

Final EA – Additional Appendix Materials

Appendix L – Draft ATMP and Draft EA Public Involvement Materials

*Comment Summary Report and Agency Responses to Comments on the Draft ATMP
and Draft EA*

Copies of all public comments received on the draft ATMP and draft EA

**US Department of Transportation
Federal Aviation Administration**



**US Department of the Interior
National Park Service**



Comment Summary Report

Haleakalā National Park Air Tour Management Plan

***Summary of Comments Received During Public Comment Period and Agency
Responses to Comments
for the Draft Air Tour Management Plan and Draft Environmental Assessment***

October 2023

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INTRODUCTION

The Federal Aviation Administration (FAA) and the National Park Service (NPS) have prepared an Air Tour Management Plan (ATMP), which regulates commercial air tours conducted over Haleakalā National Park (Park) pursuant to the National Parks Air Tour Management Act of 2000 (the Act)¹. The Act requires that the FAA, in cooperation with the NPS (collectively, the agencies), establish an ATMP or voluntary agreement for each National Park System unit for which one or more applications to conduct commercial air tours has been submitted, unless that unit is exempt from this requirement because 50 or fewer commercial air tour operations are conducted over the park on an annual basis, 49 United States Code (U.S.C.) § 40128(a)(5). The objective of the ATMP is to identify acceptable terms and conditions for commercial air tours conducted over the Park and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tours on natural and cultural resources, Native Hawaiian sacred sites and ceremonial areas, Wilderness character, and visitor experience within the jurisdictional boundaries of the Act.

The FAA, in coordination with the NPS, has prepared an environmental assessment (EA) in compliance with the National Environmental Policy Act (NEPA) to analyze a range of alternatives and evaluate potential issues and impacts as part of the ATMP planning process. The ATMP has also been developed in accordance with Section 106 of the National Historic Preservation Act and other applicable laws, regulations, and policies. A draft ATMP and a draft EA were released on May 16, 2023, for public review and comment.

The agencies notified the public of the availability of the draft ATMP and draft EA using various methods including a notice in the Federal Register issued on May 18, 2023, a news release, posted notices on the Park's website and social media accounts, emails and hard copy mailings to the Park's civic engagement stakeholder list and congressional officials. Comments were accepted on both the draft ATMP and draft EA from May 16 through June 20, 2023. The agencies posted frequently asked questions (FAQs), the draft EA, and the draft ATMP to the NPS Planning, Environment, and Public Comment (PEPC) website at the start of the public comment period. In addition, Park staff responded to media inquiries and requests for interviews. This report summarizes comments received during the public comment period.

Any comments submitted to PEPC, as well as any written comments mailed to the NPS, were considered and included in the project file. The agencies analyzed the public comments and considered all comments in revising the draft ATMP and draft EA and in preparing a final ATMP and final EA and the Findings of No Significant Impact/Record of Decision (FONSI/ROD). This

¹ An ATMP regulates commercial air tours over a national park or within ½-mile outside the park's boundary during which the aircraft flies below 5,000 ft. above ground level (AGL). This is referred to as the ATMP planning area in this document and as the ATMP boundary in the ATMP itself.

Comment Summary Report provides a summary of the substantive comments submitted during the public comment period.

COMMENT ANALYSIS METHODOLOGY

Comment analysis is a process used to compile and correlate similar comments into a usable format for the agencies' decision-makers and the program team. Comment analysis assists the agencies in organizing, clarifying, and addressing information and aids in identifying the topics and issues to be evaluated and considered throughout the ATMP planning process.

The process includes five main components:

- Developing a coding structure;
- Employing a comment database for comment management;
- Reviewing and coding of comments;
- Interpreting and analyzing the comments to identify issues and themes; and
- Preparing a comment summary.

The agencies developed a coding structure to organize comments into logical groups by topic and issue. The coding structure was designed to capture the content of the comments rather than to restrict or exclude any ideas. The agencies used the NPS PEPC database to manage the public comments received. The database stores the full text of all correspondence and allows comments within each correspondence to be coded. All substantive comments within each correspondence were grouped by topic. Substantive comments are those that do one or more of the following:

- Question, with reasonable basis, the accuracy of the information in the NEPA document;
- Question, with reasonable basis, the adequacy of the environmental analysis;
- Present reasonable alternatives other than those presented in the NEPA document; or
- Cause changes or revisions in the proposal.

In other words, substantive comments raise, debate, or question a point of fact or analysis. The intent of the agencies is to capture the concern raised by the commenter and evaluate each substantive comment based on the individual concern, topic, or suggestion, regardless of the repetitive nature of the concern. Those comments that simply provided support or opposition are not considered substantive. All comments were grouped by similar themes under each code, and those groups were summarized with concern statements. Concern statements are written summaries of the comments received on a particular topic.

In total, the agencies received 874 total correspondences, which included 22 different form letters (comprising of 598 comments or 68% of the total number of correspondences).

SUMMARY OF COMMENTS AND RESPONSE TO COMMENTS

The following section summarizes the comments received during the public comment period and is organized by code. The summarized text is formatted into concern statements to identify the thematic issues or concerns represented by comments within the code. The agencies only summarized comments with substantive content. The agencies collectively reviewed and analyzed each comment to determine if there were any changes warranted to the draft ATMP or the draft EA, based on the information, question, or concern provided. The agencies have provided a response following each concern statement.

Adverse Impacts: Wildlife/Biological Impacts

1. **Concern Statement:** Commenter questioned if the information in the EA for native bird species was based on actual surveys in the proposed flight paths. The commenter has seen native species of birds in the area just above the Olahonua Bamboo Farm, much lower than 4,000 feet (ft.) elevation described as the threshold for native birds; the commenter estimated an elevation closer to 1,000-2,000 ft.

Agencies' Response: The agencies relied on available published species-specific materials to determine the potential impacts to native bird species, as referenced in Section 3.3 of the EA, Biological Resources. The EA acknowledges that different native bird species are generally present at different elevations in the Park. The analysis presented in the EA on native bird species is supported by the most reliable existing data and resources, consistent with 40 CFR § 1502.23. The designated flight path was routed to avoid air tours flying directly over sensitive habitat for the Park's wildlife, reduce impacts to forest birds and cliff-nesting seabirds, and shift air tours away from key avian habitat. Additionally, the ATMP requires aircraft operators to follow a single flight path which is below the referenced 4,000 ft. contour line elevation, with a minimum altitude of 2,000 ft. above ground level (AGL) within the ATMP boundary when flying over land.

Adverse Impacts: Endangered Species Impacts

1. **Concern Statement:** Commenters stated that the ATMP planning area abuts the State Nākula Natural Area Reserve where current efforts are underway to potentially reintroduce the critically endangered kiwīkiu to a re-established habitat. The commenters expressed concerns that disruptions to this habitat by overflights, particularly aircraft beginning descent to achieve the 2,000 ft. entry into the ATMP planning area, would be extremely disruptive and contribute to the demise of the kiwīkiu.

Agencies' Response: Portions of the State Nākula Natural Area Reserve overlap with the ATMP planning area. The ATMP does not authorize air tours to be conducted over those portions of the State Nākula Natural Area Reserve that are in the ATMP planning area. For the federally endangered kiwīkiu, habitat is generally found above 5,620 ft. elevation (see Appendix H of the EA, *Section 7 Consultation*). The proposed action designates a single flight path that does not fly over kiwīkiu habitat and reduces impacts to forest birds including the kiwīkiu by maintaining mid-slope elevations (i.e., staying below 4,000 ft. contour line elevations) within the ATMP planning area. Therefore, the route authorized by the ATMP is protective of kiwīkiu habitat within the ATMP planning area.

While air tour routes outside of the ATMP planning area are not regulated by the ATMP, and thus routes and altitudes are difficult to predict with specificity, the agencies consulted with the U.S. Fish and Wildlife Service on the proposed action and received concurrence that the proposed action may affect, but is not likely to adversely affect listed species including the kiwīkiu (see Appendix H of the EA, *Section 7 Consultation*). If conditions change in the future and species reclaim prior habitat or the presence of listed species within the ATMP planning area changes, the agencies would re-initiate consultation.

Adverse Impacts: Wilderness Character Impacts

1. **Concern Statement:** A commenter referenced a case study involving snowmobile noise near Wilderness (*Izaak Walton League of America, Inc. v. Kimbell*, 516 F. Supp.2d 982 (D. Minn. 2007)). The commenter stated that because the ATMP would result in sound that is louder, more constant, more frequent, or of a different quality, than the sound that presently exists within the Wilderness, it can degrade Wilderness character and violate Section 4(b) of the Wilderness Act which states that agency activity can apply to areas outside of Wilderness boundaries.

Agencies' Response: The agencies do not agree with the commenter's statement that the ATMP would result in sound that is louder, more constant, more frequent, or of a different quality, than the sound that presently exists within the Wilderness. The ATMP would result in an overall reduction of noise in the Haleakalā Wilderness, compared to current conditions. See Section 3.1 of the EA, Noise and Noise-Compatible Land Use, and Section 6 of Appendix F, *Noise Technical Analysis*, for additional information. No air tours are authorized to land within the Haleakalā Wilderness or fly over it under the ATMP. Under existing conditions, air tour operators fly over portions of Wilderness at altitudes as low as 500 ft. AGL and may fly in numbers up to their interim operating authority. As discussed in Section 3.5 of the EA, Wilderness, the agencies considered the impacts of air tours on Wilderness. Under the ATMP, the Haleakalā Wilderness, including in the Kīpahulu Biological Reserve, would experience noise which would

detract from the natural quality of Wilderness character. However, there would be an overall reduction under the ATMP in impacts compared to current conditions. Impacts to opportunities for solitude under the ATMP would be less than current conditions because the intensity and duration of air tour noise and visibility are expected to decrease. Therefore, the ATMP results in an overall improvement for the opportunity for solitude and the natural quality of Wilderness character.

Further, as disclosed in the EA, air tour noise under the ATMP would be audible in Wilderness for a maximum of 105 non-continuous minutes a day, although, on the days that air tours occur, noise may be heard in 100% of the Haleakalā Wilderness. The intensity of the noise would be extremely limited. Most of the Wilderness would not experience noise above 35 A-weighted decibels (dBA). In the southern edge of the Haleakalā Wilderness, noise would reach 35 dBA for up to 30 minutes (non-continuous) a day. For location points in the Wilderness nearest the air tour routes, including the Kaupo Trail (at Park boundary), noise above 35 dBA would be limited to 16.8 minutes a day, and at Bravo Camp, noise above 35 dBA would be limited to 21.5 minutes a day. In addition to the limited intensity and duration of noise, no-fly days would provide an opportunity to experience the natural quiet without any interruption. Thus, the ATMP is protective of Wilderness character consistent with Section 4(b) of the Wilderness Act.

Adverse Impacts: Cultural Resource Impacts

1. **Concern Statement:** Commenters expressed concerns with air tours disrupting sacred space, producing high vibrations, and interrupting prayer. Commenters emphasized that people go to the Park to pray, show respect to their ancestors, and practice spiritual blessings, noting that Haleakalā is known as "The House of the Sun" and Hawaiians believe that this spiritual place strengthens the connection between the earth and its native people.

Agencies' Response: The agencies recognize the importance of the Park for traditional cultural practices. The ATMP includes several provisions intended to reduce or avoid impacts to, or disruptions of, traditional cultural practices. It limits the total number of commercial air tours to no more than 2,224 flights per year. It designates a single flight path designed to avoid identified culturally significant areas, the Kīpahulu Historic District, Crater Historic District, the Kapahu Living Farm, and cultural fishing access and use in certain coastal areas. It sets minimum altitudes that reduce the intensity of noise on the ground and designates Sunday and Wednesday as no-fly days, with additional annual no-fly days designated in order to prevent interruptions to Native Hawaiian cultural practices. The FAA also considered the potential for vibrational impacts on Section 4(f) properties, which includes cultural resources, under Alternative 3 (Preferred Alternative). A review of the potential for vibrational impacts on sensitive structures such as geological resources, historic buildings, parklands, and forests suggests that the

potential for damage resulting from helicopter overflights is minimal, as the fundamental blade passage frequency is well above the natural frequency of these structures. Additionally, the vibration amplitude of these overflights at the altitudes prescribed in the Preferred Alternative would be well below recommended limits (see Section 3.1 of the EA, Noise and Noise-Compatible Land Use, and Section 3.4, Cultural Resources).

2. **Concern Statement:** Commenters shared the fundamental cultural and spiritual importance of the Haleakalā landscape, noting that the Park is a sacred place to kānaka maoli (Native Hawaiians) and is fundamentally linked to beliefs, practices, and their way of life. The concept of kuleana (responsibility) is passed on from the kūpuna (ancestors) to future generations and is closely connected to the concept of mālama 'āina (caring for and nurturing land so it provides elements necessary to sustain life). Commenters stated that for Native Hawaiians, the summit of Haleakalā is the Wao Akua ("Place of the Gods" where the demigod Maui snared the sun) and stated that Native Hawaiians have used areas within the Park boundaries for a broad range of activities, cultural practices, and protocols including ceremonies, spiritual training, practices related to birth and burial, resource collection, and travel across East Maui, and that air tours disrupt the sacred nature of the Park.

Agencies' Response: The agencies recognize the cultural and spiritual importance of the Park and have included measures in the ATMP to reduce or avoid the impacts identified in this concern statement. In assessing the effect of the undertaking (ATMP) under Section 106 of the National Historic Preservation Act, based on comments received regarding the religious and cultural significance of the Park, the agencies treated the entire Park as a Traditional Cultural Property. With the implementation of the ATMP, the duration and intensity of noise are expected to decrease throughout most areas of the Park, and especially in northern areas of the Park, including the Summit of Haleakalā. See also the Agencies Response to Adverse Impacts: Cultural Resource Impacts Concern Statement 1.

Adverse Impacts: Socioeconomics

1. **Concern Statement:** Commenters stated that limiting the number of allocations for air tours does not allow for a profitable business. Commenters believed that the ATMP does not take into consideration the fluctuations in the market and unforeseen operator limitations, and that the ATMP increases the cost of doing business, as operators will be required to install satellite tracking, which serves the same purpose as ADS-B, and report data to agencies.

Agencies' Response: The ATMP limits the number of commercial air tours that may be conducted within the ATMP planning area to mitigate or avoid impacts to Park resources and visitor experience as directed by the Act. Operators could seek to make up the number of daily or annual flights from air tours within the ATMP planning area by conducting air tour operations outside of the ATMP planning area, which are not regulated by the ATMP.

Commenters state that the allocation numbers do not take into account fluctuations in the market. As stated in the EA, the air tours numbers for existing conditions were determined from the average of 2017-2019 period specifically to address fluctuation between years. The Preferred Alternative was developed based upon a percentage reduction from the existing conditions. Further, the ATMP does not preclude operators from responding to market fluctuation and daily flight demand in other ways such as using their aircraft for other business ventures or conducting air tours elsewhere within the region. In addition, commercial air tour operators would be allocated a certain number of commercial air tours over the Park, referred to as the initial allocation, until a competitive bidding process can be conducted. Appendix A of the ATMP lists the annual allocations of operations by air tour operator:

- Aris, Inc. (Air Maui Helicopter Tours): 417
- Helicopter Consultants of Maui, Inc. (Blue Hawaiian Helicopters): 1,224
- Sunshine Helicopters: 393
- Alike Aviation, Inc. (Alexair, Maverick): 190

The initial allocation reflects the proportional number of air tours that each of the four operators reported over the Park in the period from 2017-2019.

The commenters also state that requiring additional equipment that serves the same purpose as ADS-B is redundant and is an unnecessary economic burden. In order to help implement the ATMP, the agencies determined that it should include the standards in Section 4.1 of the ATMP, Aircraft Monitoring Technology, to allow them to adequately monitor and ensure compliance with its conditions. To this end, the ATMP requires that operators equip aircraft used for air tours with flight monitoring technology, use such technology when conducting air tours, and include flight monitoring data in their semi-annual reports in the format requested by the agencies and in compliance with all applicable laws. Operators are not required to install a specific type or brand of flight monitoring equipment as long as the tracking technology selected by the operator meets the performance requirements in the ATMP. The agencies consulted with the National Parks Overflights Advisory Group regarding the cost of various flight following technologies and found that there are off-the-shelf options that could meet the requirements of the ATMP.

Alternatives: Alternative 2 - No Air Tours in Planning Area

1. **Concern Statement:** Commenters expressed support for Alternative 2, as it is the alternative that is most consistent with NPS Management Policies Section 1.4.3 which states: "[W]hen there is a conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant."

Agencies' Response: All of the action alternatives analyzed in the EA, in addition to the final ATMP, are consistent with NPS Management Policies. The final ATMP includes measures to mitigate or avoid the impacts from commercial air tours on Park resources and visitor experience. It protects Park resources by limiting commercial air tours to no more than 2,224 flights per year, setting a designated route that avoids overflying sensitive wildlife habitat, setting minimum altitudes that are protective of noise sensitive species and visitor experience, and setting two weekly no-fly days, among other measures. NPS Management Policies do not require the NPS to mitigate the impacts of commercial air tours to the point that they no longer have any impact at all or no longer can occur. The agencies selected Alternative 3 as the Preferred Alternative because it mitigates or avoids impacts on Park resources while still providing the opportunity for those who wish to see the Park by air to do so via a commercial air tour within the ATMP planning area. Under the final ATMP, the NPS will conduct monitoring to ensure that the terms and conditions of the final ATMP remain consistent with Park management objectives (see Section 3.6 of the ATMP, Required Reporting, and Section 4.1, Aircraft Monitoring Technology).

Alternatives: New Alternatives

1. **Concern Statement:** Commenters proposed the following parameters: a maximum of two flights per day so as not to exceed 730 flights per year; restricting flights to no more than 30 minutes in duration; requiring a minimum altitude of 8,000 ft.; operators to pay a sum of \$5,000 for each flight to be shared equally between NPS and the Environmental Protection Agency; and all other privately owned, leased, and commercial tour aircraft should make no incursions within 10 miles of the Park boundary.

Agencies' Response: The agencies have considered a reasonable range of alternatives in the development of the ATMP. The commenter's suggestions are either within the range of alternatives analyzed in the EA or outside the scope of the plan. The agencies evaluated daily flight caps and lower annual flight caps in Alternative 3 but are not required to consider every possible variation of an alternative. The agencies selected Alternative 3 as the Preferred Alternative because it mitigated impacts on Park resources while also providing the opportunity for those who wish to see the Park by air. Restricting flights to less than 30 minutes would be difficult to enforce, but the ATMP

does require a single one-way, west to east, flight path that prohibits hovering and circling, and implements day/time restrictions. Further, the noise analysis considers the duration of noise (the direct impact) rather than the duration of flight time (see Appendix F of the EA, *Noise Technical Analysis*, for additional information on noise modeling). The agencies believe the duration of noise is a better measure of impacts to Park resources than the duration of the flight. Imposing a \$5,000 per flight fee would be unreasonable considering the current cost of an air tour to the Park is approximately \$300 per person. The agencies' authority to establish an ATMP is provided by the Act, which only applies to commercial air tours over the Park or within ½-mile of its boundary. Thus, privately owned, or leased aircraft not conducting commercial air tours are outside the scope of the ATMP, as are flights more than ½-mile outside the Park's boundary, or flights flown above 5,000 ft. AGL.

2. **Concern Statement:** A commenter suggested that a ban on all air tours be retained as a baseline Contingency Alternative and at a minimum be re-considered every five years as new information arises until the ATMP is revised or withdrawn. The five-year interval would facilitate and integrate consideration of the innovative aircraft technology described in the June 14, 2023, Federal Register.

Agencies' Response: A ban on air tours was included in the range of alternatives. The Act authorizes the agencies to prohibit commercial air tours over all or part of a national park but does not require them to ban them if their impacts on park resources and visitor experience can be mitigated to an acceptable level. The ATMP protects Park resources, and the NPS will conduct monitoring to ensure that the terms and conditions of the ATMP remain consistent with Park management objectives (see Section 3.6 of the ATMP, Required Reporting, and Section 4.1, Aircraft Monitoring Technology). The adaptive management provision may address changing resource conditions (see Section 8.0 of the ATMP, Adaptive Management). Further, the ATMP may be amended (see Section 9.0 of the ATMP, Amendments) if it is not adequately protecting Park resources and/or visitor enjoyment. Technology changes may be similarly addressed through these mechanisms. The commenter's recommended intervals for reconsideration are not necessary because the reporting and monitoring requirements in the ATMP are sufficient for the agencies to determine whether the impacts occurring are consistent with those disclosed in the EA.

3. **Concern Statement:** Commenter suggested consideration of the following: restricting helicopter tours over areas that would be unacceptably damaged by a fuel spill, fire, or rescue operation; requiring quiet technology in five years; and keeping flight zones near populations to a minimum.

