holds the potential to economically cripple small operators who currently possess interim operating authority and have abided by all rules imposed by the NPS and FAA since passage of the National Parks Air Tour Management Act of 2000.</p>	HELICOPTER ASSOCIATION INTERNATIONA L

102	227807	ISSUES - Visitor use or experience issues	<p>The environmental impact of air tours on park resources, if any, is fleeting, and temporary, yet the memories they generate can last a lifetime, particularly for those who are physically unable to tour the park by foot. Air tours are a very "environmentally friendly" way for many people to explore and experience the rugged beauty and natural splendor of our national parks from a very unique perspective.</p> <p>More importantly, air tour visitors to Volcanoes National Park only seek to view the area of active lava flows, which are largely inaccessible to ground visitors. Air tours are the only means by which visitors are able to safely view active lava without leaving a single physical footprint on what may be fragile soils, sensitive vegetation or endangered wildlife.</p>	HELICOPTER ASSOCIATION INTERNATIONA L
102	227812	Miscellaneous Topics: Rules and enforcement of ATMP	In addition, opportunities abound to enhance tour aircraft safety at the national parks through enhanced weather reporting/availability and infrastructure development leading to a means of tracking air tour flights to ensure compliance in the remittance of obligated air tour fees and allow the FAA and National Park Service the tools they need to enforce an ATMP.	HELICOPTER ASSOCIATION INTERNATIONA L
102	229312	Miscellaneous Topics: Safety issues not listed elsewhere	It is essential that the Federal Aviation Administration remain actively involved throughout the ATMP process. The FAA must be consulted regarding the efficient use of the airspace before any final ATMP is developed. Any resultant air tour route, and any associated altitude, standoff distance or other operating requirements must be subjected to rigorous risk assessment and analysis with appropriate industry input to ensure the highest possible levels of safety.	HELICOPTER ASSOCIATION INTERNATIONA L
102	227813	Other NEPA Issues: General Comments	<p>We believe that greater involvement of the NPOAG in the ATMP process should be encouraged before any final ATMP is determined. The involvement and input of all stakeholders allows for maximum aircraft safety and improved quality of information. If chosen appropriately, members of an ARC hold the potential to possess a firsthand knowledge of park-specific issues, current air tour routes flown, and the ability to accurately and quickly evaluate available alternatives, especially with respect to the safety of those routes.</p> <p>Any definition of what constitutes "Natural Quiet" that may be developed in the ATMP process for Volcanoes National Park should only apply to Volcanoes National Park and should not be considered as precedent for ATMP development at other national parks, particularly those parks in Hawaii.</p>	HELICOPTER ASSOCIATION INTERNATIONA L
102	227811	Other NEPA Issues: General Comments	Accordingly, noise issues and flight operations occurring outside the park boundary should not be included in the ATMP discussion, and the voluntary agreements between Hawaii air tour operators and local residents are the appropriate method for resolving any noise issues.	HELICOPTER ASSOCIATION INTERNATIONA L
103	227826	Alternatives: New Alternatives Or Elements	Why not vary flight paths? So that no one community or neighborhood takes the full impact?	

103	227823	Issues - Adjoining community issues	<p>First impression is that the ATMP does not make a reference to neighboring, Park Gateway, communities (1/2 mile limit.) Most of Volcano Village is outside of this 1/2 mile. The Park is attracting this traffic and needs to consider impact on nearby residents. I understand that ATMP has no jurisdiction over adjoining communities, but we residents would appreciate being named as a consideration.</p> <p>It is doubtful that the Volcano Community is considered a "populated area" but for those of us who now have helicopters and low-flying fixed wings passing closely overhead, it is a chronic disturbance.</p>	
103	227822	ISSUES - Natural resource issues	Alternative 4 would seem to avoid populated areas, however at the Volcano Meeting on 4/18 one USGS wildlife biologist had a concern about # 4 creating a disturbance to one of our native birds species(?) - so this must be considered.	
103	227827	Miscellaneous Topics: General Comments	"Mountain Time"? Why not Hawaii time, since this is the region impacted and focus of this survey?	
103	227824	Other NEPA Issues: General Comments	I would like to see the risk/benefit or cost/benefit analysis to the Park, as well as to the surrounding communities, laid out for our examination. What are the risks to the Park in having these overflights? And how does the Park benefit? Is there any benefit to the rest of us? This would better focus the discussion and consequent decision process.	
104	227830	Alternatives - general	Alternatives 2 and 4 would be the only reasonable ones for us residents of Volcano.	Unaffiliated Individual
104	227831	Alternatives: New Alternatives Or Elements	We need flight caps and loitering/circling is ridiculously noisy. We need days off when there are absolutely no flights at all over the residential neighborhoods or the Park.	Unaffiliated Individual
104	227832	Issues - Adjoining community issues	<p>We moved to Volcano to enjoy the peace, to be in the nature of our rainforest environment.</p> <p>Life changes when helicopters are constantly flying overhead. Please limit their business so that we can all share the wonders of living in Volcano.</p>	Unaffiliated Individual
104	227833	ISSUES - Natural resource issues	The native wildlife, particularly creatures such as endangered native birds, deserve to live in a peaceful natural environment.	Unaffiliated Individual
104	227834	ISSUES - Visitor use or experience issues	Tourists, who do bring in many dollars to the area, complain about the noisy intrusion while they are hiking and visiting the Park.	Unaffiliated Individual

104	227835	Miscellaneous Topics: Rules and enforcement of ATMP	They do not obey the rules, we have experienced this on many occasions.	Unaffiliated Individual
105	227836	ISSUES - Visitor use or experience issues	<p>The park is a wonder to be shared. Geologic events unlike no other occur at HVNP and the public needs to have aerial access.</p> <p>Hawaii Volcanos National Park and Haleakala should be kept open to be access by aerial overflights.</p> <p>Low impact overflights offer the Hawaii visitor a chance to view geological events not accessible by other way except by air.</p> <p>Aircraft are the only way to traverse thousands of acres of lava fields which cover HVNP.</p> <p>HVNP should be shared by all.</p>	Unaffiliated Individual
106	227838	Alternatives - general	<p>Alternative 2 does not provide the "greatest protection" nor does it exemplify the "purpose" of the national parks as defined by the Organic Act. National Park literature indicates that " This basic act uses the singular form of the word "purpose" - a single purpose which inseparably combines use with preservation".</p> <p>Alternative 2 ensures much more ground traffic, with attendant erosion, noise, pollutants , wear and tear on infrastructure and risk of introduction of alien species.</p> <p>Alternative 2 will result in more safety risks for the ground visitors who will venture into dangerous areas to view the active lava in the Park.</p> <p>Alternative 2 does not recognize the inherent characteristics of air tours that preserve the Park rather than damage it. With no impact to infrastructure, no rubbish, no ground transportation pollution, air tours can be managed to provide for a small sound signature that is fleeting.</p> <p>All the remaining alternatives after alternative 2 discriminate against air visitors by imposing quotas on them.</p>	
106	227842	Alternatives: New Alternatives Or Elements	Alternative 1 is the only possible choice at this time with modifications to include onboard monitoring of air tour flights in Park airspace to ensure all fees are paid and tour aircraft, both fixed wing and helicopters comply with the agreement made in 1996.	

106	227841	ISSUES - Visitor use or experience issues	<p>The Organic Act does not specify that the Parks are created for a few or some people but for the "unimpaired enjoyment of future generations ". Air visitors are part of the this generation. To eliminate air visitors or impair their ability to view their National Parks in a responsible manner (just like ground visitors) is wrong.</p> <p>It is without question that there is a moral imperative that both air and ground visitors must respect the cultural values and practices of the Hawaiian people. However other "values" of certain elitist groups may be represented by Alternative 2 but they are not the overarching values of the public that supports the National Parks and as such do not represent the idea that inspired the Organic Act. Clearly some visitors to the national parks choose to visit via air rather than taking a car or bus. Air visitors are no less legitimate than ground visitors and to discriminate against them is wrong. Management of these two types of visitors is incumbent upon Volcanoes National Park by balancing and maintaining the mandate of the Organic Act to "conserve...(while) providing for the enjoyment" of the park.</p> <p>Air visitors to the Park must be managed to preserve the Park just as ground visitors are. Restriction, reduction or eradication of air visitors is discriminatory and wrong. Air visitors are as legitimate as ground visitors. There must be a balance between the two and a balance between preservation and use.</p>	
106	227837	Miscellaneous Topics: General Comments	The Air Tour Management Plan for the US National Parks was intended to be a collaborative effort by the NPS and FAA along with other interested parties. The legislative mandate provides for the creation of a mutually agreed upon plan to balance ground and air visitors experience of their national parks. It was not intended to be an Air Visitor Eradication Plan.	
107	227849	Alternatives: New Alternatives Or Elements	Helicopter use should be timed to reduce the potential for collisions between helicopters and species, and avoid use during dawn and evening hours when impacts to night-flying seabirds may be more significant.	United States Department of Interior, Fish and Wildlife Service