Agencies' Response: The EA recognizes the potential for a crash and associated environmental impacts; however, due to the speculative nature of such an incident, this was dismissed from the detailed analysis. Per NPS, there may be a search and rescue plan to ensure safe search and rescue responses. Furthermore, Section 3.7H of the ATMP, Emergency Landings, includes protocols that operators must follow in the event of an emergency landing, which includes communication requirements and procedures for the safety of visitors and resources.

The flight path is routed to avoid some of the most environmentally and culturally sensitive areas of the Park.

The agencies selected 2033 as the appropriate transition timeframe for requiring conversion to all quiet technology aircraft because it would provide air tour operators sufficient time to acquire and adjust their fleet. Furthermore, the ATMP offers quiet technology incentives that expand operators' opportunities to conduct commercial air tours once they transition. As a result, operators may convert their fleet sooner. A five-year timeframe for conversion to quiet technology would put too severe of an economic burden on the operators. Finally, the ATMP cannot regulate where air tours fly over developed areas outside the ATMP planning area. The agencies did consider where air tour routes would leave and enter the ATMP planning area and designed the routes to be considerate of people living in those areas. For example, after public scoping, the agencies refined the southern route to minimize potential impacts to the Kaupo community while still providing protection for the resource habitat in Manawauinui.

ATMP Elements: Annual Number of Air Tours

1. **Concern Statement:** Commenter stated there are frequent supply and rescue flights over the Park that have not been considered in the analysis.

Agencies' Response: As part of the cumulative effects assessment, the agencies considered other ongoing and planned actions. Other flights considered in the cumulative effects analysis in the EA include general aviation flights, overflights by commercial airlines, military flights, and approximately 96 administrative flights per year such as those used for maintenance or search and rescue efforts. Under existing conditions, approximately 96 helicopter flights per year are necessary to carry out Park management actions including maintenance, resource management, search and rescue and other operations. Because these flights generally occur throughout the Park, do not occur on all days of the year, and are not concentrated in any one area, they are not a consistent source of noise and visual intrusion and thus have limited impacts on biological, cultural, Wilderness, and visitor experience. The impacts of these administrative flights are discussed in the EA in the cumulative impact sections of the respective resource categories.

ATMP Elements: Routes and Altitudes

1. **Concern Statement:** Commenters opposed the first segment of the route entering the ATMP planning area at the southern boundary of the State Kahikinui Forest Reserve at a minimum altitude of 2,000 ft. AGL as this area occupies Kahikinui, native Hawaiian homestead residences, and would be disruptive to the quality of life for Native Hawaiians who reside in the area, as well as the farming homesteads that they occupy.

Agencies' Response: The agencies reviewed the maps of the ATMP planning area, and while the northern portion of the Kahikinui Hawaiian Homelands are within the ATMP planning area, the designated flight route within the ATMP planning area is not located over the Kahikinui Homestead or Hawaiian Homelands. As a result of the comments received from the February 2022 public scoping period, the agencies refined the route, altitudes, and other aspects of the ATMP, specifically routing the flight path to avoid entering the ATMP over the State Kahikinui Forest Reserve. The Act only applies to air tour operations within ½-mile of the Park's boundary and below 5,000 ft. AGL.

ATMP Elements: Aircraft Type

1. **Concern Statement:** Commenters stated that the ATMP should define "quiet technology" to provide operators with greater certainty prior to making their investment decisions. Commenters note that quiet technology aircraft is determined case-by-case only and that procuring new technology or new aircraft is a significant investment for operators, and without clear definitions it is difficult to make business decisions. Commenters further expressed concern that quiet technology incentives would result in more noise over the Park, as it incentivizes increased operations.

Agencies' Response: The agencies found that creating a definition for quiet technology in this ATMP was not practicable because aviation technology continues to evolve and advance, and because the FAA periodically updates noise certification standards. An aircraft that may qualify as quiet technology today may be out of date in the future. Instead, the ATMP provides a process to make determinations on a case-by-case basis. Subsequently, should operators wish to purchase new aircraft or make appropriate modifications to existing aircraft, they are encouraged to consult with the agencies prior to making such investment to determine whether the aircraft would qualify for the incentive. This allows the agencies to consider more innovative aircraft technologies related to quiet technology.

The quiet technology incentive does not incentivize increased commercial air tour operations, which are limited to 2,224 tours per year. Any increase in the number of commercial air tours authorized under the ATMP would require a plan amendment and additional environmental review. Thus, the quiet technology incentive is not anticipated to result in increased noise over the Park.

2. **Concern Statement:** A commenter stated that if air tours are allowed, new quiet means should be employed such as “lighter than air vehicles.” The commenter referenced the following source: <https://www.smithsonianmag.com/air-space-magazine/airships-rise-again-180979343/>

Agencies’ Response: The agencies selected Alternative 3 as the Preferred Alternative because it would meet Park management objectives while still providing for the opportunity for those who wished to see the Park by air to do so via commercial air tours. Also, the ATMP requires all commercial air tours must utilize exclusively quiet technology aircraft by 2033. The agencies recognize that aircraft technologies are quickly evolving, including technologies in quieter aircraft. However, since no air tour operator currently operates or has proposed operating a “lighter than air vehicle” at this time, there is no need to address such aircraft.

3. **Concern Statement:** Commenters stated that it is unclear why current Stage 3 helicopter noise certification standards are not specifically addressed in the ATMP, and why a case-by-case basis is proposed when considering operator requests for quiet technology. Commenters suggested updating the language in the ATMP and the corresponding section of the EA to clarify that new helicopters meet the FAA Stage 3 helicopter noise certification standards so that incremental improvements in the noise environment can be achieved.

Agencies’ Response: The agencies decided not to use FAA Stage 3 helicopter noise certification standards because it is a minimum standard and does not necessarily identify the quietest helicopters. The agencies decided to instead make determinations on a case-by-case basis because aviation technology continues to evolve and advance, and because the FAA periodically updates its noise certification standards. An aircraft that may qualify as quiet technology today may be out of date in the future. The ATMP allows operators the flexibility to adapt new aircraft and technology as it becomes available thus allowing the agencies to consider more innovative aircraft technologies related to quiet technology moving forward.

4. **Concern Statement:** Commenters recommended amending the ATMP when FAA passes new noise certification standards to provide incentives for operators to utilize the quietest aircraft.

Agencies’ Response: The ATMP may be amended to address technology changes consistent with ATMP Section 8.0, Adaptive Management, and Section 9.0, Amendment. The agencies may consider amending the ATMP if and when the FAA passes new noise certification standards.

5. **Concern Statement:** A commenter suggested including a quiet technology incentive which includes reserving 25% to 50% of operations for the operators who fly the quietest technology using the following process: the agencies, based on the reporting data submitted by operators, would determine the rank of each operator in terms of their use of quiet technology equipment; in the first and second year of the ATMP, the distribution of operations would be the same as currently proposed in the ATMP, with the 25-50% reward for quiet technology incentive being awarded as in the current ATMP; in the third year, the 25-50% would be allocated to operators in proportion to their rank during the first year; in subsequent years, the 25-50% quiet technology incentive would be redistributed based on the next calculation year; effectively, this would create a 1 year lag to allow the agencies time to collect and analyze the reporting data and allow operators to adjust their schedules based on the new allocation.

Agencies' Response: The quiet technology incentive included for the ATMP authorizes time-of-day restrictions to allow quiet technology aircraft to fly from 11:00 AM to 4:00 PM (two hours longer than non-quiet technology aircraft) on all days that air tours are authorized. This incentive provides air tour operators with predictability to conduct their business operations within the ATMP planning area while still protecting Park resources. The quiet technology incentive proposed by the commenter would be difficult and resource intensive for the agencies to implement. However, should the agencies conduct a competitive bidding process for air tours over the Park, quiet technology is one of several factors determining allocations of commercial air tours to operators. Further, Section 3.7F, Transition to Quiet Technology Aircraft, requires all operators to convert to quiet technology by 2033. While the agencies find the current quiet technology incentive sufficient, they will continue to evaluate the effectiveness of this incentive.

6. **Concern Statement:** Commenter suggested drawing upon information on air taxis included in the June 14, 2023 "FAA Publication for Comment" in Federal Register Document: 2023-11497.

Agencies' Response: The referenced Federal Register notice is a notice of proposed rulemaking published on June 14, 2023, proposing alternate eligibility requirement to certificate power-lift pilots and determine which operating rules apply to powered-lift on a temporary basis. Public comment was closed on August 14, 2023. This notice is a proposed rule change and not a final rule, therefore any information pulled for the purposes of the final EA or final ATMP may not be accurate. The final ATMP includes language in several sections to accommodate new technology or aircraft as long as it meets the requirement of Section 3.3 of the final ATMP, Aircraft Type, which allows for operators to incorporate new and replacement aircraft: "Any new or replacement aircraft must not exceed the noise level produced by the aircraft being replaced. In addition to any other applicable notification requirements, operators will notify the FAA

and the NPS in writing of any prospective new or replacement aircraft and obtain concurrence before initiating air tours with the new or replacement aircraft."

ATMP Elements: Day/Time

1. **Concern Statement:** A commenter stated that the ATMP should include two additional no-fly days (for a total of ten no-fly days per year) that are important to Native Hawaiians: Lā Ho'ihō'i Eā (Sovereignty Restoration Day) on July 31 and Lā Kū'oko'a (Independence Day) on November 28.

Agencies' Response: Based on a request by a consulting party during the Section 106 process and public comment on the EA, the ATMP was revised to add up to six additional no-fly days of important cultural significance that will be determined through outreach with the Park's consulting parties, including Native Hawaiian Organizations and individuals and confirmed during the annual meeting provided for in Section 3.7B of the ATMP, Annual Meeting. The NPS will provide at least two months' notice of all no-fly dates to all air tour operators.

These additional no-fly days are in addition to those initially proposed in the draft ATMP, which included the following:

- End of Makahiki (typically in January)
- Zenith Noon (typically in May)
- Summer Solstice (June)
- Zenith Noon (typically in July)
- Start of Makahiki (typically in October)
- Winter Solstice (December)
- Prince Jonah Kūhiō Kalaniana'ole Day (March 26)
- King Kamehameha I Day (June 11)

Under the ATMP the NPS can establish additional temporary no-fly periods that apply to commercial air tours for other special events or planned Park management, such as Native Hawaiian events or other natural and cultural resource programs. The NPS will consult with the Native Hawaiian Organizations and individuals on an annual basis regarding these additional no-fly periods to best mitigate impacts on Native Hawaiian practices.

2. **Concern Statement:** A commenter suggested the ATMP should have a noise budget in addition to the limited number of flights, based on the assumptions in the EA noise modeling. If the noise budget is exceeded, no further operations should be allowed, or

flights should be deducted from the following year's allocation. Additionally, the commenter noted that without a time limit for flights within the ATMP planning area, the no hovering or circling rules are ineffective as operators could evade the rules by slowing flight speeds.

Agencies' Response: There are various approaches for managing noise, such as the concept of a noise budget. The NPS determined that a noise budget was not necessary because a very similar approach was used to determine an acceptable level of noise based on sound scientific data and other relevant information. The ATMP set an annual number of air tours and allocated air tours to operators based on the proportionate level of current use. The ATMP includes mechanisms for monitoring and tracking resource conditions over time. See Section 3.1 of the EA, Noise and Noise-Compatible Land Use, and Appendix F of the EA, *Noise Technical Analysis*, for additional information on noise modeling.

Section 8.0 of the ATMP, Adaptive Management, states: "The NPS will conduct monitoring to ensure that the terms and conditions of this ATMP remain consistent with Park management objectives." Modifications to the ATMP can be made either through Adaptive Management or an Amendment, if the NPS determines the ATMP is not adequately protecting park resources.

3. **Concern Statement:** A commenter suggested that aircraft could be segregated by time of day or day of week schedules for each aircraft type to avoid potential safety hazards due to fixed-wing aircraft and helicopters sharing routes.

Agencies' Response: All operators allocated air tours in the ATMP fly helicopters (not fixed-wing aircraft). Further, the ATMP only authorizes helicopter use. Thus, aircraft segregation by type is not necessary. If an operator requested to use a fixed-wing aircraft for air tours, any changes to the ATMP to authorize operations by fixed wing aircraft would be reviewed by the appropriate Flight Standards District Office (FSDO) to ensure safety. If the safety review required segmentation by time or space, as the commenter suggests, that would be considered as part of the evaluation of the request, which may or may not require additional environmental review.

ATMP Elements: Other

1. **Concern Statement:** Commenters stated the ATMP should include comprehensive monitoring and robust enforcement mechanisms to address violations. Commenters stated that these measures would help prevent unauthorized activities that could cause harm to the Park.

Agencies' Response: Section 4.0, Compliance, of the ATMP includes monitoring and enforcement mechanisms. It requires that operators equip aircraft used for air tours with flight monitoring technology, to use such technology when conducting air tours, and to include flight monitoring data in their semi-annual reports to the agencies in the format requested by the agencies and in compliance with all applicable laws. Under the ATMP, the NPS and the FAA are both responsible for the monitoring and oversight of the ATMP. If the NPS identifies instances of noncompliance, the NPS will report such findings to the FAA's FSDO with geographic oversight of the Park. The public may also report allegations of noncompliance with the ATMP. Written reports of noncompliance will be investigated by the relevant FSDO consistent with FAA policy. The ATMP specifically provides that an investigative determination of noncompliance may result in partial or total loss of authorization to conduct commercial air tours.

2. **Concern Statement:** Commenters stated that the ATMP should include regular monitoring and assessment of the environmental impacts caused by air tours and should allow for adaptive management strategies to be implemented, if necessary, and that this proactive approach will safeguard the ecological integrity of the Park.

Agencies' Response: The agencies considered the impacts of commercial air tours authorized under the ATMP on Park resources in the EA. Section 8.0, of the ATMP, Adaptive Management, provides that the NPS will conduct periodic monitoring to ensure that its terms and conditions are consistent with Park management objectives. To the extent unanticipated impacts are observed, they may either be addressed through adaptive management (under which minor modifications to authorized operating parameters may be made to avoid adverse impacts to the Park's resource or visitor experience, among other reasons) or through a plan amendment.

3. **Concern Statement:** A commenter encouraged the NPS to consider incorporating stricter greenhouse gas emission standards for air tour operators stating that this would assist in combating climate change which aligns with the conservation goals of the Park.

Agencies' Response: The agencies reviewed the potential greenhouse gas emissions from the proposed action and determined that the level is minimal. The agencies support the use of low emission aircraft. However, based on the analysis in the EA, incorporating stricter greenhouse emissions standards for air tour operations is not needed. See Section 3.2 of the EA, Air Quality and Climate Change, and Appendix E, *Environmental Impact Analysis Methods* Section 4.2, Air Quality and Climate Change, for additional information.

4. **Concern Statement:** Commenters expressed concern over the longevity and durability of the ATMP. Specifically, one commenter stated that language in Section 9.0 of the ATMP, Amendments, that states, "the ATMP may be amended at any time" would allow amendments to the ATMP to occur on short notice, subject to industry appeals and

political intervention as lobbying interests change. The commenter gave examples of how political lobbying has caused regulation to shift regarding hunting and off-road vehicle usage, and commenters do not want the ATMP to be continually amended. The commenter suggested the following amendments to language in Section 9.0 of the ATMP: (add new first sentence) This ATMP will remain in effect until amended or terminated by mutual agreement of the agencies. This ATMP may be amended at any time (i.e., delete: "at any time"): if the NPS, by notification to the FAA and the operator(s), determines that the ATMP is not adequately protecting Park resources and/or visitor enjoyment; if the FAA, by notification to the NPS and the operator(s), determines that the ATMP is adversely affecting aviation safety and/or the national aviation system; or, if the agencies determine that appropriate changes to this ATMP are necessary to address new information or changed circumstances.

Agencies' Response: ATMPs may need to be amended for any number of circumstances and the Act specifically provides for the amendment of ATMPs. All proposed plan amendments are required to be published in the Federal Register for notice and comment (see 40 U.S.C. § 40128(b)(6)). Further, the agencies would evaluate the impacts of any plan amendment, consistent with applicable law. The provisions of the ATMP would remain in place until all necessary compliance is completed, and the amendment is finalized. Increases to the total number of annual air tours authorized under the ATMP require an amendment and will follow this process. Thus, the deletion of the language "at any time" is not needed because the Act and the ATMP ensure that the public will receive notice of and opportunity to comment on a plan amendment and any amendment that would authorize additional impacts on Park resources and visitor experience would require further environmental review.

ATMP Elements: Safety

1. **Concern Statement:** Commenters expressed concern over requiring fixed-wing and rotary-wing aircraft to fly at the same altitudes along the same corridors, especially when the Hawaiian Islands have changing weather patterns.

Agencies' Response: No fixed-wing commercial air tour operations are authorized within the ATMP planning area.

2. **Concern Statement:** Commenter noted that while the EA states that potential helicopter crash effects are unquantifiable, it is a given that the damages of helicopter fuel spillage and possible fire/toxic smoke would be permanent and would include risking rescue personnel in the recovery operation.

Agencies' Response: Section 1.5 of the EA, Environmental Impact Categories Not Analyzed in Detail - Hazardous Materials, Solid Waste, and Pollution Prevention, acknowledges the potential for a crash and associated environmental impacts. The EA

acknowledges the potential for such an event, despite the FAA safety standards that reduce the potential for such an event to occur. Due to the speculative nature of such an incident, the agencies dismissed this environmental impact category from detailed analysis. The agencies acknowledge that there may be a search and rescue plan to ensure safe search and rescue responses. Furthermore, Section 3.7H of the ATMP, Emergency Landings, includes protocols that operators must follow in the event of an emergency landing, which includes communication requirements and procedures for the safety of visitors and resources.

Process Comments: Impact Analysis

- 1. Concern Statement:** Commenters stated that the time above 35 dBA threshold is too high because it is 25 dBA above the minimum level observed (10 dB). Commenters added that some endangered avian species have lower hearing thresholds in the Park due to the natural quiet.

Agencies' Response: The analysis in the EA is based on the best scientific information available consistent with 40 CFR § 1502.23. The agencies consulted with the U.S. Fish and Wildlife Service on the proposed action and received concurrence that the proposed action may affect, but is not likely to adversely affect, federally listed threatened or endangered species when compared to current conditions (see Appendix H of the EA, Section 7 Consultation). Additionally, 35 dBA was not used as a threshold of impacts, but as an indicator of noise intensity.

The Park does have a unique acoustic environment, including some extreme levels of quiet inside the Crater; yet, even the median existing ambient sound levels in the Crater are between 24-25 dBA (L_{50}) and the estimated natural ambient values are between 21-23 dBA (L_{50}). This is one of the reasons the ATMP repositions the air tour routes farther south of the Crater. The existing and natural ambient sound of the much more active Kīpahulu Coastal environment are higher than the lower levels found in the Crater. Specifically, the median (L_{50} dBA) existing and median (L_{50} dBA) natural ambient at the acoustic monitor stations nearest the new ATMP air tour route are:

Acoustic Zone	Site ID	Existing L_{50} (dBA)	Natural Ambient (L_{50} dBA)
Kīpahulu Coastal	P03	43.5	45.3
Kīpahulu Coastal	ST10	46.1	45.3

Therefore, using a baseline of 10 dB for the ATMP would be inappropriate.

- 2. Concern Statement:** A commenter suggested that the EA should include an "appropriate use analysis" in accordance with Section 1.5 of NPS Management Policies. The commenter added that air tours are a discretionary activity subject to agency approval, and NPS has never formally considered whether or not air tours over the Park are an appropriate use.

Agencies' Response: Although NPS is not required to document an appropriate use analysis, out of an abundance of caution an appropriate use analysis has been included in Attachment B to the Record of Decision, National Park Service- Statement of Compliance.

- 3. Concern Statement:** The commenter suggested the simplest and most relevant measure of quiet technology for national parks is the sound exposure level (SEL) of an aircraft in level flight at 2,000 ft., and it can easily be employed to determine which operators used the quietest equipment and stated that the SEL metric provides a good comparison of noise between aircraft. The commenter provided the following information about the SEL metric: The SEL metric represents all the acoustic energy (a.k.a. sound pressure) of an individual noise event as if that event had occurred within a one-second time period. SEL captures both the level (magnitude) and the duration of a sound event in a single numerical quantity, by squeezing all the noise energy from an event into one second. This provides a uniform way to make comparisons among noise events of various durations (FAA, Fundamentals of Noise and Sound, https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/).

A commenter suggested that the agencies develop criteria beyond just the SEL metric to account for other acoustic characteristics such as frequency and sound quality that also determine the intrusiveness of the noise. The commenter stated the SEL noise level can be measured from overflights or derived from the FAA's Aviation Environmental Design Tool (AEDT) noise model, either through modeling or "Noise Power Distance" curves, and with the SEL of each aircraft known, the aircraft can be ranked from quietest to noisiest and the A-weighted average of the noise rankings based on the number of operations of each operator will allow comparison between operators to determine their relative rank. The commenter provided the following example: If there were two operators, and one flew 75 operations with the quietest aircraft and 25 with the second quietest aircraft, and the other operator flew 50 operations with the quietest aircraft and 30 operations with the second quietest aircraft, their weighted average noise ranking would be: Operator 1: $[(75 \text{ ops} \times 1 \text{ rank}) + (25 \text{ ops} \times 2 \text{ rank})] / 100 \text{ Total ops} = 1.25$ and Operator 2: $[(50 \text{ ops} \times 1 \text{ rank}) + (30 \text{ ops} \times 2 \text{ rank})] / 80 \text{ Total ops} = 1.375$. The operator with the lowest weighted average ranking is the operator with the least impact on the Park, and the one entitled to the greatest reward or incentive for quiet technology. After the quiet technology rankings of each operator are calculated, and

each operator is ranked, the 25-50% of operations reserved for operators with the quiet technology can be distributed using a formula such as:

Rank of Operator in Use of Quiet Technology Incentive (Percentage of Quiet Technology Operations Awarded)

1 - 30%; 2 - 25%; 3 -20%; 4 - 15%; 5 - 10%

Agencies' Response: There are many different types of noise level metrics that can be used to assess the noise impacts of air tours, including SEL as the commenter suggests. The agencies used a variety of metrics to account for the noise impacts including duration, intensity, and spatial footprint. Specifically, the noise analysis uses equivalent continuous sound level (LA_{eq}) mapped across space and day-night average sound level (DNL), which are averaged metrics over specific time periods. Other metrics were also used, including time audible (also mapped), time above 35 dBA (also mapped), and time above 52 dBA. Finally, the maximum sound level (L_{max}) metric was also used as an instantaneous metric. The additional metric of SEL is not necessary and using SEL alone would not distinguish which aircraft are quietest. Additional information about noise modeling can be found in Appendix F of the EA, *Noise Technical Analysis*.

4. **Concern Statement:** A commenter noted that previous work by the FAA published in Advisory Circular AC-93-2 is not helpful or appropriate for application in ATMPs. The commenter stated that the document lists aircraft meeting a noise efficiency standard that reduces noise per seat, that the Advisory Circular is outdated, and that a noise efficiency standard is a poor definition of quiet technology because it may or may not correspond to a lesser impact of overflight noise on parks. The commenter stated that this is because noise efficiency and quiet technology are not the same thing, that less noise per passenger seat does not equate to less noise and fewer impacts per operation on the Park, and, therefore, noise efficiency does not measure the effectiveness of quiet technology on parks.

Agencies' Response: AC-93-2 contains the measured or estimated noise levels for aircraft currently used for commercial sightseeing operations in the Grand Canyon National Park special flight rules area and is not applicable for the Park. The agencies have and will continue to use the best available information and data to inform decisions regarding quiet technology. Additional information about noise modeling conducted for the Park can be found in Appendix F of the EA, *Noise Technical Analysis*.

5. **Concern Statement:** A commenter stated that the EA failed to account for the indirect and cumulative impact of air tour noise in their assessment of Alternative 3. The commenter stated that there are a number of foreseeable adaptations to Alternative 3 that operators will make that will significantly impact Park resources, but that were not analyzed, including flights outside the ATMP planning area, the use of larger, noisier

equipment, and the use of slower flights that extend the time and noise exposure over the Park. The commenter also stated that the policies to implement the quiet technology incentives are too weak and ill-defined to mitigate impacts and by not properly analyzing each of these, the assessment of Alternative 3 understates the actual impacts that will result.

Agencies' Response: The EA appropriately accounted for indirect and cumulative impacts. Each of the environmental impact categories, including air tour noise, were analyzed in detail in the EA and include an analysis of indirect and cumulative impacts for each of the alternatives. Section 3.1.2 of the EA, Environmental Consequences for Noise and Noise-Compatible Land Use, discloses that it is reasonably foreseeable that current air tour operators could seek to make up lost revenue by offering air tours outside of the ATMP planning area, as these would not be regulated by the ATMP. This type of shift in air tour activity is referred to as "air tour displacement," and could consist of air tour operators shifting routes or altitudes to just outside the ATMP planning area. Air tour displacement could result in impacts to resources to the extent that they are present near the locations where the displaced air tours occur. However, it is difficult to predict with specificity if, where, and to what extent any air tours would be displaced to areas outside the ATMP planning area, including over the ATMP planning area at altitudes at or above 5,000 ft. AGL. Consistent with the Council of Environmental Quality regulations, the agencies disclosed that specific air tour routes, altitudes, and numbers of tours are not available to assess noise and other potential indirect and cumulative impacts associated with reducing or eliminating air tours within the ATMP planning area. Because specific air tour routes are not available, it is not possible to identify all the other potential noise sources outside the ATMP planning area that might contribute to the acoustic conditions within the ATMP planning area.

The ATMP authorizes air tours by specific aircraft and provides that any new or replacement aircraft "must not exceed the noise level produced by the aircraft being replaced." Thus, operators will not be able to use larger, noisier equipment unless the ATMP is amended to allow the use of such equipment.

It is not reasonably foreseeable that operators will fly slower flights that extend the time and noise exposure of the Park from commercial air tours. In addition, the plan prohibits hovering and circling. If impacts do arise, these could be addressed through adaptive management or plan amendments.

Lastly, the commenter also stated that the policies to implement the quiet technology incentives are too weak and ill-defined to mitigate impacts and by not properly analyzing each of these, the assessment of Alternative 3 (Preferred Alternative) understates the actual impacts that will result. Appendix F of the EA, *Noise Technical Analysis*, describes noise impacts that can be expected under the Preferred Alternative

for aircraft currently within an operator's fleet. Further, the *Noise Technical Analysis* also specifically models the Preferred Alternative with only the quietest helicopter currently being used. The agencies disclosed and considered how different the impacts could be between quiet technology and non-quiet technology operations. And any changes in aircraft from what is analyzed in the EA, including those that qualify for the quiet technology incentives, must be equal to or quieter than what is included in the ATMP. Therefore, the EA properly analyzes the impacts of this alternative.

6. **Concern Statement:** A commenter stated that NEPA has not been correctly applied and the starting point of the noise analysis should be the natural ambient sounds of the Park and the impact analysis must judge the noise impacts of commercial air tours while they are taking place in the Park—specifically which areas will be impacted by noise from air tours in the Park.

Agencies' Response: The agencies complied with NEPA and all other applicable environmental laws in the development of the ATMP. See Section 3.1 of the EA, Affected Environment for Noise and Noise-Compatible Land-Use, and Appendix F of the EA, *Noise Technical Analysis* for specific information on how the noise analysis was conducted. The agencies used the existing conditions of air tours (the three-year average from 2017-2019 of commercial air tours conducted under interim operating authority) as the baseline to compare alternatives, in accordance with NEPA. The alternatives were each compared to the actual current conditions of the Park, which currently includes air tours, in order to accurately assess the impacts of the proposed action (the change from the current conditions to what the conditions would be as a result of the proposed change). However, the agencies acknowledge that no previous NEPA analysis of interim operating authority occurred because the issuance of interim operating authority for commercial air tours over the Park was a nondiscretionary action directed by Congress. One of the metrics calculated in Appendix F of the EA, *Noise Technical Analysis*, was time audible under natural ambient conditions, which is the total time (minutes) that aircraft noise levels are audible to an attentive listener with normal hearing under the median natural ambient conditions. The median natural ambient is the sound level exceeded 50 percent of the time, determined from the natural sound conditions found in a study area, including all sounds of nature (i.e., wind, streams, wildlife, etc.), and excluding all human and mechanical sounds. Time audible does not indicate how loud the event is, only if it might be heard. The agencies also used time above 35 dBA and time above 52 dBA metrics. These metrics evaluate both the intensity and duration of noise. Further, these metrics are calculated independent of background ambient and were considered in contrast to both the natural and existing ambient. Thus, the agencies did consider the impacts of the air tours themselves on the Parks' resources and visitor experience, in the context of both existing and natural ambient conditions, which is disclosed in the EA.

Process Comments: Other

1. **Concern Statement:** Commenters stated that the EA does not adequately consider the NPS Organic Act or the Redwoods Amendment Act and recommended adding a subsection to Chapter 1 or an appendix that summarizes applicable laws relevant to the proposed action, to include the NPS Organic Act. One commenter noted that the Organic Act is referred to as the NPS conservation mandate and, as such, it, along with other laws and policies, mandates the conservation of park resources and values.

Agencies' Response: The agencies considered applicable laws and policies in the development of the ATMP and EA, including the NPS Organic Act, as amended. A list of applicable laws and policies is not required content for EAs. See 40 CFR § 1501.5. The NPS Statement of Compliance found in Attachment B, National Park Service- Statement of Compliance, details the NPS's compliance with applicable provisions of its Organic Act and Management Policies.

2. **Concern Statement:** Commenters suggested that the decision document should include an impairment determination for the proposed action, consistent with Section 1.4.7 of NPS Management Policies.

Agencies' Response: Consistent with NPS policy and guidance, a non-impairment determination is included in the NPS's Statement of Compliance, Attachment B, National Park Service- Statement of Compliance.

3. **Concern Statement:** Commenters suggested including a specific resource monitoring plan that systematically and periodically assesses the impacts of air tour noise on natural and cultural resources, including wildlife, Wilderness character, cultural resources, and visitor use.

Agencies' Response: The ATMP and other NPS planning documents for the Park include sufficient monitoring to protect Park resources. The NPS may monitor the condition of Park resources at any time. Additionally, Section 8.0 of the ATMP, Adaptive Management, states: "The NPS will conduct monitoring to ensure that the terms and conditions of this ATMP remain consistent with Park management objectives." Ongoing natural resource management at the Park includes forest bird, seabird, and nēnē monitoring. In 2015, Wilderness character monitoring measures for the Haleakalā Wilderness and baseline data were included in the Wilderness Basics and Wilderness Character Assessment for the Park, with ongoing assessments of impacts to Wilderness included in monitoring plans.

Haleakalā National Park Cultural Resources Management performs annual monitoring of cultural resources, including documented archeological sites, historic structures, cultural landscapes, and ethnographic resources, in order to assess the condition of historic properties. Section 106 and Section 110 of the National Historic Preservation Act are

continually implemented at the Park through ongoing consultation and baseline Section 110 archeological surveys of areas within the Park.

If new impacts are observed to resources, the NPS can initiate additional monitoring at the Park and adaptive management or plan amendments that may be used to ensure the continued effectiveness of the ATMP over time. As stated in Section 3.7 of the ATMP, Additional Requirements, annual meetings will serve to ensure that air tour operators remain informed regarding the terms and conditions of this ATMP, including any adaptive management measures or amendments, and that operators are made aware of new or reoccurring concerns regarding Park resources. The annual meeting is also an opportunity for stakeholders to identify additional no-fly days of important cultural significance that will be determined through outreach with Native Hawaiian Organizations and individuals.

4. **Concern Statement:** Commenters expressed disagreement with the use of A-weighted decibels (dBA) as a noise metric because it does not take into account the lower frequency noise which is the predominant component of environmental noise and aircraft. One commenter questioned why this metric was used to assess impacts on wildlife when it excludes much of their hearing range, leading to false conclusions, and requested an explanation as to why the use of dBA is justified.

Agencies' Response: Decibels (dB) are a unit of sound measurement. The a-weighted scale (dBA) is an approximation of the human ear's response to sound and is less sensitive to low frequency noise. Additionally, the A-weighted scale is the standard across industries in reporting noise impacts. The agencies acknowledge that some wildlife are more sensitive to low frequencies than others. While the EA and appendices mostly report values in dBA, this did not prevent the agencies from evaluating the impact to wildlife. The noise modeling used for the impact analysis did incorporate the spectral character of the individual sources across the noise spectrum.

Further, some studies on wildlife report findings in dBA. Shannon et al. (2016) found their literature survey to show that terrestrial wildlife responses begin at noise levels of approximately 40 dBA.

5. **Concern Statement:** A commenter requested more information about how the agencies collected and used meteorological data in the acoustic models as there was no reference to the atmospheric conditions known to be primary influencers of sound propagation (including turbulence, temperature, thermal stratification, and humidity).

Agencies' Response: The noise model accounts for a number of effects over the propagation path between the aircraft source and receptor. Attenuation due to atmospheric absorption is based on the 2012-2021 average temperature at Hana Airport (HNM) of 76 degrees Fahrenheit and 71% relative humidity and computed

according to SAE-ARP-5534. Refer to Section 4 in Appendix F of the EA, *Noise Technical Analysis*.

- 6. Concern Statement:** A commenter suggested that the literature cited in the EA was incomplete and provided an example on pages 64 and 66 of the EA that discuss sound impacts on marine organisms. Commenters referenced studies conducted in Puget Sound, Washington, and in Woods Hole, Massachusetts, that suggest sound could impact marine organisms.

Agencies' Response: Kuehne and Olden (2020) and Woods Hole Oceanographic Institution (2022) provide recent studies on noise impacts to wildlife resulting from military flights (potentially greater impacts overall and hearing loss in turtles, respectively). The agencies reviewed these references and as they are both focused on military aircraft noise exposure, which is louder and more frequent than what is being proposed by the ATMP, the agencies determined that it was not necessary to include these studies.

- 7. Concern Statement:** A commenter stated that one third of aviation fuels contain lead, and that because the ATMP does not state air tour operators must use unleaded fuel, it is assumed that leaded fuel could be used.

Agencies' Response: The helicopters authorized in the ATMP do not emit lead because they are equipped with turbine engines that use Jet-A (unleaded fuel), not leaded aviation gas. An operator must notify the FAA and the NPS of any new or replacement aircraft and obtain concurrence prior to using the aircraft for air tours (Section 3.3 Aircraft Type). If any proposed change to the ATMP exceeds impacts already analyzed by the agencies, additional environmental review may be required per Sections 8.0 Adaptive Management and 9.0 Amendment. Further, at a national level, the FAA and partners in the aviation community launched the Eliminate Aviation Gasoline Lead Emissions (EAGLE) initiative. Additional information can be found at: <https://www.faa.gov/about/initiatives/avgas> and www.flyeagle.org.

- 8. Concern Statement:** Commenters noted various aspects of the Hawaiian culture to consider, including:
- The Native Hawaiian concept of kuleana is generally recognized as the responsibility passed down from the kūpuna (ancestors) to present and future generations for stewardship and respect for all things spiritual and physical.
 - Under the traditional 'Aha Moku system of regional boundary management based on observational knowledge and sense of place, certain people had kuleana for site specific management and families had certain roles within their moku (land division).

- The Pōhaku Pālaha (the place where the moku boundaries converge) marks the beginning of the interconnected system linking the heavens to the depths of the ocean. How kuleana is managed affects other moku outside Park boundaries as well as ocean resources.
- The NPS has accepted kuleana for the management of the Park. The NPS and the individuals who serve as konohiki (managers and stewards) represent the kia'i, or guardians of this sacred place for Hawaiian people.

Agencies' Response: Kuleana, as discussed in the Park Foundation Document, was considered throughout the ATMP planning process. Kuleana is identified as a fundamental resource and value and is an overarching concept that is essential to consider when making park management decisions. It was considered as the agencies developed alternatives and impact analysis in compliance with NEPA, consultation under Section 106 of the National Historic Preservation Act, and through compliance with other applicable laws, regulations, and policies.

The authorized flight path under Alternative 3 would not fly directly over many of the Park's sacred sites and ethnographic resources, including many significant features of the Haleakalā Summit traditional cultural property, and the Park's National Register listed and eligible resources, including the Crater Historic District, Kīpahulu Historic District, Hanā Belt Road, Nu'u Archeological Sites, Ka'āpahu Archeological Sites, and Naholoku Archeological Sites. Alternative 3 would overall reduce noise and visual impacts that could detract from the feeling and setting of these resources. As a result of the comments received through consultation and from the February 2022 public scoping period, the agencies refined the route, altitudes, and other aspects of the ATMP, including the number of no-fly days. See Section 3.4 of the EA, Cultural Resources, and Appendix G, *Cultural Resources Consultation and Summary*, for additional information.

Copies of All Public Comments Received on the Draft ATMP and Draft EA

Correspondence ID:	1	Project: 103365 Document:	128164
Name:	Christiaans, Peter		
Received:	May,16 2023 04:43:25		
Correspondence Type:	Web Form		
Correspondence:	No air tours please!		
Correspondence ID:	2	Project: 103365 Document:	128164
Name:	,		
Received:	May,16 2023 07:07:38		
Correspondence Type:	Web Form		
Correspondence:	Having traveled to the island and experienced the park multiple times, my opinion is that air traffic tours would be an intrusion on the current experience. I am a tourist and have taken flight tours across the islands, however in this instance you have a very serene environment uncluttered by noise pollution and visual disturbances in the sky. My vote if I had one would be to restrict any air travel activity around the park only to that deemed for research or protection of the park as opposed to eco tourist based activity.		
Correspondence ID:	3	Project: 103365 Document:	128164
Name:	Moore, Craig		
Received:	May,16 2023 07:55:12		
Correspondence Type:	Web Form		
Correspondence:	I have spent decades inside Haleakala first as a civilian and hunter, then working for HNPS as paid volunteer, cyclic worker, emergency hire, rescue and also with my two old companies CRATER BOUND Camping Outfitter and The Maui Mule Ride and also other vendors operating inside Haleakala Crater. Some of these earlier years saw zero helicopters flying over the rim. Many things have changed over the years. The impact of helicopters flying over the rim has not. Now I'm probably talking to about 99% of you who have never spent time in or hiked through, camped overnight, maybe three days inside. I suggest everyone to go. This is a wilderness area with facilities provided by the HNPS. It's part of what they do ! Please keep this area restricted . Mahalo, Craig Moore		
Correspondence ID:	4	Project: 103365 Document:	128164
Name:	Knobel, Lauren L		
Received:	May,16 2023 09:36:33		
Correspondence Type:	Web Form		
Correspondence:	This is a hard NO. Haleakala crater is a peaceful place to get away from our developed world allowing us escape into the way life was before automation.The only interruption in the skies should be park helicopters for emergency or supply . I have been riding and hiking in the crater since I was 10 and every time I Am lucky enough to go - it's because I crave observing nature and it's sounds prehistorically.		

I remember the disruption of helicopter tours in the past and how their noise violated this pristine space .

That's the way it should remain , that's what makes our wilderness so unique .

Mahalo,

Lauren Knobel, DVM

Correspondence ID:	5	Project: 103365	Document:	128164
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Name:	Conway, Joan L
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Received:	May,16 2023 10:24:02
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Correspondence Type:	Web Form
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Correspondence: Please do not allow flight tours over Haleakala. The island is already inundated by the effect of over tourism. The noise over the crater would affect the Nene and nesting birds as well as those hiking the trails.

This is such a pristine treasure, we don't need helicopters flying overhead.

Mahalo!

Correspondence ID:	6	Project: 103365	Document:	128164
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Name:	Foren, Jesse
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Received:	May,16 2023 11:21:38
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Correspondence Type:	Web Form
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Correspondence: Haleakala is one of the only places on this tourist innundated island of Maui where you can find peace and quiet. A mountain hike should not be disturbed with helicopters noise and airplane roars. It is unacceptable that such a sacred place is being considered as another tourist priority. Please don't let the destruction of Haleakala happen.

Correspondence ID:	7	Project: 103365	Document:	128164
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Name:	,
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Received:	May,16 2023 13:13:01
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Correspondence Type:	Web Form
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Correspondence: While I support the effort to restrict sightseeing overflights of Haleakala National Park to specific areas of transit, I urge authorities to curtail the number of flights to no more than two (2) per day so as not to exceed 730 overflights per year. Furthermore, each flight should be limited to no more than 30 minutes in duration and maintain a minimum altitude of 8,000 feet within the Park's airspace. Operators of approved flights above the Park shall pay a sum of \$5,000 to be shared equally between the National Park Service and the Environmental Protection Agency for each flight. Finally, all other privately owned, leased and commercial touring aircraft flights should make no incursions within 10 miles of the Park's perimeter.

Haleakala is a National and Hawaiian treasure not to be monetized for personal or commercial gain.