107	227844	<p>Consultation and Coordination: General Comments</p>	<p>The U.S. Fish and Wildlife Service (Service) is in receipt of your two newsletter updates, dated March 31, 2011 and April 7, 2011, in which you requested comments on the Preliminary Alternatives for the draft Environmental Impact Statements (EIS) for the Haleakala National Park, Maui and Hawaii Volcanoes National Park, Hawaii, Air Tour Management Plans. The purpose of this project is to develop a plan for managing and regulating the use of commercial air tour operations over each of the two National Park units. The two draft EISs will analyze the impacts of multiple alternatives, including a no-action alternative. We understand that the Federal Aviation Administration (FAA) is the lead Federal agency and the National Park Service (NPS) is a cooperating agency in the development of these EISs. This response is in accordance with section 7 of the Endangered Species Act (ESA) of 1973, as amended [16 U.S.C. 1531 et seq.] and the Migratory Bird Treaty Act [16 U.S.C. 703-712] (MBTA).</p> <p>We have read and reviewed the range of alternatives that you have provided for Haleakala National Park and Hawaii Volcanoes National Park Air Tour Management Plans. Based on the information you provided, we agree that the proposed alternatives cover a wide range of options, and we recommend that you select the alternative that has the least amount of impacts for listed species and native ecosystems. If, after the development of the EIS, it is determined this project may affect federally listed species, then the lead Federal agency should consult pursuant to section 7(a)(2) of the ESA. For Haleakala National Air Tour Management Plan, the impacts of the project could potentially be addressed in the consultation currently underway between Haleakala NPS and the Service.</p>	<p>United States Department of Interior, Fish and Wildlife Service</p>
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107	227845	ISSUES - Natural resource issues	<p>The threatened Newell's shearwater (<i>Puffinus auricularis newelli</i>), and the endangered Hawaiian petrel (<i>Pterodroma sandwichensis</i>), Hawaiian hoary bat (<i>Lasiurus cinereus semotus</i>), Hawaiian goose (<i>Branta sandvicensis</i>), Hawaii akepa (<i>Loxops coccineus coccineus</i>), Hawaiian creeper (<i>Oreomystis mana</i>) and the Hawaiian hawk (<i>Buteo solitarius</i>), occur within Hawaii Volcanoes National Park and may be disturbed by noise associated with helicopter over-flights.</p> <p>Recommendations to Avoid Impacts to Listed Species and Designated Critical Habitat</p> <p>These listed bird species and the Hawaiian hoary bat may be sensitive to changes in the noise-scape of the Parks and avoid areas where helicopters operate. If noise precludes these species from using preferred areas for breeding, roosting, or foraging, these species may become more susceptible to higher rates of predation, lower productivity, and reduced food sources. Additionally, these species may collide with operating helicopters when flying. Seabird species are known to be attracted to artificial lights which can result in disorientation.</p> <p>Haleakala National Park and Hawaii Volcanoes National Park provide essential habitat for numerous federally listed plant species. Many of these species are endemic to the area and are sensitive to disturbance. The use of helicopters close to ground level may result in an increase in blowing dust. Settling dust on vegetation, including the federally listed plants and critical habitat found at the Parks, could affect plants by reducing photosynthetic rates and by inhibiting pollinators. Vegetation in dust-ridden conditions is susceptible to chronic decreases in photosynthesis and growth rates, which in turn may reduce the suitability of the habitat for other native and listed species. Accumulated dust on designated critical habitat could alter the primary constituent elements needed for the recovery of the species.</p> <p>Despite safety precautions, it is possible that the continuous use of helicopters above the Parks may increase the likelihood of a crash. Helicopter crashes may result in additional impacts to sensitive species and habitats. Downed helicopters may result in fires, which may adversely affect critical habitat, native vegetation, and result in the loss of listed species.</p>	United States Department of Interior, Fish and Wildlife Service
107	227847	Other NEPA Issues: General Comments	<p>The EISs should analyze the impacts of helicopter use on the distribution, density, and productivity of listed species.</p> <p>Both EISs should address the impacts low flying helicopters may have on the resources of the area.</p> <p>The draft EISs should outline emergency landing information, fire risk assessment plans, and should avoid routes over especially sensitive areas, where a crash would result in the significant loss of listed species.</p>	United States Department of Interior, Fish and Wildlife Service

108	227850	Miscellaneous Topics: Safety issues not listed elsewhere	Staff [County of Hawai'i Police Dept.] has reviewed the Hawaii Volcanoes National park's proposed Air Tour Management Plan (Environmental Impact Statement Newsletter) and does not note any Hawaii County public safety concerns at this time.	County of Hawai'i Police Department
109	227851	Alternatives: New Alternatives Or Elements	<ol style="list-style-type: none"> 1. No flights anywhere in park under 5000' elev. 2. No flights on Sundays 3. No flights above populated areas/neighborhoods (ie: Volcano Golf course Subdivision) 4. Cap on flights @ 2,000/year total 5. Keep military flights out of the national park 6. ½ mile buffer around park strictly observed 7. No flights above or within ½ mile buffer area from following: <ol style="list-style-type: none"> a. Kilauea/Halema'uma'u b. 'Ainahou Ranch c. Keauhou Bid Sanctuary d. Mauna Loa summit e. Volcano golf Course Subdivision 	Unaffiliated Individual
110	227852	Miscellaneous Topics: General Comments	Interesting and very helpful	Unaffiliated Individual
111	227856	Alternatives: New Alternatives Or Elements	3. Plans only consider HVNP, but flights to HVNP go over the Wao Kele O Puma, which is in the national forest legacy program and environmentally sensitive.	Unaffiliated Individual
111	227853	Issues - Adjoining community issues	<ol style="list-style-type: none"> 1. Maps do not show flight paths in relation to homes and communities - obfuscation deliberate? 4. Maps do not show many communities directly under flight path. 	Unaffiliated Individual
111	227855	Miscellaneous Topics: Rules and enforcement of ATMP	<ol style="list-style-type: none"> 2. Mandate N numbers on belly of choppers - LARGE - in sharply contrasting colors, because burden of proof of violations is on public. We can't report low aircraft if immediately overhead. 5. Because FAA does not monitor, SFAR 71 not really enforced: the 1,500' agl was reduced to 1,000', but flights are often lower. Without enforcement, any plan is worthless. If FAA can't/won't enforce, just ban chopper flights except for emergencies - eliminate tour component completely. 	Unaffiliated Individual

112	227858	Alternatives - general	We both are in favor of Alternative 2 - No Park Air Tours. The noise pollution on the Island of Hawaii is deafening. It would be great if there was one area, at least, where we wouldn't have to listen to so much air traffic. Tour buses should be banned in the Park too! or at least hae them shut their engines off while waiting.	Unaffiliated Individual
113	227897	Alternatives - general	Representatives of our Board of Directors attended the public scoping session at Hawai'i Volcanoes National Park on April 18, and our full Board discussed the Air Tour Management Plan on April 26 and May 24. We concluded that current conditions (Alternative 1), with flights over Kilauea Caldera, the Mauna Loa Strip, and park wilderness areas, with the potential for a 35% increase in yearly flights, are completely unacceptable. We also concluded that Alternative 2, no air tours, is unrealistic given the importance of tourism to the local economy.	Volcano Community Association