Correspondence ID:	8	Project: 103365	Document:	128164
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Name:	Shufeldt, Gayle
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Received:	May,16 2023 13:37:04
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Correspondence Type:	Web Form
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Correspondence: The quietest place on the planet deserves NO helicopters

It would be so loud in the crater! Please NO!! It's magical

It's quiet up there, we go to be still Can't with helicopters flying all around making noise

Correspondence ID:	9	Project: 103365	Document: 128164
Name:	Wright, Doug		
Received:	May,16 2023 13:47:27		
Correspondence Type:	Web Form		
Correspondence:	Respectfully, please accept this submission as a request to further restrict or ban commercial helicopter tours. Haleakala is identified in many ways, but one is "the quietest place on earth". See https://www.npr.org/2022/08/25/1119484767/experience-the-quietest-place-on-earth#		
It has been shown that we are quite capable of loving our parks to death. Access by the general public is wonderful and the use of trails and experiences within our parks is such a treasure. However, helicopter tours do not benefit the general public, just the wealthy. The noise and unsightliness of helicopters condone the privilege of a few to infringe upon the use and enjoyment by the many. I usually hike through the Crater three times a year and, unfortunately, you can hear the helicopters. They don't need to be there. It is not a public benefit, and it is not about providing access. This is only about money and special privilege. Please, please don't enable this.			

Correspondence ID:	10	Project: 103365	Document: 128164
Name:	durham, anne R		
Received:	May,16 2023 13:55:23		
Correspondence Type:	Web Form		
Correspondence:	No!!!! Just one more thing to ruin?		

Correspondence ID:	11	Project: 103365	Document: 128164
Name:	,		
Received:	May,16 2023 14:14:24		
Correspondence Type:	Web Form		
Correspondence:	While the ATMP moves in the right direction, As a resident of Maui, I do not approve of helicopter tours above Haleakala National Park. I support no flights over Haleakala National Park at all. The land is protected -- why not the airspace? Haleakala is wahi kapu (sacred place) to k��naka maoli (Native Hawaiians). Silence is a feature and should be protected.		

Correspondence ID:	12	Project: 103365	Document: 128164
Name:	Mills, Kristin M		
Received:	May,16 2023 14:25:08		
Correspondence Type:	Web Form		
Correspondence:	Hi,		
In all due respect, the "tourist" tours are out of hand. Not only do they disrupt our traffic, they disrupt our mental health.			
One of the beautiful sanctuaries we have is Halekala. We can go there and simply listen to the sound of the birds along with quiet. Air tours will once again ruin this. Plus the sound and air pollution will not be good for the wildlife and plants.			
Please, we need LESS tourism not more, and we definitely do not need more up at Haleakala.			
Mahalo,			
Kristin Mills			

Correspondence ID:	13	Project: 103365	Document: 128164
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Name: Rex, Danika
Received: May,16 2023 14:25:35
Correspondence Type: Web Form
Correspondence: Aloha,

I'm concerned about there being air tours over a sacred place such as Haleakala. The noise aircraft's put out can disrupt the residence of peace. It will throw off the high vibrations as well. Many people go there to pray, and show respect to their ancestors; adding noise pollution doesn't go hand in hand with the silence of the park. The air tours would lower the vibrations for those who are practicing spiritual blessings. Another concern would be for the wildlife, we have the state bird who has found home up in the crater. The noise may throw off their natural ecosystem as well, and they may even get harmed in some of the aircraft's propellers. Or the possibility of one of the aircraft's going down in the crater. That would be disastrous and take lots of money and resources for removal of the craft.

Allow the Hawaiians their sacred place and take a stand on over tourism. Don't exploit Maui for more money, and don't let these companies tell the NP that it will bring in a lot more money. It money is the issue charge more for traffic up there or raise the prices of other ways such as entry fees for tourists and out of state charge for staying in the crater.

Mahalo nui loa.

Correspondence ID: 14 Project: 103365 Document: 128164
Name: , Isaac
Received: May,16 2023 14:35:30
Correspondence Type: Web Form

Correspondence: One of the beauties of the national parks is the preservation of nature. It is absolutely ridiculous that air tours would even be considered over our parks.

Correspondence ID: 15 Project: 103365 Document: 128164
Name: Kok, Rudy
Received: May,16 2023 14:41:26
Correspondence Type: Web Form

Correspondence: NO AIR TOURS please. Helicopters are extremely noisy and will ruin the experience for anyone on the ground. Thank you.

Correspondence ID: 16 Project: 103365 Document: 128164
Name: Alec, Olena
Received: May,16 2023 14:50:14
Correspondence Type: Web Form

Correspondence: Aloha kakou, I am submitting this comment to disagree with the option selected by the FAA, and to instead say the only reasonable option is preferred alternative #2, the no-flight alternative. This is because the study did not properly assess the noise damage caused by air tours over our most protected land, land which contains bird species on the brink of extinction and which is also used for sacred cultural practices. Every Native Hawaiian organization and cultural practitioner have voiced their disagreement with any air tours, and the FAA and WASO NPS office should change their stance to the no-flight option.

Correspondence ID: 17 Project: 103365 Document: 128164
Name: macdonald, roderick m

Received: May,16 2023 15:05:41

Correspondence Type: Web Form

Correspondence: Aloha,

Having volunteered for NPS on Haleakalā in the past I very much recognize it's unique and pristine nature, as well as the need to preserve that,

I've read the draft EA and I support it. Thank you for you efforts.

Correspondence ID: 18 Project: 103365 Document: 128164

Name: Souza, Chanel

Received: May,16 2023 15:37:41

Correspondence Type: Web Form

Correspondence: Aloha,

Do not allow air tours in Haleakala. A special untouched space where our native wildlife thrives. Let this place live in peace and quiet. It is what makes the space so remarkable. Don't ruin another treasure for profit.

Mahalo,

Chanel

Correspondence ID: 19 Project: 103365 Document: 128164

Name: Benvie, Jennifer E

Received: May,16 2023 17:20:39

Correspondence Type: Web Form

Correspondence: First u worry about the endangered birds, then haleakala is considered the quietest place on earth! AND YOU WANT TOURS? this is absurd on all levels. There is a lwa of no fly zone so not sure how this is going to be legal

Correspondence ID: 20 Project: 103365 Document: 128164

Name: Barker, Jennifer

Received: May,16 2023 17:40:38

Correspondence Type: Web Form

Correspondence: No air tours over Haleakala!! The best part of Haleakala is the quiet to run helicopter tours over would ruin everyone's experience.

Correspondence ID: 21 Project: 103365 Document: 128164

Name: Tanaka, Quincee

Received: May,16 2023 17:52:41

Correspondence Type: Web Form

Correspondence: There should NOT be helicopter tours over Haleakala. Government and foreign businesses have for too long prostituted Hawaiian culture in support of tourism. This needs to STOP. It is already enough that there is a telescope on top the mountain, and a \$30+ charge to go in the morning. Helicopters constantly flying over Haleakala will cause mass amounts of noise pollution, and has potential to affect natural wild life. This could be the being of the end. If helicopters are approved, what's next? Where does it end? Next thing you know the mountain is littered with gift shops, and cafes. None of that is for culture or Hawaiian religious practices, but foreign entities to make money, and tourist to snap a couple cute pictures.

We have seen the effects of ignorant companies and tourist destroy natural wild life, and leave trash everywhere. Just this year, the yacht incident that happened at Honolua Bay occurred. Where oil leaked out destroying large amounts of coral that is essential to ocean life. At this rate there will be no "Paradise on Earth" to visit. Soon what made Hawa'i so beautiful, the mountains, oceans, waterfalls, etc. will be beyond repair. More focus should be placed on environmental restoration instead of instead of prostituting Hawaiian culture at this level.

Correspondence ID:	22	Project: 103365	Document:	128164
Name:	,			
Received:	May,16 2023 17:53:02			
Correspondence Type:	Web Form			
Correspondence:	Aloha -			

In order to comply with the Federal Endangered Species Act and the Federal Migratory Bird Treaty Act, ATMP Alternative 2, which prohibits helicopter tours over Haleakala National Park, must be adopted. As supported by field studies, any amount of helicopter tours would have a negative impact on endangered bird and other species and therefore would be in violation of these laws.

Mahalo for your consideration.

Correspondence ID:	23	Project: 103365	Document:	128164
Name:	Gonzalez, Ashley			
Received:	May,16 2023 18:09:35			
Correspondence Type:	Web Form			

Correspondence: I want preferred alternative #2, no flights over Haleakala, in order to maintain the protected airspace of such a culturally and ecologically significant location. If we protect the land there, why not the airspace? Noise pollution, risk of crashes that damage the landscape and ecosystem, fuel spills, harm to native plants and animals - why risk all of those things?

There is no reason to allow this other than greed and to entertain tourists who already put a strain on the island.

Thank you for reconsidering, please make the right choice for the island.

Correspondence ID:	24	Project: 103365	Document:	128164
Name:	McAllister, Rosa			
Received:	May,16 2023 18:11:20			
Correspondence Type:	Web Form			

Correspondence: This is a very sacred place. No to helicopters unless for emergency purposes. Enough bowing to commercialism & tourists. Respect Hawaii & its people, they come first (or should)! No no no no no, period.

Correspondence ID:	25	Project: 103365	Document:	128164
Name:	Thiessen, Aisha			
Received:	May,16 2023 18:18:25			
Correspondence Type:	Web Form			

Correspondence: No. Just no. The amount of planes and copters in the air and the motorboats in the sea are plenty noisy as it is. I'm most concerned about the endangered birds living in that area and how much we really don't need yet another complication in our attempts to save the special creatures. There are plenty of other activities for people to do on the island: more helicopter tours shouldn't be one of them.

Correspondence ID:	26	Project: 103365	Document: 128164
Name:	Orengo-McFarlane, Michelle		
Received:	May,16 2023 18:22:42		
Correspondence Type:	Web Form		
Correspondence:	No commercial helicopter flights please - protect the flora, fauna, quiet atmosphere, sacred traditions of the indigenous people, and visitor experience!		
Correspondence ID:	27	Project: 103365	Document: 128164
Name:	Forster, Natalie		
Received:	May,16 2023 18:25:07		
Correspondence Type:	Web Form		
Correspondence:	<p>There should be no air tours allowed over Haleakala Crater or in the Haleakala National Park. As a frequent visitor to the park either hiking, camping or staying in the cabins I believe air tours would greatly disrupt the wilderness area. I can't say enough about how much I think this idea to allow air tours is such a horrible idea. Much work has been done and is done to keep and bring back native flora and fauna. To keep the crater in a state that respects the land and it's creatures and those who wish to visit it in its natural state. Helicopters are beyond loud and obtrusive. It would take away too much that this park has to offer, which is, little to no noise pollution, being able to be immersed in nature as close to its original state as can offer, a peaceful and quiet place to hike and camp. Please keep helicopters out of Haleakala National Park.</p> <p>Mahalo</p>		
Correspondence ID:	28	Project: 103365	Document: 128164
Name:	Webster, Holly		
Received:	May,16 2023 19:20:34		
Correspondence Type:	Web Form		
Correspondence:	Are these commercial flights supporting the Hawaiian culture in any way shape or form? Then we shouldn't permit them to pollute such a sacred space		
Correspondence ID:	29	Project: 103365	Document: 128164
Name:	Wilmot, Joe		
Received:	May,16 2023 19:28:19		
Correspondence Type:	Web Form		
Correspondence:	I prefer NO flights over Haleakala. There are so few places on the planet undisturbed by noise. Haleakala is a jewel and needs to be preserved. There is no shortage of picturesque routes for airplanes and helicopters to take over Maui.		
Correspondence ID:	30	Project: 103365	Document: 128164
Name:	White, Emily H		
Received:	May,16 2023 19:54:27		
Correspondence Type:	Web Form		
Correspondence:	Please protect one of the rarest and most silent places on earth, Haleakala national park, by selecting alternative number two and rejecting any plans that would permit helicopter tours near or above the park.		
	Mahalo,		

Emily White

Correspondence ID:	31	Project: 103365	Document:	128164
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Name:	,
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Received:	May,16 2023 20:01:55
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Correspondence Type:	Web Form
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Correspondence: We do not want to allow helicopter tours of Haleakala crater. This is a sacred place, and it would be a disrespectful disgrace to allow this type of commercial activity.

Correspondence ID:	32	Project: 103365	Document:	128164
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Name:	gilman, hokuaokaale
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Received:	May,16 2023 20:11:34
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Correspondence Type:	Web Form
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Correspondence: I absolutely DO NOT give permission to nor agree to air touring above Haleakalā. That is disrespectful and honestly disgusting.

We do not need more tourist traffic regardless if it's in the air or on the roads That is a SACRED PLACE FOR NATIVE HAWAIIAN PEOPLE. Damage has already been done, disrespect has already been shown (diesel spill, MULTIPLE TELESCOPES BUILT & sitting there worthless). This will push the community past their limits. This is beyond disgusting to me. Haleakalā is a wao AKUA. SACRED.

It's bad enough that tourist are up there everyday. Do not let this pass. I can guarantee that the majority of Hawaiian people including other locals will not support this proposal.

Correspondence ID:	33	Project: 103365	Document:	128164
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Name:	McLinko, Julius
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Received:	May,16 2023 20:12:05
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Correspondence Type:	Web Form
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Correspondence: Never allow helicopter tours over Haleakala. Please protect the sanctity and silence of the mountain.

Correspondence ID:	34	Project: 103365	Document:	128164
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Name:	Johannson, Amber K
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Received:	May,16 2023 21:05:26
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Correspondence Type:	Web Form
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Correspondence: Aloha,

I'd like to voice my opinion that I strongly oppose commercial flights over Haleakala National

Park. It is a beautiful and sacred place with so much natural beauty that would be spoiled by loud helicopters flying over it. I'd had enough of these companies exploiting our natural resources for tourism. It's also the home to some extremely endangered native birds and I worry that the helicopter noise would be even worse for their survival rate which is already precarious. The land is protected,

Why not the airspace? . As someone who is of Native Hawaiian descent, I value leaving the land as pristine as possible to preserve its beauty for future generations to enjoy. It's incredibly special to be up there and enjoy the quiet sound of nature and to me that's something worth preserving. I support option #2, with no commercial flights.

Mahalo,

Amber Johansson

Correspondence ID:	35	Project: 103365	Document: 128164
Name:	Mason, Laura		
Received:	May,16 2023 21:08:33		
Correspondence Type:	Web Form		
Correspondence:	Please do not allow commercial flights over Haleakala. Please selection option 2 that would not allow commercial flights. It is critical to protect our national parks and the natural habitat for many native species. The airspace above Haleakala should be considered a part of the national park.		
Correspondence ID:	36	Project: 103365	Document: 128164
Name:	Smith, Sherry K		
Received:	May,16 2023 21:21:00		
Correspondence Type:	Web Form		
Correspondence:	Please don't allow flights over Haleakala or any national park. There is no other jurisdiction, but greed, for tours over the crater.		
Correspondence ID:	37	Project: 103365	Document: 128164
Name:	Takayesu, Alexandra		
Received:	May,16 2023 21:57:06		
Correspondence Type:	Web Form		
Correspondence:	Silence is an endangered species. Haleakala is considered one of the quietest places in the world. This needs to be preserved and respected. Unnecessary helicopter tours in the airspace above Haleakalā will threaten this valuable feature.		
Correspondence ID:	38	Project: 103365	Document: 128164
Name:	Gross, Ryan		
Received:	May,16 2023 22:19:18		
Correspondence Type:	Web Form		
Correspondence:	I believe ATMP should allow zero tours with park boundaries. It is difficult to enjoy the natural beauty of the crater amongst all senses with the incessant drone of tour helicopters. Haleakala NP offers ample opportunities to enjoy the crater. . . .at ground level and without the noise of turbine driven rotor. Please, no more air tours within the park.		
Correspondence ID:	39	Project: 103365	Document: 128164
Name:	Fisher, Laura		
Received:	May,16 2023 22:23:37		
Correspondence Type:	Web Form		
Correspondence:	Please no. No flights. There is no need to fly over this sacred special fragile space. There are so few incredible silent places like this left.		
	Ever flight overhead while hiking is terrible and disruptive.		
	I hate that this is even a necessity.		
	No business should profit off this space.		
	Please stop this.		

Zero flights.

Zero flights.

Zero flights.

Please save this sacred space and those that pass through and the creatures that live here.

Mahalo

Correspondence ID:	40	Project: 103365	Document:	128164
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Name:	Goettelmann, Margaret S
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Received:	May,16 2023 22:37:47
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Correspondence Type:	Web Form
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Correspondence: Please just leave some places quiet. Haleakala is known for its quiet ess & please keep it that way & not pollute it for the sake of tourist money.

There's almost no place quiet left.

I was at Waimea a few months ago and FIVE helicopters flew thru i. Less than a half hour.

Correspondence ID:	41	Project: 103365	Document:	128164
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Name:	Wood, Brendan
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Received:	May,16 2023 23:03:40
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Correspondence Type:	Web Form
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Correspondence: There is not now, nor was there ever a time when air tours over this amazing site were necessary. The raping on this beautiful archipelago for simple profit must stop. Pandoras box has been opened, but that does not mean that everything has come out. Slam that lid shut and keep the profiteering to a minimum.

Correspondence ID:	42	Project: 103365	Document:	128164
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Name:	Johnson, Erin E
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Received:	May,16 2023 23:25:28
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Correspondence Type:	Web Form
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Correspondence: Please keep Haleakalā sacred, foot traffic only on designated trails! The last few times while camping overnight there, I've witnessed helicopters fly overhead for unknown reasons. During this time the nene were so startled at scared at Palikū, they fled and flew quickly up the hill. The family of nene got separated and did not return until the next day. If we are trying to preserve this ecosystem, having helicopter tours will not be doing so. It's alarming and stressful for wildlife and pollutes the air. HOUSE OF THE SUN--not House Of The Helicopters!

Correspondence ID:	43	Project: 103365	Document:	128164
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Name:	Perez, Lynn M
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Received:	May,16 2023 23:38:05
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Correspondence Type:	Web Form
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Correspondence: No more helicopter tours especially in our state parks, and residential neighborhoods.

Correspondence ID:	44	Project: 103365	Document:	128164
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Name:	Wantland, Franchesca
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Received:	May,16 2023 23:42:13
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Correspondence Type: Web Form

Correspondence: There are plenty of other places to do helicopter tours. Let the sacred space of Haleakala be! One of its most amazing features is the silence found in this sacred space. Hasn't enough profit been made off of Hawaii? Where is the line?? I hope we draw it here by not supporting tour's above Haleakala.

Correspondence ID: 45 Project: 103365 Document: 128164

Name: Wolbe, Miles

Received: May,16 2023 23:45:35

Correspondence Type: Web Form

Correspondence: Please do not destroy "The Quietest Place on Earth"[1] with air tours; Haleakalā's silence is a resource worth preserving.

[1] www.pbshawaii.org/pbs-hawaii-presents-the-quietest-place-on-earth

Correspondence ID: 46 Project: 103365 Document: 128164

Name: Telander, Juliette L

Received: May,16 2023 23:53:54

Correspondence Type: Web Form

Correspondence: I think that the amount of noise will definitely disturb all wildlife and fauna.. I remember Haleakala before your tour companies. So nice to enjoy nature with it own sounds

Correspondence ID: 47 Project: 103365 Document: 128164

Name: ,

Received: May,17 2023

Correspondence Type: Web Form

Correspondence: Aloha,

Thank you for receiving comments regarding the Draft ATMP.

I am a Maui resident, born and raised, and have been going to Haleakala since I was a small child, nearly 50 years, camping in the Crater, day hiking, camping at Hosmer's, watching sunrises and sunsets and full moons. Haleakala is a precious resource, and a refuge from the busyness of life. To be in the Crater is to be surrounded by a silence that is so rare these days.

I would implore that any ATMP limit as much as possible any tour traffic in, near, or around Haleakala National Park. There are too few resources that provide the type of wild solitude that Haleakala does.

Thank you for your consideration, it is greatly appreciated!

Aloha

Correspondence ID: 48 Project: 103365 Document: 128164

Name: Whitaker, Trey

Received: May,17 2023 01:28:31

Correspondence Type: Web Form

Correspondence: I vehemently oppose any plan that would jeopardize 'the quietest place on Earth' and disrupt the quiet lives of the upcountry residents. This is clearly a money grab and provides no benefit to the park or the residents of the island. There is only the potential for disrupting a sacred location and the quiet lives of the residents who pay outlandish prices for their homes and living expenses. It was only just recently that the bike

tours were relocated and shortened to protect the park and surrounding neighborhoods. This proposal is another affront to those you work so hard to protect the park and those who reside nearby.

What special interest overrides the mission to protect the island? Island residents are being overrun with vacationers and now there's a proposal to fill the skies with planes over upcountry and the sacred National Park? This is a travesty and an embarrassment.

Correspondence ID:	49	Project: 103365	Document:	128164
Name:	Thompson, Lalena			
Received:	May,17 2023 01:57:25			
Correspondence Type:	Web Form			
Correspondence:	#2. Silence is a feature. Land is protected, so should airspace.			

Correspondence ID:	50	Project: 103365	Document:	128164
Name:	Butcher, Hailey			
Received:	May,17 2023 02:05:25			
Correspondence Type:	Web Form			
Correspondence:	No aircraft tours should be permitted in or by Haleakala. It is already a tourist haven. They can pay the booth just like everyone else and walk the crater. This would probably end up hurting native wildlife and disrupting their habitat from noise.			

Correspondence ID:	51	Project: 103365	Document:	128164
Name:	Acosta, Wendy			
Received:	May,17 2023 02:15:28			
Correspondence Type:	Web Form			
Correspondence:	A place as sacred as Haleakala deserves to be protected n preserved in perpetuity			

This has to include not just the land, but the air too.

The ability to maintain the magical silence is critical to maintaining its sacred capacity to hold a unique place in our world.

We become immune to noise, because it's surrounds us at all times.

To allow the reverberation from flights over the crater to decimate the silence is a tragedy that must be avoided.

Please prioritize keeping all aspects of Haleakala sacred n protected for the generations who follow to experience.

And please note - those flying over the mountain to "see" will never be able to experience or understand the silence their very presence is destroying. No amount of money is worth that loss.

Mahalo for continuing to protect Haleakala.

Correspondence ID:	52	Project: 103365	Document:	128164
Name:	Grevich, Megan			
Received:	May,17 2023 04:33:33			
Correspondence Type:	Web Form			

Correspondence: Please do not allow air traffic to fly over the crater. Enough sunrise and sunset yours already go up there and disturb the peace of such a beautiful and sacred place. We live to hike and camp in the crater. Doing a 13 mile hike just to have helicopters flying overhead would ruin the experience.

Correspondence ID:	53	Project: 103365	Document: 128164
Name:	Forsyth, Mimi		
Received:	May,17 2023 10:09:36		
Correspondence Type:	Web Form		
Correspondence:	Absolutely NO helicopters at Haleakala.....the noise destroys the magic..		
Correspondence ID:	54	Project: 103365	Document: 128164
Name:	Perry, Brandt		
Received:	May,17 2023 10:27:33		
Correspondence Type:	Web Form		
Correspondence:	Please do not allow air tours, the quiet of this place is sacred as is the land that we are allowed to visit.		
Correspondence ID:	55	Project: 103365	Document: 128164
Name:	Carvalho, Davin S		
Received:	May,17 2023 11:02:01		
Correspondence Type:	Web Form		
Correspondence:	We want preferred alternative #2		
Correspondence ID:	56	Project: 103365	Document: 128164
Name:	Tavares Asis, Jasmine		
Received:	May,17 2023 11:09:45		
Correspondence Type:	Web Form		
Correspondence:	<p>Aloha,</p> <p>On behalf of my family, we do not approve of helicopter tours above Haleakalā. Haleakalā is a sacred place, having countless flights over it will cause a disturbance to the animals and people visiting there. Many Hālau go to Haleakalā for ceremonial and/or cultural events. Helicopter tours will have a negative effect on those people and events.</p> <p>Mahalo for your consideration.</p>		
Correspondence ID:	57	Project: 103365	Document: 128164
Name:	Alvarez, Michelle		
Received:	May,17 2023 11:28:52		
Correspondence Type:	Web Form		
Correspondence:	No helicopter yours over Haleakala. Leave sacred land peacefully alone. NO AVIATION TOURS OVER OR AROUND HALEAKALA!		
Correspondence ID:	58	Project: 103365	Document: 128164
Name:	Colpas, April		
Received:	May,17 2023 11:30:42		
Correspondence Type:	Web Form		
Correspondence:	There should absolutely be NO helicopters near or over Haleakala, every aspect of this island has been raped for Tourism. This is a sacred Spot and should be respected. No amount of profit should over ride		

someone's fun vacation plans. There is so much already to enjoy, adding an additional business to such a social space is so disrespectful and the fact we have to sit here and write this out is mind blowing in itself.

Correspondence ID: 59 Project: 103365 Document: 128164

Name: Kirk, Dante

Received: May,17 2023 11:37:02

Correspondence Type: Web Form

Correspondence: I do not want commercial flights to be allowed over Haleakala. My reason is this is a sacred space and a place preserved for enjoyment of nature. When you go into the crater you are met with a peaceful natural environment that would be ruined for commercial profit, just as so many other places in Maui have been exploited for profit. Please preserve this wonderful part of Maui for future generations.

Correspondence ID: 60 Project: 103365 Document: 128164

Name: McGuire, Ashlie

Received: May,17 2023 11:39:10

Correspondence Type: Web Form

Correspondence: There should be absolutely NO helicopter or air tours over Haleakalā. This is a protected area, a sacred area, a silent area-and should always remain so. We cannot continue to our tourism over the land and it's resources and sanctity any longer. I live just below the crater and the current helicopter tours that inundated skies daily are so frustrating when it should be peaceful here. I've lived here my whole life and it used to be so peaceful, now we have helicopters flying over as we garden and it's so invasive and frustrating. Please do not allow these greedy tour companies to invade spaces that were never meant to even have people there much less a giant, loud vehicle spewing emissions and disturbing flying creatures. Haleakala is home to our native nene and they fly over that crater daily. Do not make life even more difficult for them. Instead go with preferred option #2, NO air tours of any kind over Haleakalā. Mahalo!

Correspondence ID: 61 Project: 103365 Document: 128164

Name: Roberts, Cody

Received: May,17 2023 11:40:22

Correspondence Type: Web Form

Correspondence: Aloha,

After viewing the ATMP draft for Haleakalā National Park, I vote against the approval of commercial air tours conducted over the park. The proposal of an average of over 25,000 air tours per year is absurd. Regardless of the environmental impact assessments that have been made, the effects the air tours will have are not fully realized.

Have you ever backpacked into the wilderness of Haleakalā Crater? If so, can you imagine the sounds of several helicopters buzzing over the park all day? This will ruin the visitor experience, and disturb the true peace that people journey there to find. The current flight patterns that are conducted still allow visibility into the park from a distance, and that should be enough. There are plenty of other incredible places to visit and see over the island through the air tours.

Please protect Haleakalā National Park and keep the silence of this place sacred.

Correspondence ID: 62 Project: 103365 Document: 128164

Name: Rucynski, Tanek I

Received: May,17 2023 11:48:14

Correspondence Type: Web Form

Correspondence: No flights above Haleakala. No tours, please absolutely not!!!! This place is a wonder of the world and happens to one of the most quiet natural places on earth. Without even bringing into question how the consistent noise of helicopters will affect the species endemic to the area you have to ask yourself, would I really like to make such a peaceful place sound like an airport?? Echos can be heard from miles away in there. Think about out it.

Correspondence ID: 63 Project: 103365 Document: 128164
Name: Somera, Linda
Received: May,17 2023 11:52:09
Correspondence Type: Web Form
Correspondence: Please do not allow flights over Haleakala

Correspondence ID: 64 Project: 103365 Document: 128164
Name: Rucynski, Tanek
Received: May,17 2023 11:52:23
Correspondence Type: Web Form
Correspondence: One of the quietest natural places on earth. I prefer alternative #2 of no commercial flights. This alternative would allow native species to continue to thrive in the environment it is meant to. Haleakalā should not sound like an airport.

Correspondence ID: 65 Project: 103365 Document: 128164
Name: ,
Received: May,17 2023 12:11:27
Correspondence Type: Web Form
Correspondence: Please do not allow air tours over Haleakala. The constant assault of airplane and helicopter noise over our island has gone too far and we need quiet more than tourism needs another money making scheme. Also, there are far too many aircraft flying low along the north shore, causing livestock to stampede to get away. Enough is enough! Enforce the laws you have on the books now before taking more rights away from the citizens.

Correspondence ID: 66 Project: 103365 Document: 128164
Name: Wilson, Robbie
Received: May,17 2023 12:21:24
Correspondence Type: Web Form
Correspondence: It's not just Haleakala that we need to preserve and it's not just the terrain, but also the sound that we as human beings tend to pollute. Most things come down to what we do to the Earth to provide some commercial business to advertise so it will allow people to overrun with the prospects of doing something different or experience some great thing or buying something that no one else has. It's probably a better attitude if we allow people to experience the natural nature's that are left to us to preserve them by not making it so easy to navigate by using a helicopter to see this great nature preserve. But to walk the trails and experience, the quiet and the beauty that Haleakala has to offer. Please preserve this special place that everyone is willing to physically go out and see it themselves and enjoy the special place. Don't need any more noisy helicopters. I vote no helicopters in Haleakala. Robbie Wilson.

Correspondence ID: 67 Project: 103365 Document: 128164
Name: ,
Received: May,17 2023 13:35:02

Correspondence Type:

Web Form

Correspondence: The proposed air traffic management plan (ATMP) is wholly inadequate and must be revised to ban all air traffic within the boundaries of the park due to serious concerns about the negative impact that flying aircraft can have for safety of visitors, staff, and wildlife. After all, that was the *exact* reasons cited for banning unmanned aircraft from airspace above NPS land and manned aircraft are faster and heavier posing a greater risk to those on the ground. In addition manned aircraft disrupt the wildlife as they are louder and have a greater chance to injure or kill the wildlife. For these reasons, the NPS should treat manned and unmanned aircraft the same and ban them both.

Correspondence ID: 68 Project: 103365 Document: 128164

Name: Gilfillan, John R

Received: May,17 2023 14:01:11

Correspondence Type: Web Form

Correspondence: I would endorse this as "a start" in the right direction but believe even further cuts in the number of flights would be much more appropriate...hopefully more flight reductions can be made in the NEAR future!

Correspondence ID: 69 Project: 103365 Document: 128164

Name: Eno, Jason

Received: May,17 2023 14:23:59

Correspondence Type: Web Form

Correspondence: Please please please do not allow any flights of any kind over or near Haleakala "crater". My 4 year old daughter and I just spent three days camping and it was glorious. The silence is one of the best parts. Helicopters already break up the beauty of Maui and Hawaii just so someone can make a buck, it's absurd to consider flights over one of the quietest places on earth. "We" sell everything to those with the money to pay and care nothing for those who don't have the money.

Correspondence ID: 70 Project: 103365 Document: 128164

Name: Marino, Dominick

Received: May,17 2023 14:25:17

Correspondence Type: Web Form

Correspondence: Please restrict flights over and near Haleakala Park. As a septuagenarian that's lived in Hawaii more than 50 years, I still hike into Haleakala nearly every week. Years ago, I believed this was the quietest place on earth. It is no longer. Although I see few overhead flights, I often hear and see helicopter tours encroaching along the mountain on the Kaupo side. Please help us preserve this special quiet place. Thank you and Aloha.

Correspondence ID: 71 Project: 103365 Document: 128164

Name: Diego, Anna

Received: May,17 2023 14:46:00

Correspondence Type: Web Form

Correspondence: Please absolutely no flights over Haleakala.

Correspondence ID: 72 Project: 103365 Document: 128164

Name: Akita-Kealoha, Thelma

Received: May,17 2023 14:47:14

Correspondence Type: Web Form

Correspondence: Am asking for your support in preserving Haleakala. I am a 69 year old woman who has been born and raised on Maui. All my life Haleakala has been a special place or our family, so much so that my only daughter decided to get married at the summit at sunrise. There is so much sacredness, cultural and value that I don't want to see this destroyed by helicopter tours. We have already lost so much and so many animals and plants are endangered that this may just be the tipping point.

Please, please do not let this happen, please approve the preferred alternate #2, no flight over the park.

Thelma Akita-Kealoha

Correspondence ID: 73 Project: 103365 Document: 128164

Name: Seidman, Brian

Received: May,17 2023 14:47:30

Correspondence Type: Web Form

Correspondence: Aloha national park service

I'm a long time resident of Maui. I live in the Haiku area and work in the Kahului area. I am clearly understand how important tourism is to our community but the natural beauty and sacredness of the Haleakala area both to the Native and long-term residence of the island would encourage me to maintain the current no-fly policies through the top of Haleakala. There are many ways for people to enjoy the park. It is easily accessible by motorized vehicle, the noise in the distraction of the planes and helicopters would reduce the overall quality of the experience there. Brian Seidman

Correspondence ID: 74 Project: 103365 Document: 128164

Name: Sutrov, Margaret T

Received: May,17 2023 14:48:32

Correspondence Type: Web Form

Correspondence: I grew up in Upper Kula, and the quiet of Haleakala National Park has long been incredibly special and meaningful to my family. Preserve the soundscape of Haleakala and do not allow helicopter tours and other flights over the Crater. Maui has little accessible "wilderness". Please maintain the peace there as it can be found in this special place.

Correspondence ID: 75 Project: 103365 Document: 128164

Name: Migliuri, Melissa

Received: May,17 2023 15:17:32

Correspondence Type: Web Form

Correspondence: Please limit flights over the park to research and documentary purposes only.

Correspondence ID: 76 Project: 103365 Document: 128164

Name: Wyatt, Whitney N

Received: May,17 2023 15:25:22

Correspondence Type: Web Form

Correspondence: No flights!

Correspondence ID: 77 Project: 103365 Document: 128164

Name: Enomoto, Anna-Marie L

Received: May,17 2023 15:51:24

Correspondence Type: Web Form

Correspondence: I am against the FAA being granted permission to fly over our sacred Mauna, Haleakala. This will absolutely disrupt the the quiet, calm, serene beloved place of my kupuna, my family and I. Not to mention the insurmountable negative impacts this will cause from air quality, vegetation, native birds/plants, and scaring off ungulates that will cause more harm.

Correspondence ID: 78 Project: 103365 Document: 128164

Name: ,

Received: May,17 2023 16:19:19

Correspondence Type: Web Form

Correspondence: Aloha and mahalo for hearing testimony on this very important environmental matter.

Please please please maintain and expand the No Fly Zone over the crater of the Quietest Place On Earth!

Please do not shatter the silence and ruin the peace for millions of visitors in exchange for a fistful of dollars! Please!

Correspondence ID: 79 Project: 103365 Document: 128164

Name: gillis, lauryn

Received: May,17 2023 17:50:46

Correspondence Type: Web Form

Correspondence: This land is protected land for many native species only found in this location in the entirety of the world. The air should be protected the same as everything will affect each other. Silence is a big part of why this land is so special and sacred. Hikes are already permitted, let this be enough to explore the land and the beauty it provides.

Correspondence ID: 80 Project: 103365 Document: 128164

Name: Miyahira, Jennifer

Received: May,17 2023 17:59:42

Correspondence Type: Web Form

Correspondence: I do not approve of the FAA's alternative of over 2,000 flights a year.

I want preferred alternative #2, which is no commercial flights.

I live in Kula, and I want our airspace protected like our land. We need to preserve the quiet peaceful beauty of Haleakala and uncounrty Maui.

Correspondence ID: 81 Project: 103365 Document: 128164

Name: Suida, Lisa

Received: May,17 2023 18:38:10

Correspondence Type: Web Form

Correspondence: The joy of looking out on Haleakela and watching the sunrise or sunset would be destroyed by aircraft on the horizon. The tradition and spiritual experience is quiet and the skyline is unobstructed. Aircraft in the park would ruin the historical and natural experience. There are areas in the park where aircraft noise would disturb the echo or quiet that can be experienced. There are too few places left where the peace of nature is the focus and we can observe the plants and wildlife in quiet. We do not need to add aircraft noise and visual obstruction to Haleakela.

Correspondence ID: 82 Project: 103365 Document: 128164

Name: Bedard, Mira

Received: May,17 2023 19:40:26

Correspondence Type: Web Form

Correspondence: I prefer alternative #2 no flights over the park, I think the park should be protected and not be loud for wildlife and people enjoying the park.

Correspondence ID: 83 Project: 103365 Document: 128164

Name: Carter, Inanna

Received: May,17 2023 20:33:07

Correspondence Type: Web Form

Correspondence: Aloha,

Please DO NOT allow flights or helicopter tours over Haleakala. As a born and raised Maui resident and newly trained physician who will be practicing on Maui and throughout the Hawaiian islands, I feel it is imperative that the land and culture of the Hawaiian people is respected. Mental health is directly impacted by having quiet sacred spaces to visit and even more importantly, by feeling that your culture is respected. Mental health problems are one of the greatest comorbid conditions contributing to health care costs and other diseases such as diabetes, high blood pressure, heart disease, and stroke.

Feel free to reach out with questions.

Inanna Carter, MD

icarter@cchealth.org

Correspondence ID: 84 Project: 103365 Document: 128164

Name: Hemmitt, Kai

Received: May,17 2023 20:59:28

Correspondence Type: Web Form

Correspondence: Haleakala is one of the most sacred landscapes on earth; for it to be sold as a commodity at the cost of its peaceful and delicate ecosystem is truly a crime. Out of respect to the land and it's people we demand you stop commercial flights over the Haleakala

Correspondence ID: 85 Project: 103365 Document: 128164

Name: RODRIGUEZ, MARISA P

Received: May,17 2023 21:17:30

Correspondence Type: Web Form

Correspondence: Helicopter flights up from the valley to Haleakala will be just as annoying as the bike tours coming down. There are enough visitors driving up each day, which adds to the already congested traffic, and upcountry. Not only do we deal with the traffic and the bikes, now you want the residence of Kula to deal with traffic in the skies? I oppose this tourist trap idea, as it takes away from the serenity and quietness of the neighborhoods of upcountry. If this is a vote, I vote no.

Correspondence ID: 86 Project: 103365 Document: 128164

Name: Harris, JennyLee K

Received: May,17 2023 21:31:32

Correspondence Type: Web Form

Correspondence: As a native kanaka, I do not approve of the FAA commercial flights over our sacred Haleakala. Home to the most unique native plants and native animals (Hawaiian birds, reptiles) found no where else in the world.

Haleakala is the quietest and most beautiful place on earth. With the it's pristine air quality during the day to the most incredible stargazing at night. We need to protect the ecosystem of our sacred Mauna. Waikamoi preserve provides a sanctuary for hundreds of native birds. The sounds of 2,000 commercial flights daily will disturb their home. We also have very old Ohia trees (600 years old)!. There will definitely be consequences of overhead pollution from jet fuel. It will decimate our native shrubs, ferns, Ohia trees.

A'ole A'ole A'ole

A'ole to commercial flights!

We need to protect our native forest, birds, sacred lands for our generations to come! Our keiki and home come first, not a playground for tourist!

Correspondence ID:	87	Project: 103365	Document:	128164
Name:	Tucker, Edward			
Received:	May,17 2023 21:38:25			
Correspondence Type:	Web Form			

Correspondence: Please don't ruin the quietest and one of the most sacred places on earth with recreational helicopters. Option #2, Ban them over Haleakala. Mahalo, Edward Tucker

Correspondence ID:	88	Project: 103365	Document:	128164
Name:	,			
Received:	May,17 2023 21:46:16			
Correspondence Type:	Web Form			

Correspondence: I'm a long time public school teacher on Maui. Just say no to any helicopter tours by Haleakala. Mahalo!

Correspondence ID:	89	Project: 103365	Document:	128164
Name:	Smith, Deanna G			
Received:	May,17 2023 22:18:19			
Correspondence Type:	Web Form			

Correspondence: I'm going to start here with the most important words of my comment, I Deanna Smith do not want commercial helicopters to be allowed to fly above Haleakala National park. Now let's talk about reasons why I disagree with this proposed plan. First of all Haleakala is a sacred space and should be treated that way with the utmost respect, flying commercial helicopters above would only take from this sacred space. I've read that Haleakala is one of the most silent places on earth, is that not amazing? Helicopters flying above would ruin that. Why take away another great wonder on this earth? For profit? Has greed not taken away enough of Hawai'i already? Let nature be. Treat this sacred space with respect. Respect Hawai'i. It is not a tourist playground.

Correspondence ID:	90	Project: 103365	Document:	128164
Name:	McHenry, Marion L			
Received:	May,17 2023 22:36:29			
Correspondence Type:	Web Form			

Correspondence: I don't think there should be any flights allowed over Haleakala. This is a National Park and belongs to the public. The noise pollution from helicopters is extreme and impacts the animals and birds who live there and the visitors who are going there to enjoy nature.

Correspondence ID:	91	Project: 103365	Document:	128164
Name:	Devanney, Kelsey			
Received:	May,18 2023			
Correspondence Type:	Web Form			
Correspondence:	Aloha,			

Thank you for allowing the public to share our thoughts in this matter.

The silence and geographic isolation of Haleakalā is a rare find in this age. When Covid forced almost everything to shut down, scientists observed how that affected nature. With a prolonged break from the heavy onslaught of tourists, scientists finally had a control period to observe the impact of constant human movement and noise on nature. They observed the positive impact on recovering underwater life in Hanauma Bay. They observed the way the humpback whales in Alaska suddenly could talk to each other in a different way because there was no boat noise. These are among many other experiments conducted around the world during the spring and summer of 2020. All of them found that the quiet break from man-made machines was overwhelmingly beneficial to the natural flora and fauna of the area.