113	227898	<p>Alternatives: New Alternatives Or Elements</p>	<p>Alternatives 3, 4, and 5 were appealing in that each involved an analysis of air tour volume at 10-60% of current levels and excluded low-level flights from the interior of the national park. We prefer most elements of Alternative 4 because it excludes flights from the 1/2 mile buffer zone on the east side of the Mauna Loa Strip and thus keeps air tours well away from the valuable biological communities at Kipuka Puauulu and Ki and the Keauhou Bird Conservation Center as well as Kilauea Caldera, the heavily used park visitor areas at the summit, and the mauka (mountainside) portions of Volcano community. We also appreciate the provision for no flights on Sunday, early morning and evening, and no loitering/circling.</p> <p>In our view, Alternative 4 could further reduce impacts on visitors and community residents by including conditions from Alternatives 3 and 5, including tours only from 10 AM - 4 PM and mandatory interpretive training for pilots. We are skeptical of potential relief from AGL and time of day restrictions for so-called quiet technology helicopters; they may be quieter than conventional helicopters but are still noisy aircraft and intrusive by their presence. We are also concerned about the potential flight path through Kahuku Ranch area of the national park because it is just makai (oceanside) of areas used by endangered forest birds including populations of three species that are endemic to Hawaii Island and listed under the U.S. Endangered Species Act: the Hawai'i Creeper (<i>Oreomystis mana</i>), Hawai'i Akepa (<i>Loxops coccineus</i>), and 'Io or Hawaiian Hawk (<i>Buteo solitarius</i>). There is the potential for release of the captive-bred 'Alala or Hawaiian Crow (<i>Corvus hawaiiensis</i>) in that area also.</p> <p>Eventually, there will be eruptive activity on the southwest rift zone of Kilauea. Alternatives 3 and 5 recongized this possibility and provided flight paths from the Kilauea area. The eventuality of lava viewing on the southwest rift should be addressed, as long as flight paths to the southwest rift could be developed that exclude the Mauna Loa Strip, Kilauea summit, and interior of the park.</p> <p>No Sunday flights and no tours before 10 AM and after 4 PM, as well as caps on total number of air tours help mitigate impacts to residents under the flight paths to Pu'u'O'o. The number of residents impacted could be reduced by establishing a commercial heliport in lower Puna closer to the Kalapana Lava Viewing Area.</p>	<p>Volcano Community Association</p>
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113	227895	Issues - Adjoining community issues	<p>The Volcano Community Association represents the residents of the community of Volcano, located just outside the park entrance and along or near the park boundary from Kilauea Caldera to near P'u'uO'o, including 2575 residents. As residents of Volcano we desire air tour management planning that avoids or mitigates impacts to both the national park and the residents of Volcano and other outlying communities currently under the flight paths of air tours to and from the park. As a community we value living in the forest, hearing native birds, and enjoying the tranquility and natural soundscape of the Volcano environment.</p> <p>We regret impacts to the residents in the most makai neighborhoods of Volcano and surrounding communities on the flight paths to the Pu'u'O'o Concentrated Flight Zone. These air tours originate in Kona and Hilo and are not under the control of the ATMP.</p>	Volcano Community Association
113	227896	Issues - Socioeconomi c issues	<p>We also realize that tourism is a vital component of our economy and that air tours will take park visitors to sites otherwise inaccessible to the public.</p>	Volcano Community Association
114	228002	Alternatives: New Alternatives Or Elements	<p>The good components of the ATMP area that commentators, such as myself, are invited to combine elements of the plan to reconfigure the alternatives that are listed, and that at least one alternative, #4, avoids almost entirely flying over the park. I also like a suggestion that certain days of the week, i.e. Sundays, might be considered for no air tour activity. Laudable as these components might be, they are inconsequential and serve only to placate critics who might think the main proposals by the FAA are inevitable and unassailable.</p> <p>The list of 5 alternatives attempts to skirt the primary objective to air tours - disturbing people who are in sensitive parts of the park. The ATMP does this with an array of route proposals that pretend to avoid the charismatic spots, such as Kilauea Caldera. Generally these routes, except #4, completely ignore the less travelled, but equally sensitive places, such as the East Rift Wilderness, the wilderness campsites along the coast, and the tranquil and exceptionally beautiful areas in the Ka'u desert and grasslands, and the remote highlands of Mauna Loa. There is an Alternative #6 that should be considered: stage air tours from a base near Kalapana, and confine aircraft that operate there to only the corridor between the base and the Pu'u'O'o target zone. If/when Pu'u'O'o becomes boring to pilots and tourists, discontinue air tours in the Park.</p>	Unaffiliated Individual

114	228004	Issues - Adjoining community issues	The greatest flaw in the proposed ATMP is that it ignores the existence of communities that neighbor the park. The maps presented in the ATMP fail to indicate any settlements or human infrastructure in the park or in surrounding areas. The FAA must clearly understand that the national park enjoys unusually strong support from neighboring communities, but that this might quickly dissipate if air tour routes are re-directed to local communities in order to avoid flying over places in the park that are considered to be sensitive. People living in the vicinity of the park are acutely aware that the helicopters and fixed wing aircraft that fly over them many times nearly every day are bound to or from the park or to destinations nearby. There are many people in these communities who are outraged by over-flights. They perceive such over-flights to be intrusive and highly annoying. They receive no benefit from these disturbances and deeply resent them. If the ATMP promotes a routing plan that deliberately sends air tours over their communities, many residents will resent the national park and will fail to support the park and its noble purposes. I am such a person, for I live in an area that is below a heavily used corridor for helicopter tours that originate in the Kailua-Kona area and are destined for Pu'u'O'o. Such a transformation of support will represent a catastrophic failure of park managers to be responsive to the sensitivities of neighboring communities. A failure of this magnitude will take many years to recover from.	Unaffiliated Individual
114	228003	ISSUES - Visitor use or experience issues	National parks are designated for their beauty and tranquility. They are special undeveloped spaces that are protected for use by people who value wilderness, unusually scenic vistas, outdoor recreation that is different from an urban environment, and especially with the expectation that they won't hear the sounds of motors overhead when they are visiting the park. Aircraft motors, helicopters particularly, are offensive and annoying distractions to many park visitors.	Unaffiliated Individual
114	228000	Miscellaneous Topics: General Comments	It is unfortunate that the FAA was allowed the dominant role in developing the ATMP for Hawaii Volcanoes. I believe that park managers would have developed a significantly more responsible plan, though it would probably not satisfy the influential air tour operators who are firmly established in Hawaii. My suggestion for the authors of this inadequate and flawed plan is to return to the early stages of discussion with park officials and with community members, and to abandon the assumption that air tours are a legitimate use of the national park, and that the FAA is the proper agency partner to collaborate with the National Park Service. If these false assumptions can be eliminated, then it might be possible for park managers to present a more appropriate and responsible air tour management plan.	Unaffiliated Individual

114	227999	Miscellaneous Topics: General Comments	<p>I read the proposed ATMP scoping document for Hawaii Volcanoes Ntl Park with great interest. I served at Hawaii Volcanoes National Park as Chief of Resources Management (1979-95,) and now live in the adjacent community of Volcano, following several years of traveling and working abroad. I carry a unique perspective on the issue of air tours in the park, since it was under my watch that the eruption in the East Rift began, 1983, with subsequent massive development of commercial helicopter tours over the park. I remember what it was like in the Park when it was tranquil. We have seen the last of those days, sadly.</p> <p>The FAA is, of course, the agency responsible for regulating aircraft, and we assume that is the reason why this agency was selected to partner with the NPS to develop an air tour plan for Hawaii Volcanoes. A subtle secondary agenda for the FAA is to promote aviation. We all know this. The FAA staff are aviators to a great extent. We haven't noticed that aviators are particularly sensitive to the qualities of wilderness or to the outdoor environment generally, and this quite understandable. Park managers, similarly, area not generally attentive to the values held by aviators. It seems to me that the FAA is precisely the wrong agency to lead any discussion about managing national parks, except to ensure safety in park operations that utilize aircraft. The ATMP is delivering a contradictory message to assign lead agency status to the FAA, which on one hand promotes air tours, while being the agency with authority to regulate air traffic. This is like a fox managing the flock of chickens - they serve competing purposes. There are no checks on the authority of the FAA.</p>	Unaffiliated Individual
114	228001	Other NEPA Issues: General Comments	<p>I find the ATMP proposed in the scoping document to be seriously flawed, for these reasons: 1) the plan wrongfully assumes that air touring is a legitimate use of the national park, 2) the FAA is not a legitimate partner agency to lead the discussion about air tour management in a national park, 3) the list of alterantive route configurations is incomplete, and 4) the plan ignores human settlements that neighbor the park and would be severely impacted if any of the alternatives is adopted.</p>	Unaffiliated Individual
115	228044	Alternatives: New Alternatives Or Elements	<p>Alternatives that limit or reduce air tours in the park will likely increase numbers of tours over culturally amd naturally significant adjacent lands. Similarly, regulation of actions such as loitering and circling within the park and 1/2 mile park buffer will impact state lands outside the 1/2 mile park buffer, particularly on the east side of Pu'u'O'o</p>	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife
115	228040	Consultation and Coordination: General Comments	<p>The Division of Forestry and Wildlife (DOFAW) has received your request for review and comments on the preliminary alternatives for the Hawai'i Volcanoes National Park ATMP EIS.</p>	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife

115	228043	ISSUES - Cultural resource issues	Alternatives considered should address impacts to the cultural resources of state lands in the Pu'u'O'o Concentrated Flight Zone. Kahaualea NAR is part of the same cultural landscape as Hawai'i Volcanoes National Park.	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife
115	228042	ISSUES - Natural resource issues	DOFAW is particularly concerned about impacts to Kahaualea NAR which is in the "Pu'u'O'o Concentrated Flight Zone," both within and outside the 1/2 mile park planning area buffer. This area should be identified on the maps of alternatives. Air tour operations currently have the greatest impact on this particular area. This NAR includes rare native ecosystems and species as well as the recently active lava flows of the Pu'u'O'o vent. This area has a high level of protection under the Natural Area Reserve System, which was created in 1971 by the Hawai'i State Legislature to "preserve in perpetuity specific land and water areas which support communities, as relatively unmodified as possible, of the natural flora and fauna, as well as geological sites, of Hawai'i (HRS 195-1)." The legislature further found that these unique natural assets should be protected and preserved, both for the enjoyment of future generations and to provide baselines against which changes to Hawaii's environment can be measured.	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife
115	228045	Miscellaneous Topics: General Comments	The park receives fees from air tours collected over the park and 1/2 mile park buffer zone. DOFAW would like additional information on fees charged for air tours and the revenue collected. Flights over state lands in the 1/2 mile buffer should receive a portion of this revenue.	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife
115	228041	Other NEPA Issues: General Comments	DOFAW requests that the EIS address the potential impacts of the different alternatives to natural, cultural, and public recreational resources on adjacent state lands, including lands within the 1/2 mile buffer. These lands include Ka'u Forest Reserve (FR), Kapapala FR, 'Ola'a FR, Pu'u Maka'ala Natural Area Reserve (NAR), Manuka NAR and Kahaualea NAR. All preliminary alternatives considered, including no action have potential impacts on state lands adjacent to the park. These state conservation lands should be identified on the maps of alternatives.	Hawaii Dept. of Land and Natural Resources Division of Forestry and Wildlife
116	228046	Alternatives - general	My deepest desire is that Alternative #2 be enacted. And if need be, I would be ok... w/ Alternative #4. That way the tourist can see their volcano and us hikers on Mauna Loa can have our peace and quiet.	Unaffiliated Individual
116	228049	Issues - Soundscape issues	I also object to the noise pollution and the commercial interest.	Unaffiliated Individual