In particular, we know Hawai'i is maxed out with tourism. Managing tourism was already a question before Covid, and we haven't done much to change the oversaturation of our islands. Reimplementing flight tours over Haleakalā is completely unnecessary and harmful to the delicate, isolated ecosystem of the crater. Why wouldn't we take the chance to cancel all flight tours in the name of preserving these endemic flora and fauna as best we can? There are many other Maui flight tours already in operation, and tourists are welcome to partake in those. I hope we can all agree that Haleakalā is home to many beautiful, rare species and landscapes. These are already accessible by car, foot, and horse, and managing the flow of that is already difficult.

Let's take action to ban flight tours over the crater to preserve the quiet, delicate sanctuary that is Haleakalā.

Thank you for taking this into consideration.

Kelsey Devanney

Correspondence ID:	92	Project: 103365	Document:	128164
Name:	Darcy, Lisa			
Received:	May,18 2023 01:05:04			
Correspondence Type:	Web Form			
Correspondence:	Aloha,			

Please maintain the sacred space in Haleakala and do not allow helicopter or other air intrusion. It is significant to continue respecting the āina in all her elements.

Mahalo,

Lisa Seikai Darcy

Kula, HI

Correspondence ID:	93	Project: 103365	Document:	128164
Name:	Kreider, Zena			
Received:	May,18 2023 01:47:35			
Correspondence Type:	Web Form			

Correspondence: It would be so terrible to have the pristine and quiet environment of Haleakala Cater disturbed by air tours. Haleakala is one of the most quiet places in the world. Air tours would disturb this delicate ecosystem and the solace the crater provides for the community.

Correspondence ID:	94	Project: 103365	Document:	128164
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Name:	,
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Received:	May,18 2023 02:00:22
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Correspondence Type:	Web Form
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Correspondence: I'm not in support of any type of helicopter tour activity over Haleakala. Growing up on Maui, this place has always been sacred to me. And one of the many things that stand out aside from its beauty is the beautiful silence it offers. Every visitor or friend that I have met have mentioned that stillness as an experience that stays with them. Allowing commercial activity to occur here would take away the characteristic that defines this sacred place. Commercialization, even managed will only lead to move invasive ambitions that subject this land to pollution and desecration.

Correspondence ID:	95	Project: 103365	Document:	128164
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Name:	Vail, Christy
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Received:	May,18 2023 02:24:53
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Correspondence Type:	Web Form
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Correspondence: Please! No flights over Haleakala Crater!

Correspondence ID:	96	Project: 103365	Document:	128164
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Name:	,
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Received:	May,18 2023 05:39:38
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Correspondence Type:	Web Form
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Correspondence: Allowing helicopters over protected land brings us one step closer to having billboards and McDonalds in national parks. Just in case youre not aware: that's a bad thing.

Correspondence ID:	97	Project: 103365	Document:	128164
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Name:	McGlenn, Michael
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Received:	May,18 2023 06:25:10
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Correspondence Type:	Web Form
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Correspondence: I do not believe there should be ANY air travel, including helicopter tours allowed over Haleakala. I believe the airspace should be closed to air tours. The natural sounds and silence are a major feature of the park and frequent tours would disturb that peace. Additionally, Haleakala is a sacred place and it's air space should also be protected from disturbance.

Correspondence ID:	98	Project: 103365	Document:	128164
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Name:	Muller, Erica G
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Received:	May,18 2023 07:33:48
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Correspondence Type:	Web Form
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Correspondence: To Whom it May Concern,

I do not support the decision to allow helicopter tours to begin over Haleakala. I believe to do so would be a desecration of a sacred space for native Hawaiians. Please continue to allow this peaceful place to remain silent and free of the constant hum of the helicopters. I have only walked across the crater 3 times in my life but each

time what impacts me most is the silence. A silence we don't get anywhere else in the US. I am not a native Hawaiian and it felt like a sacred space that needs protection. I can only imagine how native Hawaiians feel when they are in Haleakala. I understand this might be a good amount of money to the upkeep of the park but I'm sure locals and caring tourists would understand a rise in entry cost to allow things to continue the way they are and I hope this is considered going forward. I appreciate your time.

Sincerely,

Erica Muller

418 Morrissey Road,

Neptune NJ 07753

Correspondence ID:	99	Project: 103365	Document:	128164
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Name:	B, Vanessa
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Received:	May,18 2023 09:02:47
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Correspondence Type:	Web Form
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Correspondence: Maui is not a playground for the wealthy -- Stop enabling these bad actors who take advantage of this beautiful, serene and sacred place. We need to stop desecrating the land, air, and water and support the local population. A helicopter tour for the wealthy is not the path forward, but rather a large step backwards.

Correspondence ID:	100	Project: 103365	Document:	128164
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Name:	Attix, Cherie
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Received:	May,18 2023 11:07:03
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Correspondence Type:	Web Form
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Correspondence: The profound silence in Haleakala needs to be forever protected

Where else in Maui Nui can one go to be in such a vast expanse of the Natural World and hear only silence. Haleakala is a heritage site and it's legacy should be held sacred. No air travel over this wonderful place.

Correspondence ID:	101	Project: 103365	Document:	128164
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Name:	Heilprin, Andrew
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Received:	May,18 2023 11:33:39
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Correspondence Type:	Web Form
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Correspondence: Safety risks, noise pollution, and environmental impact make banning helicopter tours over Haleakala Crater necessary. Protecting the delicate ecosystem and preserving the tranquility of this sacred site should take precedence over commercial activities.

Over tourism in Maui has led to overcrowding, strain on infrastructure, degradation of natural resources, and loss of cultural authenticity. Banning helicopter tours is a step towards sustainable tourism management and safeguarding the island's long-term well-being.

During the pandemic-induced tourism halt, Maui witnessed remarkable recovery: cleaner air, reduced traffic, rejuvenated coral reefs, and increased wildlife sightings. This underscores the need to regulate tourism and limit activities like helicopter tours to ensure the continued healing of Maui's precious ecosystem.

Mahalo.

Correspondence ID:	102	Project: 103365	Document:	128164
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Name:	Pickett, Jenny L
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Received:	May,18 2023 11:35:37
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Correspondence Type:

Web Form

Correspondence: Regarding the Air Tour Management Plan for Haleakala National Park, the FAA's alternative of over 2,000 flights a year is shameful and horrifying. As a proud resident who cherishes Maui, I vote for preferred alternative #2, no flights, Keep Haleakala sacred. It's protected for good reason. "Inside Haleakalā crater is the quietest (natural) place on Earth. . .it is an incredibly sacred, significant, and special place for me and countless generations of families going back thousands of years" (KH) Please let's get a handle on this! Such a no brainer and depressing that this is even up for debate. Come on people, we can do better! Hopefully, there's powerful protection here that will be enforced. If the NPS, State, and County (as well as any other entities at play here) can't respect, protect and preserve this precious priceless resource- who can? And what will ever be protected? Please don't hesitate to create, provide, and maintain a firm boundary here. No flights. Thank you for the opportunity to comment.

Correspondence ID:	103	Project: 103365	Document:	128164
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Name:	Osborn, Bethany
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Received:	May,18 2023 13:25:49
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Correspondence Type:	Web Form
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Correspondence: Helicopters should not be allowed! Haleakalā is not only sacred but it the "quietest place on earth." Why ruin that with commercialized tours hovering above all the time. Please do not let this happen.

Correspondence ID:	104	Project: 103365	Document:	128164
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Name:	, K
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Received:	May,18 2023 13:40:13
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Correspondence Type:	Web Form
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Correspondence: Aloha. Please do not allow for an increase in helicopter tours in or around Haleakala. This one of the last quiet places on earth. There are plenty of tours already, do not allow for more flights or more intrusive routes. Mahalo.

Correspondence ID:	105	Project: 103365	Document:	128164
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Name:	Elaine, Lauren
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Received:	May,18 2023 14:57:07
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Correspondence Type:	Web Form
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Correspondence: My mom lives on Kauai and the sound of the helicopters reverberating in the mountains long after they are gone is both disturbing to the wild life and the people. Please don't allow this type of tourism that we really don't want. Please protect our sacred island.

Correspondence ID:	106	Project: 103365	Document:	128164
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Name:	Norton, Jorry
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Received:	May,18 2023 15:59:54
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Correspondence Type:	Web Form
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Correspondence: Please do not disrupt the peace of Haleakala any more than it has already been.

Correspondence ID:	107	Project: 103365	Document:	128164
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Name:	Walín, Noah
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Received:	May,18 2023 16:47:39
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Correspondence Type:	Web Form
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Correspondence: I do not support allowing Air Tours above Haleakala National Park. I spent two summers working in Haleakala National Park in internship programs. They were some of the best experiences of my life. One of the most amazing things about Haleakala National Park is that there is no noise pollution. It will be extremely detrimental to visitor experience at the park to allow Air Tours. Na Pali Coast State Wilderness Park on Kauai allows Air Tours and they are a complete nuisance for anyone trying to enjoy the peaceful beauty of the coast. I do not want the peaceful sounds of nature to be taken away for people doing Air Tours above Haleakala National Park. Please do not allow Air Tours above Haleakala National Park.

Correspondence ID:	108	Project: 103365	Document:	128164
Name:	Garrett, Becca			
Received:	May,18 2023 17:08:52			
Correspondence Type:	Web Form			

Correspondence: Please do not allow this. I had the most wonderful experience on my 12 hour hike in this beautiful and stunning national park! It was exactly surreal how quiet it was and how amazing it was to only hear my own footsteps. It is my favorite hike to date and the quietness had almost everything to do with it. I am saddened and enraged that this is even an option or an issue. Today's society is so geared towards monetary value and it's sickening that money would be valued over pure nature.

Correspondence ID:	109	Project: 103365	Document:	128164
Name:	Thomas, Lea			
Received:	May,18 2023 19:27:04			
Correspondence Type:	Web Form			

Correspondence: Hi,

Please do not allow helicopter tours above Haleakala. It is one of the quietest places on earth and it is one of the most special aspects of being in the crater. No machines or drones should ever be allowed in the airspace. It disrupts the wildlife that is so utterly sacred and precious and completely ruins the pristine quality of this beautiful crater.

I was born and raised in haiku on the slopes of this beloved volcano and make a pilgrimage to hike through every year or so. I come to seek the silence and find solace in the peace that comes with quiet

Please respect the boundaries of this mauna.

No helicopters on Haleakala.

Mahalo,

Lea

Correspondence ID:	110	Project: 103365	Document:	128164
Name:	McKee, Eileen F			
Received:	May,18 2023 20:29:40			
Correspondence Type:	Web Form			

Correspondence: We are so inundated with flights coming in, and the current helicopter tours over the island. Over-tourism is killing Maui. Please, please, keep Haleakala free from the noise and the intrusive nature of helicopter tours over our precious House of the Sun. Let this sacred place rest in silence.

Correspondence ID:	111	Project: 103365	Document:	128164
Name:	Vicente, Noelani			
Received:	May,18 2023 20:53:02			

Correspondence Type: Web Form

Correspondence: Please protect the silence in Haleakala. As a third generation local who has hiked in Haleakala crater , the deafening silence in the crater is one of those things you never forget and is rarely experienced. Please protect the airspace above Haleakala crater so people can enjoy the sacredness of Haleakala. I vehemently appose opening up Haleakalā crater's airspace to helicopter tours.

Correspondence ID: 112 Project: 103365 Document: 128164

Name: Beidner, Stephen W

Received: May,18 2023 21:01:56

Correspondence Type: Web Form

Correspondence: Please NO air tours. I saw a film about Haleakala called something like "The Quietest Place on Earth." Lets keep it that way. We are so blessed to have Haleakala. There is No reason to have air tours. People can come up to the Visitors Center and marvel at the magnificent views from land.

Correspondence ID: 113 Project: 103365 Document: 128164

Name: Kok, Rudy

Received: May,18 2023 21:22:38

Correspondence Type: Web Form

Correspondence: Please no helicopter flights over Haleakala. The noise will ruin the experience for the people on the ground to satisfy a few, mainly tour operators that see another way to make a buck.

Correspondence ID: 114 Project: 103365 Document: 128164

Name: , Lisa

Received: May,18 2023 21:25:49

Correspondence Type: Web Form

Correspondence: No flights PLEASE

Correspondence ID: 115 Project: 103365 Document: 128164

Name: Balthaser, Robin

Received: May,18 2023 22:55:52

Correspondence Type: Web Form

Correspondence: To whom it may concern,

As a 13 year resident of Kauai it's incredible the growth the islands have seen in the little time I have lived here. Our little islands that we call home are being loved to death. The over tourism and exploitation of the sacred Hawaiian islands is alarming. The islands cannot continue to be sold out for the almighty dollar. Haleakala is a very special and sacred place and it would be a absolute travesty to allow any commercial helicopter flights in the National Park. People go here to experience the tranquil beauty of this place, not to hear helicopters buzzing about all day long. We cannot even allow one commercial flight to take place. If so it will never stop. Here on Kauai, when you go to Waimea Canyon and Kokee, Napali, and Haena state parks it's overwhelming and obtrusive how many helicopters there are. The flights are literally non stop for an hour straight. When the noise from one starts to clear the area another is right behind it and this goes on all day long. Please please vote no and do not allow commercial flights In Haleakala.

Sincerely,

Robin Balthaser

Correspondence ID:	116	Project: 103365	Document: 128164
Name:	Kitamura, Philip		
Received:	May,19 2023		
Correspondence Type:	Web Form		
Correspondence:	The park receiving \$50,000 from the tours isn't worth the bother that tours cause for people and wildlife alike. I would like alternative #2, no tours in the park.		
Correspondence ID:	117	Project: 103365	Document: 128164
Name:	Bursack, Michael		
Received:	May,19 2023 01:02:12		
Correspondence Type:	Web Form		
Correspondence:	I believe it would be a huge mistake to open this aspect of the park to commercial tours. In a place where everything is exploited for tourists and their money, this is something that we as a community should stand up against. We do not need to open up more of our environmentally sensitive area to people with no real connection to this land or understanding of the land or its host culture (because this service will disproportionately serve tourists).		
	Please don't open up our national park to more commercial exploitation.		
Correspondence ID:	118	Project: 103365	Document: 128164
Name:	Fallon, Bean		
Received:	May,19 2023 07:39:23		
Correspondence Type:	Web Form		
Correspondence:	A major aspect of what makes National Parks so special is the lack of human noise pollution. Nearly everywhere else in the US is cluttered by the sounds of machinery. By allowing flights over this park, the sanctity that defines the park would be ripped away. National Parks exist to preserve the natural world and allow us to reconnect with it. To do this successfully, there must be as little evidence of human presence as possible. Flights would be a constant reminder of society, and constantly shatter the careful peace curated by the space. So little of the natural world we evolved with is left. I implore you to protect what we do have to the fullest extent.		
Correspondence ID:	119	Project: 103365	Document: 128164
Name:	A, Katie		
Received:	May,19 2023 08:47:55		
Correspondence Type:	Web Form		
Correspondence:	I grew up on Maui and go back to visit family and friends as often as possible. Though I'm not a current resident Haleakala holds a special place in my heart. This is a sacred, unique place that deserves protection from overcrowding and tourism. Part of what makes natural areas like this so beautiful is the solace and quiet. Aircrafts overhead will decimate that experience and likely be detrimental to already at risk bird species and other wildlife. Do not support helicopter tours in this area.		
Correspondence ID:	120	Project: 103365	Document: 128164
Name:	Benvie, Jennifer E		
Received:	May,19 2023 09:29:57		
Correspondence Type:	Web Form		
Correspondence:	Haleakala is dubbed the quietest place on earth.Same on u nps 4 even thinking of helicopter tours. greed looks like it has come from u now with the far. what about the endangered wild life we spent money		

on to save them? what about the too many people we diminished recently for bike tours? now u are contradicting efforts made here on maui to keep the crater pristine. Shame shame shame why why why??? money money money get a grip nps I am very disappointed aloha

Correspondence ID: 121 Project: 103365 Document: 128164
Name: Robinson, Laura
Received: May,19 2023 09:37:48
Correspondence Type: Web Form
Correspondence: Please don't allow helicopters to fly over Maui's beautiful national park!!! Haleakala is a sacred place and to exploit it for tourism \$\$\$ is appalling!!! Many go to see the beauty of this sacred place and to have helicopters flying over would be devastating to the experience of the park!!!! I beg you please DO NOT ALLOW THIS TO HAPPEN!!!!
Laura Robinson

Correspondence ID: 122 Project: 103365 Document: 128164
Name: Logsdon, Connor F
Received: May,19 2023 11:44:03
Correspondence Type: Web Form
Correspondence: I don't want planes and helicopters flying over the national park. It ruins the silence of one of the quietest places in the world. The buzzing of engines is an unwelcome noise in that sacred place. I also live on the slopes of Haleakala and these vehicles fly awfully close to my house which is also uncomfortable.

Correspondence ID: 123 Project: 103365 Document: 128164
Name: Manley, Paul
Received: May,19 2023 13:42:55
Correspondence Type: Web Form
Correspondence: I advocate for Haleakala to be a no-fly zone. It's considered to be the quietest place on earth. <https://www.npr.org/2022/08/25/1119484767/experience-the-quietest-place-on-earth>
It's our responsibility to keep it that way.

Correspondence ID: 124 Project: 103365 Document: 128164
Name: Collins, Gillian
Received: May,19 2023 14:26:52
Correspondence Type: Web Form
Correspondence: I oppose any helitours on Haleakala . Too noisy , too dangerous , too much wasted fuel. Scary for the wildlife and humans hiking.

Correspondence ID: 125 Project: 103365 Document: 128164
Name: Carrere, Sierra
Received: May,19 2023 15:05:58
Correspondence Type: Web Form
Correspondence: No on helicopter tours,. The quiet and there is like no other. Please keep it that way!

Correspondence ID: 126 Project: 103365 Document: 128164

Name: Silva, Anita
Received: May,19 2023 16:07:58
Correspondence Type: Web Form

Correspondence: Air tours should not be allowed over Hawaii's national parks. Residents in the flight path already put up with enough. Tourists should not be prioritized over residents and kanaka maoli peaceful enjoyment of our homes

Correspondence ID: 127 Project: 103365 Document: 128164
Name: Mosallai, Anahita
Received: May,19 2023 17:55:43
Correspondence Type: Web Form

Correspondence: I choose option #2 - No commercial flights over Haleakala. There is not only a cultural relevance to the significance of Haleakala, but also the fact that the silence of Haleakala is part of the charm that makes it exclusive and special in the world. Please keep Haleakala holy and whole. It is an endangered environment and needs conservation for future generations. Please don't sell-out and get bribes from corporations that want to con you into allowing this atrocity for their short-term gains. Helicopter tours won't add jobs to the island. In fact, having them would cheapen the Maui experience for tourists and be a spit in the eye of residents and natives.

Correspondence ID: 128 Project: 103365 Document: 128164
Name: Olney, Nicole
Received: May,19 2023 18:09:49
Correspondence Type: Web Form

Correspondence: I beg of you, please do not allow helicopter tours above haleakala. This mountain is so important for the culture and history and preservation on the Island. My time staying in the haleakala crater was sacred, and the most magical aspect of the experience was the SILENCE that I have never been able to experience ANYWHERE ELSE IN THE WORLD. This experience needs to be protected. Maui's economy already rests so heavily on income from tourism, allowing this would just be yet another unfortunate progression of enabling the states dependence on tourism. We need to start getting more creative about cultivating income that protects and nourishes the land and it's people. We need to protect this island. It does not belong to the bidder with the highest dollar who wants a helicopter ride. It belongs to the people who tend and care for the land. I urge you to listen to what they have to say above all else.

Correspondence ID: 129 Project: 103365 Document: 128164
Name: ,
Received: May,19 2023 18:41:01
Correspondence Type: Web Form

Correspondence: Haleakal national park is one of tha most beautiful and natural sights I have ever seen. Helicopters flying over the park would totally affect the majesty of this natural phenomenon. Nothing g that creates noise or pollution should fly over the park on a regular basis and as a .eans of profit.

Correspondence ID: 130 Project: 103365 Document: 128164
Name: ,
Received: May,19 2023 18:41:12
Correspondence Type: Web Form

Correspondence: Haleakal national park is one of tha most beautiful and natural sights I have ever seen. Helicopters flying over the park would totally affect the majesty of this natural phenomenon. Nothing g that creates noise or pollution should fly over the park on a regular basis and as a .eans of profit.