116	228047	ISSUES - Visitor use or experience issues	I have hiked to the Summit of Mauna Loa 5 times and one of the best parts of the hike is the complete quiet. Periodically when I heard and saw helicopters it really changes the beauty of the terrain. If someone is really interested in seeing the beauty of the island out in wilderness, they could go out in the wild, alone, hiking, and enjoy it. I am a 5 time Summit climber/hiker. I love the quiet and the solitude. The crunch, crunch, crunch of the A'A' lava. Please don't bring commercial helicopters anywhere near the Mauna Loa trails.	Unaffiliated Individual
116	228050	Miscellaneous Topics: General Comments	I can see how it might be politically motivating for the NPS to have an alternative that allows commercial enterprises in the back country. I am opposed to this!	Unaffiliated Individual
116	228052	Other NEPA Issues: General Comments	I would like to know how is this decision... the final decision being made? How much \$ is going into who's coffers to have various alternatives selected?	Unaffiliated Individual
117	227862	Alternatives - general	I favor alternative #2. No Park air tours.	Unaffiliated Individual
117	227863	Issues - Adjoining community issues	These helicopters are flying over hundreds of homes in the "subdivisions" between the airport and National Park. They should either pay a noise tax to each subdivision community association for each trip or be required to fly over the ocean in route to and from the park.	Unaffiliated Individual
118	227865	Alternatives - general	Draft Alternative 4 seems to have the lowest environmental impact. Therefore, I would vote for Alternative 4.	Unaffiliated Individual
118	228663	Issues - Soundscape issues	At present I believe we have too many flights which raises sound levels and is not good for the ecology of the area.	Unaffiliated Individual
119	228056	Alternatives: New Alternatives Or Elements	I am opposed to the continued generalized flight flow between Volcano Village and Volcano Golf and Country Club. It is impossible to carry on a normal conversation while tour helicopters fly over these residential areas, and I expect air traffic to increase in the future which will become even more disruptive.	Unaffiliated Individual

119	228055	Issues - Adjoining community issues	<p>As a resident of Volcano Village, I thank you for the opportunity to comment on "Hawai'i Volcanoes National Park Air Tour Management Plan". My primary concern is the increasing noise levels in the residential areas surrounding Hawai'i Volcanoes National Park (HAVO). My home is situated in an area that is currently described as "Generalized Flight Flow" path with no specified AGL. As such, it is subjected to a great deal of air tour traffic. On any given fair-weather morning, there is a great deal of air traffic over my home, but especially on weekends. Moreover, the large two-blade jet helicopters generally circle or hover near my home before entering HAVO airspace, creating a loud percussive noise as pilots change the pitch of their rotors. These tour helicopters frequently travel in pairs, which creates a constructive interference pattern that further amplifies noise levels.</p> <p>While air tour companies often tout their low noise producing aircraft, they don't have to listen to these aircraft from their own homes.</p>	Unaffiliated Individual
119	228057	Issues - Soundscape issues	<p>My other concern is that the effects of helicopter noise have been inadequately studied and the generalized flight flow paths go over wilderness areas and endangered species habitats with unknown effects. Should these flight paths be allowed to continue, air tour companies should be required [to] prove this noise has no adverse environmental effects, and/or mitigate adverse effects as they are discovered. This may include supporting all of the costs of biological monitoring such that these costs are not a burden to HAVO and the taxpayers of our country.</p>	Unaffiliated Individual
119	228061	Miscellaneous Topics: General Comments	<p>Moreover, air tourism may interfere with the legitimate needs of parks in regular maintenance of remote areas and in forest fire suppression and seismic emergencies. In such cases, aircraft contractors that provide services for HAVO should always be given precedence over air tour vendors.</p>	Unaffiliated Individual
119	228060	Miscellaneous Topics: Safety issues not listed elsewhere	<p>I would also like to point out that air tourism over National Parks is frivolous and dangerous. Too often, residents of Hawai'i read about air tour helicopter crashes that result in injuries and fatalities.</p>	Unaffiliated Individual
120	27871	Alternatives - general	<p>Of course, the best choice is no park tours over the park.</p>	Unaffiliated Individual

120	227870	<p>Alternatives: New Alternatives Or Elements</p>	<p>Please consider as an alternative element blocking all over flights over the 'Ola'a Forest Wilderness. There are three reasons to add this to the mix of options you are already considering. First, the area is not a prime area for over flights as it does not offer the stunning volcanic vistas offered in other areas of the park. Thus, current operators are less likely to oppose such a restriction. Second, restricting over flights in that area reduces the impact of noise on wildlife. Finally, the restriction will likely reduce the impact of over flights on residential areas of Volcano Village.</p> <p>Please do not allow flights over Halema'ima'u.</p> <p>A complete prohibition of flights (even "quite" ones) over the park at least two days a week would be fantastic.</p>	Unaffiliated Individual
125	228067	<p>Alternatives: New Alternatives Or Elements</p>	<p>And why were suggestions made earlier by concerned citizens completely ignored once again? This very realistic proposal was recently removed from the ATMP website: "All aircraft (should be required) to immediately proceed from the airport to an altitude of 3000 feet and at least one mile offshore and fly into the park to view the current eruption along a designated corridor a quarter-mile wide from the closest point along the coast to the eruption sight and back out to by the same route." Since this is the only route that meets the EIS's environmental justice requirements, why isn't it being pursued?</p>	Unaffiliated Individual

125	228065	Issues - Adjoining community issues	<p>As someone who has lived near Hawai'i Volcanoes National Park since before air tours were conducted I feel very qualified to comment on the newest Air Tour Management Program proposal recently published by the Federal Aviation Administration and the National Park Service. Quite simply, it's a travesty.</p> <p>I am most disturbed by the fact that not only all the proposals, but also the map illustrating the "Current Condition" show my neighborhood as being in the "Pu'u'O'o Concentrated Flight Zone." What is this previously unheard of land-use designation and who declared it valid? Obviously, it's a newly created and federally recognized zone, but what does it mean? Are we to now accept the fact that my neighborhood has been given to the air tour industry to use as a stomping ground? What does this new designation do for our lives and our property values? And why was this new boundary drawn in an area that is already economically disadvantaged? And what can my community do to get this designation rescinded? Will my neighbors and I be required to take this issue into the federal court system?</p> <p>Another huge concern for the communities surrounding the park is the fact that all these proposals stop half a mile outside of the park boundaries, as if the aircraft magically appear there. The destruction being done by HVNP's invited and paying guests also extends to all the neighborhoods and wilderness areas between the park and the airports. Why do the present proposals ignore the damage being done to the lives and homes of local residents by this program? And does this mean that air tour operators will be required to apply for Hawaii State Environmental Reviews when your proposals are adopted? And will concerned citizens be forced to get temporary restraining orders against all overflights until these long overdue documents are in order?</p>	Unaffiliated Individual
125	228073	ISSUES - Visitor use or experience issues	<p>I am also concerned about the fact that the proposal seem to imply that air tour operators have the same right to use the national park as ground-based visitors, especially since a Volpe survey done in HVNP concluded that the vast majority of the tourists interviewed felt that aircraft noise was not appropriate in the national park. Certainly John Muir didn't create our National Park System so that noisy and intrusive private industries could make a buck by destroying the serene beauty and tranquility that he found so fascinating. Don't you agree?</p>	Unaffiliated Individual
125	228071	Miscellaneous Topics: Rules and enforcement of ATMP	<p>Also, since pilots continue to be relentless in violating FAA safety regulations and common decency when flying over our homes, schools, churches, businesses, and pristine forests, both state and county governments are in the process of creating monitoring and enforcement programs. Will any program you are developing work with local authorities to prevent any unnecessary duplication of services?</p>	Unaffiliated Individual

125	228070	Miscellaneous Topics: Rules and enforcement of ATMP	<p>2.) Only if the complaint includes a photograph clearly showing the aircraft's N-number -- which is categorically impossible when an aircraft flies anything close to directly over you -- will the owner of the helicopter or airplane may be called up. (And I even have a letter from a former Honolulu FSDO official written a few years ago who stated that a telephoto lens could not be used, but that's so ridiculous I think he must be mistaken. Is he?)</p> <p>3.) Then an "aviation safety inspector will usually interview the offending pilot" to give him or her a chance to justify strafing our homes with blade slaps.</p> <p>4.) Using this information the Honolulu FSDO decides if a regulation has been violated and what "enforcement must be conducted" using the official "Enforcement Decision Process," whatever that is.</p> <p>5.) The Honolulu FSDO officials then collect even more data.</p> <p>6.) An "enforcement package is gathered" to be sent lawyers for review and possible submittal to Federal Court to maybe be tried by a National Transportation Safety Board judge.</p> <p>Could you please tell my community how many pilots have been successfully prosecuted by the FAA for violations of safety regulations reported by concerned citizens on the Island of Hawaii in the last five years? (The Honolulu FSDO officials will no longer communicate with me, so I can't find out from them.) And how can we incorporate an enforcement mechanism into the next ATMP so that irresponsible pilots and claim jumpers can be identified and prosecuted?</p>	Unaffiliated Individual
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125	228069	Miscellaneous Topics: Rules and enforcement of ATMP	<p>The GAO also recommended actions to improve enforcement, which were completely ignored in the new plans. Instead, the proposal declares that "the FAA has authority for all airspace matters..." Federal courts across the country have ruled that FAA regulations do not supersede environmental laws and that citizens have a right to the quiet enjoyment of their homes. Further, the courts have ruled that congress never intended to give the FAA officials the right to randomly devastate American neighborhoods with blade slaps. The legislature only gave the agency the responsibility to control interstate aviation commerce and air traffic safety. Why does this new ATMP proposal continue to propagate the supposed omnificence of the FAA? Especially since enforcement of the current FAA regulations is essentially non-existent. In fact, when asked "if park personnel had any success in getting (the FAA) to pay attention to the problems of the park and surrounding neighborhoods being caused by the illegal actions of a handful of pilots?" HVNP Superintendent Orlando on Janaury 25, 2010 wrote: "Generally speaking, no." And in March of this year the U.S. Transportation Department Inspector General Calvin Scowel reported: "Finding and taking action against illegal operators is a significant challenge for FAA." Why do the current ATMP proposals fail to address this perennial problem?</p> <p>And for affected citizens who try to get the park's paying guests to act responsibly when flying to and from the volcano the situation is absolutely ludicrous. Since there are no Flight Standards District Office personnel stationed on the Island of Hawaii we must forward our complaints to Honolulu. Here's how Honolulu FSDO Aviation Safety Inspector Joseph Monfort recently explained how that works:</p> <p>1.) The FSDO gathers information of the incident, specifically "statements from witnesses" and -- I'm honestly not making this up -- the "background of the witness." In other words, if a citizen dares to make a complaint, the first step is to get a federal agency to snoop into the past of whoever has the audacity to speak up.</p>	Unaffiliated Individual
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125	228068	Miscellaneous Topics: Rules and enforcement of ATMP	<p>I am also extremely troubled by the way these new proposals completely ignore the advice of the U.S. Government Accountability Office. When congress got tired of waiting for the FAA and NPS to do their job, our elected representatives asked teh GAO to find out what the hold up was. Way back in January of 2006 the GAO determined that "the agenices lack a mechanism to verify the number of air tours conducted before or since the act." So what does the new proposal offer? "There will be a requirement for commercial air tour operators to provide regular reporting of air tour flights approved under the ATMP." In other words, there will be no change to the existing method that has been proven to be a total failure. And this is despite the fact that the FAA funded and began the implementation of two complete monitoring systems for our state (NAPES in the early 1990's and Flight 2000 in 1997) that were both aborted at the request of the air tour industry. Why don't any of the current proposals include plans for monitoring air tours over HVNP and the surrounding neighborhoods?</p> <p>And please understand that not that all air tour operators are opposed accountability. Back in July of 2004 Mr. David Chevalier, founder and CEO of Blue Hawaiian Helicopters, and a titan of the local air tour industry gave this testimony before congress: "... I suggested that each tour aircraft be required to carry a transponder which would broadcast its' own discrete code and that this woul dbe rcoreded automatically on a ground-based NPS computer. The computer would then track, in real time, the location of each aircraft within the specified boundaries of the National Park. Routes and over flight counts could be recorded automatically. This is an objective management tool which is widely employed by trucking companies.... Implement flight tracking, and enforcement of any plan is substantially complete." Why was Mr. Chevalier's common-sense suggestion completely ignored in the new proposals?</p>	Unaffiliated Individual
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125	228066	Other NEPA Issues: General Comments	<p>Another concern I have is that nobody responsible for creating these new proposals showed up at the public meetings to explain their intentions to concerned citizens. (HVNP Superintendent Cindy Orlando didn't even bother to show up at the Pahoehoe meeting, although she lives only a few miles away!) Instead, we got a bunch of stenographers who always seemed to reply "I don't know" and wrote down our concerns. Apparently, these will be distilled and maybe submitted according to the whims of anonymous filters and may or may not be considered by the future proposal's authors. Why aren't all the comments made by concerned citizens being posted on the ATMP website for everyone to look at? Or were these more sham public hearings that will be completely ignored?</p> <p>And by the way, will this comment and all the others received concerning HVNP be posted on the ATMP website? And why were all the previous comments recently scrubbed from there? And what can concerned citizens do to get our earlier comments -- which are still extremely relevant -- reposted?</p> <p>Since the questions posed in my last ATMP comments are still pertinent, I have attached another copy of it. Would you please post it, too, on the ATMP website?</p>	Unaffiliated Individual
126	228076	Alternatives - general	<p>For this reason the KS Land Assets Division supports an air tour management strategy that will protect not only Park resources but also known concentrations of natural and cultural resources in the broader landscape. We judge Alternative 4 - East Rift Access to be this optimal strategy. We recognize that Alternative 2 represents a significant protection for vulnerable resources within the Park boundaries, but also anticipate that the wholesale prohibition of air tours over the Park may have the unintended result of concentrating air traffic over the highly-sensitive Kilauea Forest just outside your boundaries.</p>	Kamehameha Schools Land Assets Division

126	228075	Consultation and Coordination: General Comments	<p>The Kamehameha Schools Land Assets Division is pleased to submit these comments on the preliminary alternatives developed for the Hawai'i Volcanoes National Park Air Tour Management Plan and Environmental Impact Statement. Thank you for providing this opportunity.</p> <p>Kamehameha Schools (KS) strongly supports the Park's intent to protect Park resources. As landowners and stewards for more than 30,000 acres in Keauhou, Ka'u, we are delighted to have a like-minded neighbor in Hawai'i Volcanoes National Park - a neighbor that shares our appreciation of natural and cultural resources and firm commitment to their perpetual stewardship.</p> <p>As you know, our Keauhou lands are directly adjacent to the Park's and are managed in accordance with our organization's strategic goal to malama i ka'aina. KS purchased the lease interest at Keauhou in 2004 and removed cattle and ungulates from the area while initiating a broad suite of stewardship strategies that include active and passive restoration of habitat, endangered bird conservation, research and educational activities. We view our Kilauea Forest to be among the very best forest bird habitats in Hawai'i.</p> <p>Our lands and yours share a long record of association: a historical linkage to our founder, as well as a modern history of successful collaboration through the 'Ola'a-Kilauea Management Partnership and Three Mountain Alliance. By working together we have demonstrated that our respective efforts are compatible ones in stewardship - and that both resources and impacts to their integrity are often best managed across boundaries.</p>	Kamehameha Schools Land Assets Division
127	228077	Alternatives - general	I think all tour helicopter flights over HVNP should be banned entirely. I lived on Maui for 25 years and watched them proliferate like flies on horse droppings. They ruined Haleakala National Park as well as disrupting the lives of countless people by their noise all over the island. It was one of the reasons I left Maui and moved here 5 years ago.	Unaffiliated Individual
127	228078	Issues - Wilderness issues	They are in direct violation of the Wilderness Act - which I think no one in charge of things has even taken the time to read. But I have. On Maui, supt Don Reeser took a wishy-washy stance on the subject, and if you wish, you can contact him directly about me - for I was a constant thorn in his saddle for his entire tenure there over this and many other issues about the park. He turned a blind eye towards their overflights - which came to around 100,000 per year. I calculated there was not one moment of silence in the park during the day due to helicopter overflights. They ruined that park.	Unaffiliated Individual