Correspondence ID: 131 Project: 103365 Document: 128164
Name: Winner, Michelle
Received: May,19 2023 19:04:03
Correspondence Type: Web Form
Correspondence: Please make the entire crater and environs a NO FLY ZONE, mahalopiha, Michelle Ho'ohikiaumoana Winner

Correspondence ID: 132 Project: 103365 Document: 128164
Name: de Kock, Dulcie
Received: May,19 2023 19:12:48
Correspondence Type: Web Form
Correspondence: I'm submitting my refusal for the FAA's alternative of over 2,000 flights a year, and I want preferred alternative #2-no commercial flights. I want this option as the airspace is just as important to protect and consider as the land space is; it is important to protect from pollution and contaminants from overhead flights that could negatively impact a vibrant ecosystem. Flights are a helpful and useful tool of modern time, & I also believe it's imperative to be mindful of the paths these flights take. It is important to say no now to flying over protected lands, before this would be accepted as commonplace, and to stop as much pollution as possible before it would start. We, as humankind, have hopefully learned how important it is to do preventative protective work in relationship with the environment rather than having to clean up the messes of lack of thoughtfulness later. There is another option now, so let's start there.

Correspondence ID: 133 Project: 103365 Document: 128164
Name: Godsey, Karl
Received: May,19 2023 20:17:29
Correspondence Type: Web Form
Correspondence: As a former resident of Hawaii (life until moving after retirement) please don't allow helicopter tours of peaceful and pristine Haleakala crater. There are already too many cars going up and down adding to congestion and noise pollution without having helicopters as well. If people want to see te eaters there is already horse trails available well as hiking trails!

Correspondence ID: 134 Project: 103365 Document: 128164
Name: ,
Received: May,20 2023 10:29:21
Correspondence Type: Web Form
Correspondence: Aloha,
I refuse the FAA's proposed alternative of 2000 flights a year over Haleakala + instead support alternative #2 no flights. Haleakala crater is the quietest place on earth as well as sacred land for Hawaiians + we would like it to stay that way. Mahalo Nui for your kokua.

Correspondence ID: 135 Project: 103365 Document: 128164
Name: ,

Received: May,20 2023 11:22:44

Correspondence Type: Web Form

Correspondence: No aircraft over Haleakala and stop it from flying low over our homes in Huelo. They routinely break the law by flying too low and are more than a nuisance.

Correspondence ID: 136 Project: 103365 Document: 128164

Name: , Whitney

Received: May,20 2023 11:41:44

Correspondence Type: Web Form

Correspondence: For profit tours in a place with native relevance goes against what the NPS claims to value and protect. Allowing such commerical practices would negatively impact a plethora of individuals, both kanaka and not. The noise levels that helicopters emit are loud enough to be heard in neighboring homes to the park, as far away as that may seem. Allowing the disruption of peoples lives for profit is disgusting. There should be no commercial flights within or around a sacred place. There is already enough damage to our mauna, with the things NPS does allow, this is an opportunity for NPS to show their values do align with their actions. Thus far, NPS has been bordering profit over conservation and culturally appropriate education.

Correspondence ID: 137 Project: 103365 Document: 128164

Name: Rouse, Taylor J

Received: May,20 2023 12:01:50

Correspondence Type: Web Form

Correspondence: I prefer option number 2 of no commercial flights above the park. The park is one of the quietest places on earth for a reason and adding helicopters or any other flights over it will ruin one of the biggest reasons people visit the park. The land and it's animals are protected, so should the airspace where many of these animals, specifically all of the endemic birds in the park, fly. Adding any commercial air traffic would be devastating to the parks natural experience.

Correspondence ID: 138 Project: 103365 Document: 128164

Name: lagattuta, sal

Received: May,20 2023 13:19:02

Correspondence Type: Web Form

Correspondence: act 2

Correspondence ID: 139 Project: 103365 Document: 128164

Name: Gaskell, Viola

Received: May,20 2023 13:25:59

Correspondence Type: Web Form

Correspondence: Alternative 2 is the only way to surely avoid noise and air pollution of Haleakala National Park, one of the quietest places on Earth. Part of the appeal of this culturally and geographically important place is the the absence of human disturbances for economic gain.

Correspondence ID: 140 Project: 103365 Document: 128164

Name: Morine, Patricia K

Received: May,20 2023 14:21:36

Correspondence Type: Web Form

Correspondence: Please do not allow commercial helicopter tours or aircraft over flight of Haleakala National park. The lack of noise pollution in the crater should be preserved. Mahalo

Correspondence ID: 141 Project: 103365 Document: 128164

Name: lagattuta, sal

Received: May,20 2023 14:54:08

Correspondence Type: Web Form

Correspondence: I haven't had much info given to me about this situation but it is ridiculous to think someone is trying to fill there pockets with more greed and using this island as a cash pot. I believe it is act 2 that request to not have any flying in the crater I believe that is the truest statement i've ever made

Correspondence ID: 142 Project: 103365 Document: 128164

Name: Ambrose, Jacqueline S

Received: May,21 2023 20:46:36

Correspondence Type: Web Form

Correspondence: A resounding deafening NO! Halekala Crater is one of only a few places left on Maui where people can hike/camp in peace & quiet. There's enough noise everywhere else, don't ruin the few remaining quiet beauty spots.

Correspondence ID: 143 Project: 103365 Document: 128164

Name: Mudd, Ryan

Received: May,22 2023

Correspondence Type: Web Form

Correspondence: All helicopter tours over National Parks in Hawaii have extreme adverse impacts on park visitors on the ground, as well as native wildlife. Research has shown that native birds, our most prized fauna, many of which are critically endangered, change their vocal patterns during and following helicopter flights. Regarding the people on the ground hiking in remote areas of the National Park, the wilderness aspect of such adventures is completely ruined whenever helicopters fly over. The adverse impacts of helicopter tours to wildlife, wilderness areas, cultural activities, and spiritual significance far outweigh the benefits to the wealthy minority who can afford such invasive tours, or the special interest of helicopter tour companies that are not compatible with a sustainable planet Earth. Helicopter tours require heavy use of fossil fuels, and contribute to climate breakdown, which will impact the national park in a variety of ways too long to list here. There is no such thing as a quiet, sustainable helicopter, and they need to be banned from National Parks in Hawaii, period. Mahalo for considering these important comments.

Correspondence ID: 144 Project: 103365 Document: 128164

Name: Ivey, John

Received: May,22 2023 10:25:40

Correspondence Type: Web Form

Correspondence: No no no! "Quietest place on earth is way better than helicopters every 20 minutes. Please: NO.

Correspondence ID: 145 Project: 103365 Document: 128164

Name: Matheson, Sally L

Received: May,22 2023 16:26:41

Correspondence Type: Web Form

Correspondence: Please do not allow the air tours on Haleakala. This is a beautiful place that is sacred to many people. The quiet peace of walking in and along the crater is what makes it so special. If this many helicopter flights were allowed it would completely change the serenity and experience of those visiting. Anyone that wants to visit is welcome to drive there but there is absolutely no need to allow air tours in that area. Please for the sake of those that live on Maui and around the upcountry-please do not do this!

Correspondence ID:	146	Project: 103365	Document:	128164
Name:	DeLashmet, Michael H			
Received:	May,22 2023 17:47:44			
Correspondence Type:	Web Form			

Correspondence: Hello,

I urge you to prevent helicopter air traffic from flying over the crater. As a soundscape ecologist and conservationist, I can speak to just how rare and valuable Haleakala is as a refuge for quiet. Being in a natural space devoid of man made noise is so rare that I only know of five places on the earth where it can be experienced, and even then, only for 30 minutes before another aircraft flies overhead, shattering the peace. Haleakala is one of those places. Quiet is crucial to our experience of nature and to clarity of thought, yet it is nearly fully depleted as a resource. Please keep the crater as a refuge for this valuable experience.

Correspondence ID:	147	Project: 103365	Document:	128164
Name:	, A			
Received:	May,22 2023 19:53:57			
Correspondence Type:	Web Form			

Correspondence: Absolutely not!

Correspondence ID:	148	Project: 103365	Document:	128164
Name:	Vendetti, Thomas A			
Received:	May,22 2023 19:59:06			
Correspondence Type:	Web Form			

Correspondence: Aloha:

My name is Dr. Tom Vendetti and I directed and produced the award-winning documentary film, "The Quietest Place on Earth". It has aired on PBS nationally and screened around the world. The film featured Gordon Hempton and his quest to find the quietest place on earth in nature. After several decades, he concluded that Haleakala Crater was the place. After he made the comment, I asked the question (featured in the film), "If Haleakala Crater is the quietest place on earth, what is the volcano telling us?" After conducting several interviews, including the poet laureate William S. Merwin, Ram Dass, Paul Horn, Dr. Gary Greenberg, Ann Mortifee and others, it was apparent that Haleakala Crater is a very spiritual place with a profound message. When you are in the crater the stillness and quiet contributes to inner peace. The chatter and nonessential thoughts seem to disappear. This opens the door to get in touch with what is really important to achieve happiness. It is truly a spiritual experience to be in the crater. In fact, Hawaiians throughout time have regarded Haleakala as a spiritual place. It is known as, "The House of the Sun". It figures in many stories that continue to strengthen the connection between the earth and its native people.

Haleakala Nation Park needs to be quiet!! Strangely, the National Park Service/FAA agreed to ban air tours at Mt. Rushmore and the Badlands, agreed to phase out all air tours at Glacier National Park, but does not have, nor did they study, an alternative to ban air tours over Haleakala National Park. With this in mind, why not ban all air tours, something that US Congressman Ed Case, Hawaii District 1, has sought since 2022.

Correspondence ID:	149	Project: 103365	Document:	128164
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Name: Cole, Robert L
Received: May,24 2023 13:21:14
Correspondence Type: Web Form

Correspondence: I support the reduction of the number of flights and ground/altitude restrictions. I enjoy the quiet and solitude of the Park, and especially the "crater" area. The current number of flights are a distraction and a nuisance.

Thank you,
Robert Cole
Makawao, HI

Correspondence ID: 150 Project: 103365 Document: 128164
Name: Kramer, Ash
Received: May,25 2023 11:17:14
Correspondence Type: Web Form

Correspondence: I am not a Hawaii resident, but I am a Hawaii visitor and for many years my parents lived on the Big Island. I support the revisions to the Air Tour Management Plan for the Haleakalā National Park. Anything the park service can do to reduce disruptions to the natural environment (particularly sound disruptions) is welcome.

Thank you!

Correspondence ID: 151 Project: 103365 Document: 128164
Name: ,
Received: May,26 2023 09:30:36
Correspondence Type: Web Form

Correspondence: Please do not allow commercial flights to be flown over this mountain. This is a peaceful and remote part of the island - everyone needs space for their spiritual practices and this place provides that for many people.

Correspondence ID: 152 Project: 103365 Document: 128164
Name: Hendrickson, Cheryl
Received: May,26 2023 10:30:42
Correspondence Type: Web Form

Correspondence: Alternative 2 of the EA is the best ATMP for Haleakala Park. This alternative is necessary to protect the wilderness character and the visitor experience of the park.

Being part of the Hawaii Islands International Biosphere Reserve demands Haleakala be a preserved and protected ecosystem. The natural acoustic environment is the lowest recorded in any national park. Helicopter tours at all altitudes disrupt the natural quiet.

Restricting tours to 5 days a week or time of day will interrupt natural wildlife behavior. Wildlife do not understand they will have a two day break or morning & evening hours to carry on their natural behaviors. It stands to reason they will relocate or at worst, stop reproduction which leads to extinction.

" Natural soundscapes are vital components of a healthy, intact, biological community and is an important role in wildlife communication and behavior. Preservation of the natural sound is critical to effective wildlife management."

There are 38 miles of hiking trails that visitors can experience Haleakala. Part of that experience is the natural quiet that can only be attained on the ground. Helicopter noise is amplified in quiet environments. Existing aerial photographs relay the view from the air and is not necessary to repeat 2,412 times per year.

Tour increases from additional entrants or requests by existing operators requiring amendments is worrisome. Governing bad actors could manipulate this. Greed has gotten us here and is not going away.

There is no where else like Haleakala in the world. It is historically significant as evidenced by being farmed 800+ years ago. This land must be nurtured to sustain life for present and future generations. Who must experience Haleakala without man made mechanical noise.

Correspondence ID:	153	Project: 103365	Document:	128164
Name:	Thompson, Lynda			
Received:	May,26 2023 16:53:50			
Correspondence Type:	Web Form			

Correspondence: I am an avid hiker (and road cyclist.) I seek out solitude on my hikes. I want to find peace and quiet and I urge you to consider keeping Haleakala as noise-free as possible. Aerial noise makers (aircraft, helicopters, drones) are becoming all too common in many areas. We live with enough noise in the cities, let's find places for quiet contemplation of the nature and wildlife around us. Thank you!

Correspondence ID:	154	Project: 103365	Document:	128164
Name:	Smith, Kalim			
Received:	May,26 2023 17:20:28			
Correspondence Type:	Web Form			

Correspondence: Preferred Alternative #2

We would like no flights above Haleakala because it is a preserve and it is sacred to our families.

Correspondence ID:	155	Project: 103365	Document:	128164
Name:	,			
Received:	May,28 2023 02:29:09			
Correspondence Type:	Web Form			

Correspondence: We prefer #2, NO flights over Haleakala. The land is protected, so why isn't the air space?

Correspondence ID:	156	Project: 103365	Document:	128164
Name:	Drayer, Mary L			
Received:	May,28 2023 19:13:58			
Correspondence Type:	Web Form			

Correspondence: #1 most important request: PLEASE be sure all participants, businesses, employees, customers etc are EDUCATED as to the Sacredness of not just Mauna Haleakala, but ALL of the pae 'āina....I realize that some tours will be allowed - (would like to see NONE) but i do live in reality. Limit them as much as possible, but the EDUCATION component is key to the entire honua, and survival of kānaka 'ōiwi ...Everyone MUST do their part to carry out their kuleana to the health and perpetuation of the culture and kānaka. For too many years the prevailing mentality has been the necessity of tourism \$\$\$\$! We are almost now at a point of no return. Israel Kamakawiwo'ole sang it perfectly the mele "Hawai'i 78" written by Skippy Ioane: "cry for the gods, cry for the people, cry for the land that was taken away, and they yet you'll find Hawai'i..."

Mahalo for the opportunity to submit my mana'o. Educate! EŌ! EA!

Correspondence ID:	157	Project: 103365	Document: 128164
Name:	Tester, John		
Received:	May,31 2023 04:40:41		
Correspondence Type:	Web Form		
Correspondence:	body content		
Correspondence ID:	158	Project: 103365	Document: 128164
Name:	Tester, John		
Received:	Jun,05 2023 05:12:33		
Correspondence Type:	Web Form		
Correspondence:	body content		
Correspondence ID:	159	Project: 103365	Document: 128164
Name:	SUSSMAN, STEPHEN A		
Received:	Jun,05 2023 11:47:16		
Correspondence Type:	Web Form		
Correspondence:	<p>I believe that the current proposed map allows flights too close to the visitor's center and too close to the Ko'olau Gap. Flights close to the park in these areas will create noise pollution to what is considered to be one of the quietest places on Earth.</p> <p>I have been hiking on many trails on Maui and especially on the Na Pali Coast of Kauai where the flights are quite disturbing and we need to minimize these.</p> <p>Thank you.</p>		
Correspondence ID:	160	Project: 103365	Document: 128164
Name:	,		
Received:	Jun,06 2023 10:18:42		
Correspondence Type:	Web Form		
Correspondence:	<p>hank you for bringing the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park to my attention. As a concerned citizen, I have reviewed the document and would like to provide a public comment.</p> <p>Firstly, I appreciate the effort put into conducting this environmental assessment and developing a management plan for air tours in Haleakalā National Park. It is crucial to strike a balance between promoting tourism and protecting the natural and cultural resources of the park.</p> <p>Upon reviewing the draft, I have several key considerations. Firstly, it is essential to prioritize the preservation of the park's delicate ecosystem. Any air tour management plan should aim to minimize noise pollution and disturbance to wildlife. Measures such as designated flight paths, altitude restrictions, and time restrictions should be implemented to mitigate the impact of air tours on the park's natural tranquility.</p> <p>Furthermore, cultural and historical preservation should be a significant aspect of the plan. Haleakalā National Park holds immense cultural significance for the indigenous communities, and their heritage should be respected and protected. Collaboration with local stakeholders, including native Hawaiian communities, is crucial in order to ensure their perspectives and concerns are adequately addressed.</p> <p>Additionally, I would like to emphasize the importance of comprehensive monitoring and enforcement mechanisms. Regular assessments should be conducted to evaluate the effectiveness of the air tour management plan and make necessary adjustments based on scientific data and public feedback. Strict enforcement of the</p>		

plan's guidelines is essential to ensure compliance and prevent any unauthorized activities that could potentially harm the park.

Finally, public engagement and transparency should be prioritized throughout the implementation of the plan. It is crucial to involve the public in decision-making processes and provide opportunities for meaningful participation. Regular updates, public hearings, and opportunities for public comments should be incorporated to ensure that diverse perspectives are considered and addressed.

In conclusion, I commend the efforts made in developing the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. However, I urge the park management to carefully consider the concerns I have highlighted regarding noise pollution, wildlife disturbance, cultural preservation, monitoring and enforcement, and public engagement. By addressing these aspects, we can ensure the long-term sustainability and protection of this magnificent national park for current and future generations.

Correspondence ID:	161	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:19:47			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my thoughts and concerns regarding the recently released Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's natural and cultural resources, I believe there are several areas that require further attention and consideration.

Firstly, it is crucial to prioritize the preservation and protection of the park's unique ecosystem and cultural heritage. As a cherished natural and cultural treasure, Haleakalā National Park should be managed in a way that minimizes noise pollution, visual disturbances, and other negative impacts associated with air tours. It is essential to strike a balance between allowing public access to the park and ensuring the conservation of its natural and cultural values.

Secondly, I urge the park management to carefully evaluate the proposed flight routes and altitudes in order to mitigate noise disturbances for park visitors and wildlife alike. Noise pollution can disrupt the park's tranquility, disturb wildlife habitats, and interfere with the visitor experience. Therefore, it is crucial to establish flight paths that minimize noise impacts, particularly in sensitive areas.

Moreover, it is imperative to monitor and enforce compliance with the proposed regulations outlined in the Air Tour Management Plan. Regular monitoring of air tour operators and their adherence to noise reduction measures, flight restrictions, and other guidelines is necessary to ensure the plan's effectiveness. Robust enforcement mechanisms should be put in place to address any violations promptly.

Lastly, I strongly encourage the park management to engage in transparent and inclusive public dialogue throughout the decision-making process. Soliciting input from local communities, indigenous groups, environmental organizations, and the general public is essential for a comprehensive and well-informed management plan. Public hearings, workshops, and comment periods should be facilitated to allow stakeholders to voice their concerns, suggestions, and alternative proposals.

In conclusion, I appreciate the efforts made in the development of the Draft Environmental Assessment for the Air Tour Management Plan. However, I believe it is crucial to further address the concerns raised above and ensure the long-term conservation of Haleakalā National Park's natural and cultural treasures. By implementing robust mitigation measures, closely monitoring compliance, and actively engaging with the public, we can strike a balance that protects the park's resources while allowing responsible air tour operations.

Thank you for considering my comments and recommendations. I look forward to seeing the final Air Tour Management Plan for Haleakalā National Park that reflects the collective commitment to preserving this remarkable place for future generations.

Correspondence ID:	162	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:20:53
Correspondence Type: Web Form
Correspondence: To whom it may concern,

I am writing to express my thoughts and concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I appreciate the opportunity to provide input on this important matter, as the preservation of our national parks and the responsible management of air tours within them are vital for the protection of our natural heritage.

First and foremost, I want to acknowledge the efforts made by the National Park Service in addressing the potential impacts of air tours on the delicate ecosystems and visitor experiences within Haleakalā National Park. The draft assessment provides a comprehensive overview of the proposed management plan and its potential effects on the environment, noise levels, and cultural resources.

However, I would like to raise several concerns that should be carefully considered and addressed before finalizing the management plan. Firstly, the potential impact of air tours on the park's wildlife and their habitats should be thoroughly evaluated. As Haleakalā National Park is home to diverse and often endangered species, it is crucial to ensure that air tours do not disrupt their natural behaviors, breeding patterns, or overall well-being.

Secondly, noise pollution is a significant concern, not only for the wildlife but also for the visitors seeking tranquility and a serene experience within the park. The management plan should prioritize measures to mitigate noise levels generated by air tours, such as implementing flight paths that minimize overflights in sensitive areas and enforcing appropriate noise reduction technology for aircraft.

Furthermore, it is essential to recognize and respect the cultural significance of Haleakalā National Park to the Native Hawaiian community. The plan should incorporate input from local stakeholders, including Native Hawaiians, to ensure that their cultural heritage is preserved and protected from any adverse effects of air tours. This collaboration could also help establish guidelines and protocols that foster cultural understanding and appreciation for all park visitors.

Lastly, I urge the National Park Service to prioritize the long-term sustainability of the park and its surrounding ecosystems. The management plan should include regular monitoring and assessment of the environmental impacts caused by air tours, allowing for adaptive management strategies to be implemented if necessary. This proactive approach will ensure that any negative consequences are promptly identified and mitigated, safeguarding the ecological integrity of Haleakalā National Park for future generations.