127	228079	Miscellaneous Topics: General Comments	<p>The pilots and operators are a bunch of arrogant, lying, and cheating bums (I'm being nice) of the worst sort. They constantly violated flying regulations regarding height minimums and paths of travel. They ruined every precious place on Maui - you couldn't go anywhere special without having a helicopter in your face - and flying below minimum height. And the poor people living in Hana suffer from a constant barrage of noise - all day, every day.</p> <p>I finally gave up. The FAA did nothing, Don Reeser did nothing, and the operators just continued to lie and cheat. They deserve nothing less than a boot off all the islands, and especially around designated Wilderness areas, such as Haleakala and the entire HNP system. Don't cave in to their claims of "no imprint" or other ridiculous statements. Get rid of them - they are like a disease who will continue to infest an organism until it perishes.</p>	Unaffiliated Individual
127	228080	Miscellaneous Topics: Rules and enforcement of ATMP	<p>I spoke at nearly every public meeting, wrote letters to the paper, confronted the FAA. Nothing was ever done and the operators broke every agreement they conceded to - especially not putting their ID number underneath the choppers so people on the ground could identify them.</p>	Unaffiliated Individual
128	228081	Alternatives - general	<p>As superintendent of Pu'uhonua o Honaunau NHP and Pu'ukohola Heiau NHS, I experienced many helicopter disturbances at these cultural parks, during our cultural festivals and lava ceremonies. Therefore, it is understandable that my inclination would be to favor alternative 2.</p>	Unaffiliated Individual
128	228082	Alternatives: New Alternatives Or Elements	<p>Our problem with helicopter noise at both parks was that the aircrafts had a tendency to hover over the parks, or offshore, or, make several passes, I assume, so that the passenger could photograph what was going on in the parks. The problem would have been greatly mitigated if the helicopters would have maintained their 5,000 foot distance and did not slow down or hover.</p>	Unaffiliated Individual
128	228084	Miscellaneous Topics: Rules and enforcement of ATMP	<p>However, there are always those pilots who will not follow agreed to rules or regulations, if not occasionally, and make it difficult for other who cooperate.</p> <p>Therefore, I believe that the helicopter companies need to, in concert with the FAA police their own, if they do not want alternative 2 to be implemented.</p>	Unaffiliated Individual

129	228446	Alternatives - general	<input type="checkbox"/> "Alt 2 protects birds and wildlife the best and lessens noise impact" <input type="checkbox"/> "Alt. 2 has lease [least] noise impacts. More enjoyable for visitors. They should use alternative transportation." <input type="checkbox"/> "Prefer no flights, why allow helicopters but restrict running events?" <input type="checkbox"/> "I prefer alternative #2" <input type="checkbox"/> Alt 4 Comments: "I like that all the routes avoid the park and residential areas." <input type="checkbox"/> Alt. 4: "This alt. avoids flying over the Mauna Loa strip which benefits native bird populations including potential T&E bird movements into the area." <input type="checkbox"/> Alt 4: "This route benefits visitor experience in the Kipuka Puauulu which is one of the few nature trails for visitors to experience." <input type="checkbox"/> "Alt. 5 and existing alt. focuses helicopter flights over Keahou Bird Sanctuary which may negatively impact endangered birds and captive breeding program."	Unaffiliated Individual
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129	228445	Alternatives: New Alternatives Or Elements	<input type="checkbox"/> "Don't fly over major residential areas when feasible" <input type="checkbox"/> "Adjust flights per route so they are varied" <input type="checkbox"/> "Flights for emergencies and utilities-work only" <input type="checkbox"/> "Shorten flight times by having LZ (landing zone) close to volcanic/eruption feature." <input type="checkbox"/> "Limit flight capacity #'s due to restricted paths" <input type="checkbox"/> Alt 3: "Kahaulia Natural Area Reserve -NO FLY ZONE!" <input type="checkbox"/> Alt. 3: "Fly over unpopulated areas. Humans and animals" <input type="checkbox"/> Alt. 3: "Threat to settlements neighbor to the park" <input type="checkbox"/> "Flights in transit can go over the ocean to avoid disrupting residents" <input type="checkbox"/> "Put a helicopter pad closer to Volcano." <input type="checkbox"/> " Redirect flight path from lower Volcano to Pu'u'O'O to less populated area." <input type="checkbox"/> "Like caps on flights and quiet technology." <input type="checkbox"/> "Flying over ocean pref. over land ." <input type="checkbox"/> "Should not fly over natural or residential areas." <input type="checkbox"/> "Quiet technology is not quiet enough" <input type="checkbox"/> "Quiet technology does not mitigate the problem to an appreciable level." <input type="checkbox"/> "Air tours should not be in the wilderness" <input type="checkbox"/> "Who defines QT?" "How does a fixed wing meet QT?" <input type="checkbox"/> "Is there consideration for flying places you can't see by ground?" <input type="checkbox"/> "use language on aviation nautical maps and voluntary stand-off of 2500" <input type="checkbox"/> "In areas where there are no ground visitors or resources, we should be allowed to fly." <input type="checkbox"/> Alt 4: "The Kahuku route includes flying over important native bird habitat including federal endangered HI petrel and creeper, recommend flying at lower elevations over paddocks and Kahuku" <input type="checkbox"/> Alt 4: "Could there be a helipad closer to the park so that helicopter are flying shorter distances and less disruptive to residents on the ground." <input type="checkbox"/> Alt. 4: "Recommend coastal route is relocated to stand-off and away from shore to minimize annoyance to campers and hikers in backcountry and designated wilderness. (move route to voer ocean only)"	Unaffiliated Individual
129	228444	Issues - Adjoining community issues	<input type="checkbox"/> "Put major adjoining residential settlements on maps." <input type="checkbox"/> "Over flights create noise that disrupts residents. 1) noise on the phone 2) circling outdoor showers and bathing" <input type="checkbox"/> "Filming during flights to and from lava flows=invading privacy" <input type="checkbox"/> "Residents are not a part of tours/Bird's Eye View"	Unaffiliated Individual
129	229299	ISSUES - Cultural resource issues	<input type="checkbox"/> " Over flights disrespectful to cultural practitioners' by circling and observing."	Unaffiliated Individual

129	228450	ISSUES - Natural resource issues	<input type="checkbox"/> "Nesting Hawaiian forest birds (endemic) nest in the canopy-driven up there by rats-so vulnerable to disturbance from the air." <input type="checkbox"/> "Need nest monitoring. " <input type="checkbox"/> "Should initiate research on forest birds and disturbance now for long-term as pending issue-not just for Hawaii Volcanoes. This is interagency and Hawaii Island concern with T&E recovery agreements. Focus on reproduction and reproductive failure." <input type="checkbox"/> "Seems like some of the alts. focus flights above Keauhou Bird Conservation Center (has the world's entire population of Hawaiian crow)" <input type="checkbox"/> "Higher agl is better to minimize disturbance to native birds-particularly when they are nesting. There are 6 endangered birds nesting in the park." <input type="checkbox"/> "Flight patterns go over nene nesting areas near Jaggar and the Hilina Pali."	Unaffiliated Individual
129	228702	Issues - Socioeconomic issues	<input type="checkbox"/> "A range of numbers ie 10%, 30% etc. and competitive bidding could be difficult for small operators who already respect the ground visitor park experience. What is the definition of competitive bidding?"	Unaffiliated Individual
129	228694	ISSUES - Visitor use or experience issues	<input type="checkbox"/> "As pilot, I try to share stories; geo; cultural; whole experience; bird's eye view."	Unaffiliated Individual
129	228448	Issues - Wilderness issues	<input type="checkbox"/> "Wilderness impacted by over flights lessens experience."	Unaffiliated Individual
129	228689	Miscellaneous Topics: Rules and enforcement of ATMP	<input type="checkbox"/> "All aircraft must have GPS transponder on at all times and each aircraft has an individual identifier code to enhance safety."	Unaffiliated Individual
129	228447	Miscellaneous Topics: Rules and enforcement of ATMP	<input type="checkbox"/> "Current regulation don't seem to work or not followed. Current conditions flights are too frequent and too low." <input type="checkbox"/> "Require discreet transponder codes for air tours in order to track violators." Enhance safety." <input type="checkbox"/> "NPS needs to have a monitor for over flight fee payment compliance"	Unaffiliated Individual
129	228449	Other NEPA Issues: General Comments	<input type="checkbox"/> "Place populated areas on alternative maps." <input type="checkbox"/> "EIS should study routes to/from the park." <input type="checkbox"/> "Would be better if the maps showed sensitivities like birds or other natural wildlife like bats." <input type="checkbox"/> "Maps do not show where subdivisions are to evaluate impacts." <input type="checkbox"/> "Map should include subdivisions." <input type="checkbox"/> "Information on this project should be provided to schools so kids could research and comment on the options and solutions." <input type="checkbox"/> "Next meeting, let the public speak want to hear neighbors."	Unaffiliated Individual

130	228094	Alternatives: New Alternatives Or Elements	"Regarding alternative #2: Move the weather route above Halemaumau away (the above 5,000' agl) It is a concern"	Unaffiliated Individual
130	228089	Alternatives: New Alternatives Or Elements	"Would a heliport or airstrip on the Hilo side of Pahala adversely affect the park?"	Unaffiliated Individual
130	22891	Issues - Wilderness issues	"No overflights over wilderness-supposed to be quiet"	Unaffiliated Individual
130	228093	Miscellaneous Topics: Rules and enforcement of ATMP	"If aircraft go down, the companies should have to pay for costs of getting it out"	Unaffiliated Individual
130	228092	Other NEPA Issues: General Comments	"Please provide all comments given by public on-line"	Unaffiliated Individual
131	228327	Alternatives - general	<input type="checkbox"/> "I support the "No fly" alternative. We have suffered for 20 plus years while air tours get rich-and never give back to the affected residents. 'nuff already!"	Unaffiliated Individual

131	228975	<p>Alternatives: New Alternatives Or Elements</p>	<p>tour companies and lessen impact on entire park." "Flights are too low. Routes over Waa Waa subdivision used as shortcut instead of going over coast/ocean" "All flights should be 5000 Ft. AGL and 5000 Ft offshore for entire island." "Use over-ocean routes, not over-residential areas." " Over ocean routes at least 2 mi. off-shore." "Routes should be on ocean routes." "Don't mind Puu Oo, but keep out of backcountry or anyplace accessible by foot or car." "Keep out of park completely takes care of the issues." "Raise ceiling of flights, flying at treetop above Eden Roc." "Should go to lottery system to minimize # of daily tours." "Consider times of day when there are absolutely no flights and zero impact." "Keep flights over ocean (not over land-wilderness, populated areas)." "Days when flight ceiling is low, why isn't IFR used?" "Move helipad to lava viewing/end of county area, so they don't fly over people and homes." "Fly down Highway 130." "We need better tracking of individual helicopters and their routes, then change routes, elevations/etc. to reduce impact on people." "Heliport in lower Puna." "Use new technology for tracking and regist. For flight routes." "Flight routes to be flexible re natural resource issues, visitor use in backcountry areas." "Weather issues-cancel flights but don't drop to lower agl." "In park, no air flights should occur where there is a heavily populated areas or roads or visitors." "Need some sort of emergency plan that everyone knows about like TFR so air tours know not supposed to fly ie last Napau eruption." "Could park and county and FAA work on a plan to get flights to and from park less obtrusive" "Tracking on helicopter to id flying patterns by pilots ensures accountability." "Encourage flight tracking in bidding if air tours were limited." "Don't encourage flights over Desig. Wilderness areas or communities." "Build a heliport at Volcano NP and have tour companies shuttle visitors there for a helicopter ride." "Establish an SFAR over Puna residential areas "no fly zone" "Quality of life for residents and our natural resources is taking the backseat for a commercial</p>	<p>Unaffiliated Individual</p>
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131	228317	Alternatives: New Alternatives Or Elements	<input type="checkbox"/> "Look at addressing noise issue in other ways-let industry help make their machines quieter." <input type="checkbox"/> Operator: "I could live with one day a week no fly." <input type="checkbox"/> "Closer helispot so not flying over our residences." <input type="checkbox"/> "Competitive bid should include requirement for individual helicopters to ensure compliance w/routes, elevations etc." <input type="checkbox"/> "Helicopters should have "roads" they have to stick to. <input type="checkbox"/> "There should be economic compensation/taxes eg property taxes paid by companies for people in flight paths." <input type="checkbox"/> Other comment: "People on bikes have to pay entrance fees. Green users should pay less."	Unaffiliated Individual
131	228324	Issues - Adjoining community issues	<input type="checkbox"/> "Kaohe Homesteads is very impacted and has been from air tours." <input type="checkbox"/> "No other tour business is allowed to go through my yard." <input type="checkbox"/> "Quality of life for residents and our natural resources is taking the backseat for a commercial enterprise and the desires of a quick view by a transient tourist industry. Some things are very wrong with this picture." <input type="checkbox"/> "If we were mice in a cage, we would be protected by some law, but we aren't for this issue." <input type="checkbox"/> "Community has a noise issue going to/from park" <input type="checkbox"/> "How do present alts impact adjoining land owners?" <input type="checkbox"/> "Maps suck. They don't show alternative flight paths in relation to existing homes/communities." <input type="checkbox"/> "Why do all these proposals put my neighborhood (Kaimu) in the "Pu'u O'o concentrated flight zone"? Where did this designation come from? Who had the authority to do it?" And what does it mean? And what does it do to our property values?" <input type="checkbox"/> "Moratorium on all flights over residential areas until NPS makes a decision on ATMP (x2)." "HPP has been so much worse in the last year (14th and Makuu). <input type="checkbox"/> "Big Moon. 12 helicopters (See letter)	Unaffiliated Individual
131	228326	ISSUES - Cultural resource issues	<input type="checkbox"/> "Not only the summit is sacred-need to consider other areas that are culturally significant/important."	Unaffiliated Individual
131	228325	ISSUES - Natural resource issues	<input type="checkbox"/> "How do these alts account for eruptions outside Pu'u O'o? (other rift zones, Mauna Loa)"	Unaffiliated Individual

131	228323	Issues - Socioeconomic issues	<input type="checkbox"/> "What economic benefit does helicopter industry give back to benefit the community." <input type="checkbox"/> "If fee every time we visit the park?" <input type="checkbox"/> "We need a comprehensive economic impact for the alternatives. Consider the greater good for the greatest numbers." <input type="checkbox"/> "Lots of tourists bring \$" <input type="checkbox"/> "In a place with melting pot of culture/ideology people who have no voice, comes down to power and control =\$. Have to consider economic impact. Take a bigger look. If economy suffers from banning air tours, how does that affect." <input type="checkbox"/> "Take a look at the hardship for an operator, Look through their eyes." <input type="checkbox"/> " For every aircraft, there is 6 or 7 people employed that they don't see" <input type="checkbox"/> "Community is getting \$35+ - million dollars invested in island communities/=taxes for schools etc." [Air tour operators giving the money.] <input type="checkbox"/> "Give \$ to fire fighters/rescues." [Air tour operators giving to firefighters]	Unaffiliated Individual
131	228322	Issues - Soundscape issues	<input type="checkbox"/> "Natural sounds adverse impact outside the park and low flights increasing."	Unaffiliated Individual
131	228328	ISSUES - Visitor use or experience issues	<input type="checkbox"/> "This is not a forum for neighborhood noise issues. How many of these complaints are from people who came to the park/ever been in the park?"	Unaffiliated Individual
131	228321	Issues - Wilderness issues	<input type="checkbox"/> "Adverse impacts to wilderness experience and natural sounds around Kilauea."	Unaffiliated Individual
131	228306	Miscellaneous Topics: General Comments	<input type="checkbox"/> "How come a business operation can take away peace and quiet?" <input type="checkbox"/> How come "Green Harvest" doesn't have to do a management plan?" <input type="checkbox"/> "Does average person know how much is paid in fees and where the money goes in the park?" <input type="checkbox"/> "Have fee (on air tours) so people can use it to come into the park on the ground later." <input type="checkbox"/> "That helps the whole community." <input type="checkbox"/> "HVNP Superintendent Orlando recently wrote that some of the entrance fees from air tours are being used for "air tour monitoring and reporting". What are they doing?" <input type="checkbox"/> "Sometimes when we complain about air tours, it seems to increase numbers over us." <input type="checkbox"/> "Need to have an immediate moratorium until ATMP is completed because it has taken too long." <input type="checkbox"/> "Need to look at greatest good for greatest number" <input type="checkbox"/> "Unfair balance to restrict business, too much regulation." <input type="checkbox"/> "Nobody complains about motorcycles or boom boxes. FAA is looked at like the "bull's eye". I can't complain."	Unaffiliated Individual

131	228320	Miscellaneous Topics: Rules and enforcement of ATMP	<input type="checkbox"/> "No FAA enforcement" <input type="checkbox"/> "Fix the rulebreakers/enforce those who are flying too low." <input type="checkbox"/> "Large "N" numbers on bottom of helo for identification in sharply contrasting colors." <input type="checkbox"/> - "LOA or letters of agreement to protect areas along boundaries of the park. Park Service and Air Tour agreement."	Unaffiliated Individual
131	228300	Other NEPA Issues: General Comments	<input type="checkbox"/> "Will all the new comments be posted on the ATMP website?" <input type="checkbox"/> "Why does the EIS stop a ½ mile outside the park when the pollution this program creates extends all the way back to the airports?" <input type="checkbox"/> "Past comments are not reflected in current alternatives!" <input type="checkbox"/> Keep comments on ATMP web page to compare against alts. <input type="checkbox"/> "Why were all the previous comments scrubbed from the FAA's ATMP website and how can we get them back?" <input type="checkbox"/> ""Cumulative decibels is important (all day, all week, etc.)" <input type="checkbox"/> "Compile and distribute comments from this." <input type="checkbox"/> "Since the US Congress decided that air tours are so intrusive that an EIS must be created for the park, will the individual air tour operators be required to get state EIS's to get from the airports to HVNP?" <input type="checkbox"/> "Punaweb.org-"Post notices on the forum. History of noise problems on this site also-do search and will be able to see the conversations. " <input type="checkbox"/> "Put topo lines on maps (will help see what routes are even feasible.)"	Unaffiliated Individual
132	228096	Alternatives: New Alternatives Or Elements	Do not fly air tours over Volcano Village, fly over unpopulated areas away from the Village.	Volcano Country Cottages
133	228097	Alternatives - general	I am in Volcano Village and see that plans 3 and 5 appear to go even more directly over teh Village much more often. I would certainly prefer less (this plan 4 is the only good one) but definitely not way worse as in plans 3 and 5. Plan 2 isn't too bad.	Unaffiliated Individual
133	228098	Issues - Adjoining community issues	Aircraft noise is already a nuisance in nearby neighborhoods.	Unaffiliated Individual
134	228100	Alternatives: New Alternatives Or Elements	<p>To reduce impact on populated areas: Flight path could be required to be over unpopulated areas - from Hilo airport, they could go over the ocean, around to the recent flow area where nobody lives, and up to Volcano from there.</p> <p>OR</p> <p>Put a helipad close to the park or IN the park. This would save gas too.</p>	Unaffiliated Individual

135	228114	Alternatives: New Alternatives Or Elements	Being cost effective is not what I see in these alternative air patterns. I feel the current flight patterns work fine unless you can prove that it does not. Managing time of day when flights are around Kilauea. 10:00 AM to 3 PM is the right time. Flights should not be over residential areas and the Kalappard coast line when necessary to fly over homes, 5,000 ft above.	Unaffiliated Individual
135	228110	Issues - Socioeconomic issues	Coastline travel pattern is ridiculous with the cost of fuel.	Unaffiliated Individual
135	228111	ISSUES - Visitor use or experience issues	Your focus should be on ground impact with noise of cars. People, trash, help with ground tours.	Unaffiliated Individual
135	228109	Other NEPA Issues: General Comments	IMPACT: Don't we need to see a study of the impact that is going now at the park before making changes? THE whole national park from coast to mountain is impacted on all levels not only air. Why is air travel an issue?	Unaffiliated Individual
136	228118	Issues - Adjoining community issues	Hawaiian Paradise Park - Property HOA - 9,000 1-acre lots under flight path Add other subdivisions to map - Ainaloa - small lot subdivision - 4,000 lots - property owners association - Nanawale - very small 9,000 ft - 8,050 square ft 5,000 lots - all in the flyway as proposed Puna CDP, other CDPs on-line working on biosphere zone on Rina side	Unaffiliated Individual
137	228132	Alternatives - general	I have selected Alternative 4. Hawaii Volcanoes National Park is a Wahi Pana, residence of Tutu Pele, considered a prominent and significant cultural, as well as religious center. Also, the home of endangered and sensitive vertebrate and non-vertebrates needing protection; rare and dangerously diminishing plant life; historical archaeological sites; burials; threatened ocean life and more.	Unaffiliated Individual

137	228133	<p>Alternatives: New Alternatives Or Elements</p>	<p>General Description: Ideal. Flight patterns should be restricted away from the west side of Puu Oo and keep to the parks coastal boundary.</p> <p>Objective: Agreeable. Support keeping the "heart" of the park "free" of commercial flight, especially those designated cultural, wilderness and visitor use areas.</p> <p>Annual Number of Flights: Applicable. The idea of weekly capping is sound. Quiet Technology (QT) is workable.</p> <p>Number of Operators: Negotiable.</p> <p>Routes: Good. Preferred, Kahuku transit route, Puu Oo flight zone and coast route.</p> <p>Minimum Attitudes: O.K.</p> <p>Time of Day: O.K. Day of Week: O.K. Loitering/ Circling: Prohibited Adaptive Management: NO Quiet Technology: Doable Competitive Bidding: O.K. Pilot Interpretive Training and Education: Excellent Restrictions for Particular Events: Mandatory. Agreeable to events and conditions 1-4.</p>	Unaffiliated Individual
137	228130	<p>Consultation and Coordination: General Comments</p>	<p>Your informative letter and receipt of the colorful Environmental Impact Statement Newsletter was very much appreciated. In addition, the compilation updates, criteria inclusions, preliminary Alternative Plan (s) : side-by-side comparisons and well defined maps were excellent aides.</p>	Unaffiliated Individual
138	228190	<p>Alternatives - general</p>	<p>I strongly recommend the very strictest standards and laws be applied to air tour operators, with independent oversight. If this cannot and will not be accomplished, which has been the case for the past twenty years, then the only solution to protect the public from the current air tour assault would be a total ban on air tours until such time as a reasonable solution can be reached.</p>	Unaffiliated Individual

138	228185	Issues - Adjoining community issues	<p>I have been working on the issue since 1994.</p> <p>I have lived in Hawn Acres Subdivision on the Mt. view side for 30 years.</p> <p>I am currently in the process of moving, as I have been effectively driven from my home by air tour operators.</p> <p>It is 8:00 a.m., and I am being bombarded by three at once, about 100 feet above my roof.</p> <p>I currently get approximately 1,000 overflights in a day. They have no regard for human health or safety. I have tinnitus, which I believe has been directly caused by the noise od the loud machinery. The FAA has done nothing to protect the health and safety of citizens. I have worked with them, extensively, and they have told me that they are above any law. (literally!) They have given exemptions to all air tour operators from the SFAR-71, which required air tours to fly 1500 ft. above the ground. The constant bombardment of air tours over my home has also caused me to have high blood pressure and stomach ulcers. I am nearly 60 years old. Because of my work with the FAA, I am consistently harassed by air tour operators. They have made a direct path over my home. This has rendered my personal property worthless, and I will have a very difficult time ever selling this property. I am being forced to use all of my retirement savings to move out of the air tour path, and I will not be able to rely on the resale of my property to support me in my retirement. I have no pension. All I had was my life savings. The air tour operators have done nothing to give back to the community. They are greedy bastards. Angry? You bet. There has not been one day in the past 5 years that I have not had air tours roaring over my home. Sometimes, often in fact, there are 6 or more craft in the sky at once, producing a thunderous roar. There is no law or oversight of their activities. It has been, and is, a feeding frenzy. They have flown over my home even during the most hazardous thunder and lightning storms. I have had to give up celebrating all holidays and family occasions. They roar all day Christmas, all day Thanksgiving, etc. It has nearly destroyed my marriage. We cannot ever sit down to table and enjoy a meal. It is totally quiet in the forest where I live, except for this bane. it was quiet and peaceful before the air tours got out of control. There is no limit to the number of permits issued to air tour operators.</p>	Unaffiliated Individual
138	228188	Issues - Socioeconomi c issues	<p>One of the main problems is the influx of the cruise ship industry. The cruise ship passengers are sold air tours, and the air tours ferry the passengers to and from the volcano. This has caused a dramatic increase in air tours. This is industrial tourism.</p>	Unaffiliated Individual

138	228186	Miscellaneous Topics: Rules and enforcement of ATMP	<p>Last summer (2010) we took hundreds of photographs, clearly identifying the helicopters. Blue Hawaiian (BH) has been the worst culprit. We turned the photos over the D.O.T. at Hilo airport and the FAA administrator at Hilo tower. The result? On Aug. 15, 2010, at 10:00 a.m. on a Sunday morning, 2 military helicopters and one small county helicopter came to my home and harassed me for 1 1/2 hrs. My blood pressure shot up and I had to be on a monitor for a week.</p> <p>This has been their attitude for decades. They believe that they have a right to terrorize people because people in the area grow marijuana. And they can threaten you even if you don't. That has always been their attitude and excuse. They have told me this many times. What they did not me was a violation of civil liberties, and when it was published in the local newspaper I was contacted by the ACLU.</p> <p>The FAA does nothing to regulate the air tour operators. Their job is to promote aviation.</p> <p>The FAA has their annual meetings on Maui, promoted by BH. The public is not invited or allowed to participate in these annual extravaganzas. When the FAA comes to the Big Island, it is a vacation for them and their families at KMC. There is only one FAA administrator on the Big Island, and he is at HiLo Tower.</p> <p>In their contracts with Hilo Tower Airport, the air tour operators agree to abide by the law to "fly neighborly." But again, no oversight or enforcement.</p> <p>Where are the air traffic police?</p>	Unaffiliated Individual
138	228189	Miscellaneous Topics: Safety issues not listed elsewhere	<p>The situation is only getting worse. I have had helicopters lose control and nearly crash into my house. About 15 years ago, a small plane crashed in Hawn. Acres in someone's yards.</p> <p>The pilots are aggressors.</p> <p>One time, a small plane nearly crashed into my house. He was headed toward Hilo so I drove to the airport to confront them. I was very angry. They were exiting the plane when I got there. They were drunk!! When I talked to them they said, "what difference does it make? It's just a bunch of pot growers anyway."</p>	Unaffiliated Individual
139	228135	Alternatives: New Alternatives Or Elements	<p>I have a suggestion: why not place a heliport in the park itself and have the tourists ride a van all the way to the park, instead of flying over us constantly.</p>	Unaffiliated Individual

139	228134	Issues - Adjoining community issues	<p>It is a disgrace that we, as a community, have to suffer helicopter traffic over our homes. Personally, it is really ruining our lives having to be under constant overhead traffic. We are experiencing one copter every five minutes over our home 7 days a week. Sometimes we may have two or three at the same time going on different directions over the house! On March 18 or 19th, there was a beautiful moon, and that night we were awoken by helicopters flying 2 to 3 at the time over Kaloli point. We counted 12 choppers that night flying very low over the tree lines and then making a right turn into Maku'u Homelands. I am sure it must have been delightful for the tourist to experience a full moon and the active volcano, but it ruined our peace until 10:30 pm. Living in Puna is like living in a war zone.</p>	Unaffiliated Individual
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