In conclusion, I commend the National Park Service for taking steps towards the development of an Air Tour Management Plan for Haleakalā National Park. However, I strongly encourage you to consider the concerns raised above and incorporate appropriate measures into the final plan to ensure the protection of the park's natural and cultural resources.

Thank you for considering my comments and for your dedication to the preservation of our national parks.

Correspondence ID: 163 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:22:26
Correspondence Type: Web Form

Correspondence: Dear Haleakalā National Park Management,

I am writing to express my thoughts and concerns regarding the recently released Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. As a concerned citizen and advocate for environmental conservation, I believe it is crucial to carefully evaluate the potential impacts of air tour operations on the park's natural and cultural resources.

Firstly, while I understand the economic benefits that air tours can bring to the local community and tourism industry, it is of utmost importance to prioritize the preservation of Haleakalā National Park's unique and fragile ecosystems. I urge you to consider adopting measures that minimize noise pollution and disturbance to wildlife habitats, ensuring that these operations do not disrupt the natural behavior and breeding patterns of the park's diverse flora and fauna.

Furthermore, I am particularly concerned about the potential visual impacts of air tours on the park's scenic landscapes. Haleakalā National Park is known for its breathtaking vistas, which attract visitors from around the world seeking solace and inspiration. It is crucial to strike a balance between providing access to these awe-inspiring views for all while preserving the pristine visual integrity of the park. I encourage the adoption of flight paths and altitudes that minimize visual intrusion, ensuring that visitors on the ground can continue to experience the park's natural beauty undisturbed.

In addition, it is essential to consider the impact of air tour operations on the cultural significance of Haleakalā National Park. The park holds deep spiritual and historical value for the Native Hawaiian community, and it is vital to safeguard their cultural heritage. I urge you to engage in meaningful consultation with local Native Hawaiian communities to understand their concerns and incorporate their perspectives into the management plan. This collaborative approach will foster mutual respect and ensure the protection of their ancestral connections to the land.

Lastly, I encourage the adoption of a comprehensive monitoring and enforcement framework to ensure the effective implementation of the air tour management plan. Regular assessments of noise levels, wildlife impacts, and visual intrusions should be conducted to gauge the plan's efficacy. Strict penalties for non-compliance should be enforced to deter any violation of the regulations and maintain the integrity of the park.

In conclusion, I appreciate the opportunity to provide input on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I sincerely hope that my concerns regarding noise pollution, visual impacts, cultural preservation, and effective monitoring are taken into account during the finalization of the plan. By prioritizing environmental conservation and engaging in meaningful dialogue with stakeholders, we can ensure that Haleakalā National Park remains a pristine and culturally significant destination for generations to come.

Thank you for your attention to this matter.

Correspondence ID:	164	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:23:36			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my thoughts and concerns regarding the Draft Environmental Assessment for the proposed Air Tour Management Plan for Haleakalā National Park. As a concerned citizen and a frequent visitor to this breathtaking park, I believe it is crucial to balance the needs of the air tour industry with the preservation and protection of this pristine natural resource.

Firstly, I appreciate the efforts made in conducting the environmental assessment and recognizing the potential impacts of air tours on the park's sensitive ecosystems and visitor experience. It is vital to safeguard the unique flora, fauna, and cultural heritage of Haleakalā for future generations to enjoy.

However, I would like to emphasize the importance of minimizing the environmental footprint and mitigating the noise pollution caused by air tours. The serene beauty of Haleakalā is a significant attraction for visitors seeking tranquility and connection with nature. Therefore, any proposed air tour management plan should prioritize measures to reduce noise disturbance to protect the park's peaceful ambiance and wildlife habitats.

Additionally, I encourage the National Park Administration to consider implementing stricter flight paths and altitude restrictions for air tours operating within the park's vicinity. By establishing well-defined flight corridors, we can mitigate the negative impacts on both wildlife and the overall visitor experience. It is crucial to strike a

balance between granting access to the incredible aerial views of Haleakalā while maintaining the integrity of its natural environment.

Furthermore, I would like to advocate for increased public awareness and education about the park's fragile ecosystems and cultural significance. By working closely with air tour operators, the National Park Administration can ensure that pilots and guides are knowledgeable about the park's unique features, promoting responsible tourism and fostering a deeper appreciation for Haleakalā's wonders.

In conclusion, I urge the Haleakalā National Park Administration to carefully consider these concerns and recommendations in the finalization of the Air Tour Management Plan. The long-term preservation of Haleakalā's ecological integrity and the enhancement of visitor experiences should be at the forefront of decision-making. Thank you for providing the opportunity for public input, and I trust that you will make informed and sustainable choices for the future of this remarkable national park.

Correspondence ID:	165	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:24:35			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my thoughts and concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. As a concerned citizen and someone who deeply values the preservation of our natural heritage, I believe it is crucial to carefully evaluate the potential impacts of air tours on the park's ecosystems, wildlife, and visitor experience.

Haleakalā National Park is a remarkable natural treasure, home to unique flora and fauna found nowhere else on Earth. The park's delicate ecosystems, including endangered species and sensitive habitats, must be protected and conserved for future generations. Therefore, any proposed air tour management plan must prioritize the preservation of the park's ecological integrity.

While I understand the economic benefits and recreational opportunities that air tours can offer, it is essential to strike a balance between these activities and the long-term sustainability of the park. I urge the authorities involved to ensure that the proposed plan includes robust measures to minimize noise pollution, air pollution, and disturbance to wildlife caused by air tour operations.

Additionally, the visitor experience in Haleakalā National Park should not be compromised by an excessive number of air tours. The park's serene and tranquil atmosphere is part of its allure, attracting visitors seeking a peaceful and immersive natural experience. It is crucial to establish reasonable flight corridors, flight frequency limits, and designated no-fly zones to protect the park's tranquility and safeguard the experience of all park visitors.

Furthermore, community engagement and transparency throughout the decision-making process are vital. Stakeholders, including local communities, indigenous groups, conservation organizations, and tourism operators, should have the opportunity to provide input and contribute to the development of an air tour management plan that truly reflects their concerns and aspirations.

In conclusion, I respectfully request that the final Air Tour Management Plan for Haleakalā National Park takes into account the conservation of the park's natural resources, protection of wildlife habitats, visitor experience, and the concerns of local communities. It is crucial to strike a balance between responsible tourism and the long-term preservation of this extraordinary national park.

Thank you for considering my comments and for your commitment to preserving the integrity and beauty of Haleakalā National Park.

Correspondence ID:	166	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:26:37			

Correspondence Type:

Web Form

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. As a concerned citizen and advocate for environmental conservation, I have carefully reviewed the proposed plan and would like to share my thoughts and concerns.

First and foremost, I appreciate the efforts taken by the National Park Service to address the impacts of air tours on the delicate ecosystem of Haleakalā National Park. It is crucial to strike a balance between preserving the park's natural beauty and allowing visitors to experience its wonders through air tours. I commend the comprehensive assessment conducted to evaluate the potential environmental effects and the measures proposed to mitigate any negative impacts.

However, I have a few key concerns that I would like to bring to your attention. Firstly, I urge the National Park Service to prioritize the protection of the park's unique wildlife and their habitats. Haleakalā National Park is home to several endangered and endemic species, and their preservation should be at the forefront of any management plan. It is imperative to establish flight paths that minimize disturbance to these sensitive areas, ensuring the long-term survival of these species.

Secondly, I believe it is essential to carefully regulate the number and frequency of air tours to prevent overcrowding and noise pollution. The tranquility and pristine nature of Haleakalā National Park are part of its charm and must be safeguarded for future generations. Implementing a cap on the number of air tours per day, as well as restricting flight times, would help maintain the park's serene atmosphere and minimize the impact on visitors and wildlife alike.

Furthermore, I encourage the National Park Service to explore alternative technologies or quieter aircraft that can be used for air tours within the park. The advancements in aviation technology present an opportunity to minimize noise levels and emissions, thereby reducing the ecological footprint of air tours. Supporting and incentivizing the adoption of such eco-friendly practices should be considered as part of the management plan.

Lastly, I believe it is crucial to involve local communities, indigenous groups, and other stakeholders in the decision-making process. These groups have invaluable knowledge and insights into the cultural and historical significance of Haleakalā National Park. Engaging with them can help ensure that their perspectives are heard and incorporated into the management plan, fostering a sense of ownership and collective responsibility for the park's well-being.

In conclusion, while I appreciate the efforts made in the Draft Environmental Assessment, I urge the National Park Service to address the concerns raised regarding wildlife protection, noise pollution, and community involvement. Haleakalā National Park is a precious natural treasure that must be safeguarded for future generations, and I trust that with careful consideration, a well-rounded management plan can be developed.

Thank you for the opportunity to provide my input on this important matter. I look forward to seeing the final plan reflect a commitment to the long-term conservation and sustainable enjoyment of Haleakalā National Park.

Correspondence ID:	167	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:27:40
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Correspondence Type:	Web Form
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Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I have reviewed the document and would like to offer my public comment.

First and foremost, I appreciate the effort taken by the National Park Service to address the impact of air tours on the delicate ecosystem of Haleakalā National Park. The park's unique and fragile environment requires careful consideration to ensure its long-term preservation while allowing for appropriate visitor experiences.

While air tours can provide a unique perspective and access to the park's breathtaking beauty, it is crucial to strike a balance between tourism activities and conservation efforts. The draft assessment seems to acknowledge this by

outlining measures to mitigate the potential negative effects of air tours on wildlife, natural resources, and visitor experience.

I support the proposed measures to limit the number of air tour flights, establish flight corridors, and enforce altitude restrictions to minimize noise disturbances and protect sensitive habitats within the park. It is essential to maintain the tranquility of the park for visitors on the ground, as well as for the native flora and fauna that call Haleakalā home.

Furthermore, I appreciate the emphasis on ongoing monitoring and evaluation to ensure the effectiveness of the management plan. Regular assessments will enable the National Park Service to adapt and make necessary adjustments as new information and technologies become available.

However, I would like to encourage the National Park Service to consider incorporating stricter emission standards for air tour operators within the plan. The reduction of greenhouse gas emissions is critical in combating climate change and protecting the long-term health of our planet. Implementing emission reduction measures for air tours would align with the broader conservation goals of Haleakalā National Park and contribute to mitigating the park's overall carbon footprint.

In conclusion, I commend the National Park Service for developing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park. The proposed measures demonstrate a commitment to balancing the visitor experience with environmental stewardship. I urge the agency to carefully consider my comments, as well as those from other concerned citizens, in the finalization of the plan. By working together, we can ensure the long-term sustainability and enjoyment of this treasured national park for future generations.

Correspondence ID:	168	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:29:02
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Correspondence Type:	Web Form
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Correspondence: Thank you for bringing the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned member of the public, I would like to express my thoughts and concerns regarding this proposal.

Firstly, Haleakalā National Park is a place of exceptional beauty and ecological significance. Its unique natural features, including diverse ecosystems, rare plant and animal species, and sacred cultural sites, make it a cherished treasure that must be protected and preserved for future generations.

While I understand that air tours can provide visitors with breathtaking views and memorable experiences, it is crucial to ensure that these activities do not compromise the integrity of the park's ecosystem or disrupt the peace and tranquility that visitors seek when exploring this natural wonder.

In reviewing the Draft Environmental Assessment, I urge the National Park Service and relevant stakeholders to prioritize the following aspects:

Environmental Impact: It is essential to conduct a comprehensive evaluation of the potential environmental impacts associated with air tours, including noise pollution, air quality, and disturbance to wildlife. The assessment should consider the cumulative effects of multiple tours and their long-term implications for the park's fragile ecosystems.

Cultural Considerations: Haleakalā National Park holds significant cultural and spiritual value for the native Hawaiian community. Any air tour management plan must respect and incorporate the perspectives and concerns of indigenous communities to ensure the preservation of cultural heritage and sacred sites.

Visitor Experience: While maintaining the natural and cultural integrity of the park is paramount, it is also important to consider the visitor experience. Balancing the desire to offer a variety of recreational opportunities with the need to minimize impacts on the park's natural quiet and scenic values is crucial for ensuring a positive and sustainable visitor experience.

Mitigation Measures: The proposed air tour management plan should outline effective mitigation measures to minimize negative impacts. This could include limiting the number and frequency of flights, establishing flight paths that minimize noise over sensitive areas, and promoting education and awareness among air tour operators and visitors.

Monitoring and Adaptive Management: Regular monitoring and evaluation of the air tour operations should be implemented to assess their effectiveness in mitigating impacts and achieving the desired outcomes. An adaptive management approach would allow for adjustments to the plan based on new information and changing circumstances.

In conclusion, Haleakalā National Park is a remarkable natural and cultural heritage that deserves utmost protection. I urge the National Park Service to carefully consider the potential environmental, cultural, and visitor experience impacts associated with air tours in the park and develop a comprehensive management plan that safeguards its integrity for generations to come.

Correspondence ID:	169	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:29:43			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	170	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:29:48			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	171	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:29:55			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	172	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:30:00

Correspondence Type:

Web Form

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:

173

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:30:03

Correspondence Type:

Web Form

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	174	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:30:06
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Correspondence Type:	Web Form
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Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	175	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:30:09
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Correspondence Type:	Web Form
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Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and

park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	176	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:12			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

I urge the National Park Service to carefully evaluate the potential environmental impacts outlined in the draft assessment and consider adopting additional mitigation measures, where necessary, to protect the park's natural and cultural resources. By doing so, we can ensure the long-term sustainability of Haleakalā National Park while still providing an enriching experience for visitors.

Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	177	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:15			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

Having reviewed the draft assessment, I commend the efforts made to address the impact of air tours on the unique ecosystem and visitor experience within Haleakalā National Park. The management plan's objective to strike a balance between preserving the park's natural resources and accommodating responsible air tour operations is commendable.

While air tours can offer visitors a unique perspective and appreciation for the park's natural beauty, it is imperative to prioritize the protection of the fragile ecosystem, wildlife habitats, and the tranquility of the park. I encourage the inclusion of measures that minimize noise pollution and mitigate potential disturbances to wildlife, ensuring their well-being is safeguarded.

Furthermore, it is essential to consider the local communities and their concerns regarding air tour operations. Engaging in meaningful consultation with local stakeholders, including residents, indigenous communities, and park visitors, will contribute to a comprehensive management plan that reflects a collective effort to preserve and sustain Haleakalā National Park.

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Thank you for considering my comments and for your dedication to the preservation and responsible management of our cherished national parks.

Correspondence ID:	178	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:18			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned citizen, I believe it is crucial to provide public comments on matters that affect our environment and national parks.

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Correspondence ID:	179	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:21			
Correspondence Type:	Web Form			

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Correspondence ID:	180	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:24			
Correspondence Type:	Web Form			

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Correspondence ID: 181 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:30:27
Correspondence Type: Web Form

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Correspondence ID: 182 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:30:29
Correspondence Type: Web Form

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Correspondence ID:	183	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:32			
Correspondence Type:	Web Form			

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Correspondence ID:	184	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:35			
Correspondence Type:	Web Form			

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Correspondence ID:	185	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:38			
Correspondence Type:	Web Form			

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Correspondence ID:	186	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:46			
Correspondence Type:	Web Form			

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Correspondence ID:	187	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:30:50			
Correspondence Type:	Web Form			

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Correspondence ID:	188	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:30:52

Correspondence Type:

Web Form

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Correspondence ID:

189

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:30:55

Correspondence Type:

Web Form

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Correspondence ID:	190	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:32:05
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Correspondence Type:	Web Form
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Correspondence ID:	191	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:32:42
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Correspondence Type:	Web Form
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To this end, I would like to emphasize the need for strict regulations and monitoring of air tour operations within the park. These regulations should include limitations on flight frequency, flight paths, and altitude restrictions to minimize noise pollution, disturbance to wildlife, and any potential damage to sensitive ecosystems.

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Additionally, I encourage the inclusion of public input and involvement in the decision-making process. Engaging local communities, environmental organizations, and other stakeholders will help to ensure that the management plan reflects a broad range of perspectives and considers the interests of all parties involved.

In conclusion, I urge the authorities responsible for Haleakalā National Park to carefully consider the potential environmental impacts of air tours and develop a comprehensive management plan that prioritizes conservation, minimizes disturbances to wildlife, and maintains the park's unique natural beauty for future generations. Thank you for the opportunity to provide my comment on this important matter.

Correspondence ID:	192	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:32:48			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:32:54			
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Name:	,			
Received:	Jun,06 2023 10:32:56			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:32:59			
Correspondence Type:	Web Form			

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Correspondence ID:	197	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:02			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned member of the public, I would like to share my comment.

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Correspondence ID:	198	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:05
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Correspondence Type:	Web Form
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Correspondence ID:	199	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:07
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Correspondence Type:	Web Form
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Correspondence ID:	200	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:10			
Correspondence Type:	Web Form			

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Correspondence ID:	201	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:13
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Correspondence Type:	Web Form
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Correspondence ID:	202	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:15
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Correspondence Type:	Web Form
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Correspondence ID:	203	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:18			
Correspondence Type:	Web Form			

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Correspondence ID:	204	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:21
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Correspondence Type:	Web Form
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Correspondence: Thank you for bringing the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned member of the public, I would like to share my comment.

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Correspondence ID:	205	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:23
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Correspondence Type:	Web Form
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Correspondence ID:	206	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:26			
Correspondence Type:	Web Form			

Correspondence: Thank you for bringing the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park to my attention. As a concerned member of the public, I would like to share my comment.

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Correspondence ID:	207	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:28
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Correspondence Type:	Web Form
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Correspondence ID:	208	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:31
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Correspondence Type:	Web Form
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Correspondence ID:	209	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:33			
Correspondence Type:	Web Form			

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Correspondence ID:	210	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:36
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Correspondence Type:	Web Form
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Correspondence ID:	211	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:33:39
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Correspondence Type:	Web Form
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Correspondence ID:	212	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:33:46			
Correspondence Type:	Web Form			

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Correspondence ID:	213	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:34:33
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Correspondence Type:	Web Form
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Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

Haleakalā National Park is a cherished natural treasure that holds immense cultural and ecological significance. It is essential that any plans regarding air tours within the park prioritize the protection of its fragile ecosystem and the overall visitor experience.

While recognizing the economic benefits and unique perspective that air tours can provide, it is crucial to strike a balance between sustainable tourism and the preservation of the park's natural integrity. The proposed management plan should prioritize minimizing noise pollution, ensuring the safety of wildlife, and respecting the tranquility of the park's environment.

Furthermore, I encourage comprehensive stakeholder engagement and careful consideration of the concerns and perspectives of local communities, indigenous groups, park visitors, and environmental organizations. Their input and expertise can contribute significantly to the decision-making process, leading to a more holistic and inclusive management plan.

In conclusion, the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park must prioritize environmental conservation, visitor experience, and community engagement. By ensuring responsible and sustainable practices, we can preserve the park's unique beauty for future generations to enjoy while fostering a deeper understanding and appreciation of its ecological importance.

Correspondence ID:	214	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:34:37
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Correspondence Type:	Web Form
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Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	215	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:34:41			
Correspondence Type:	Web Form			

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Correspondence ID:	216	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:34:43			
Correspondence Type:	Web Form			

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Correspondence ID:	217	Project: 103365	Document:	128164
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Name:

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Received:

Jun,06 2023 10:34:46

Correspondence Type:

Web Form

Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	218	Project: 103365	Document:	128164
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Name:

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Received:

Jun,06 2023 10:34:48

Correspondence Type:

Web Form

Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	219	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:34:51			
Correspondence Type:	Web Form			

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Correspondence ID:	220	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:34:54			
Correspondence Type:	Web Form			

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Correspondence ID:	221	Project: 103365	Document:	128164
Name:	,			

Received: Jun,06 2023 10:34:57

Correspondence Type: Web Form

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Correspondence ID: 222 Project: 103365 Document: 128164

Name: ,

Received: Jun,06 2023 10:34:59

Correspondence Type: Web Form

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Correspondence ID: 223 Project: 103365 Document: 128164

Name: ,

Received: Jun,06 2023 10:35:03

Correspondence Type: Web Form

Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	224	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:35:06			
Correspondence Type:	Web Form			

Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	225	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:35:08			
Correspondence Type:	Web Form			

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Correspondence ID:	226	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:35:12			
Correspondence Type:	Web Form			

Correspondence: As a concerned citizen, I would like to express my thoughts regarding the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	227	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:35:15			
Correspondence Type:	Web Form			

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Correspondence ID:	228	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:02			
Correspondence Type:	Web Form			

Correspondence: I am writing to provide my feedback on the Draft Environmental Assessment (EA) for the Air Tour Management Plan for Haleakalā National Park. I appreciate the opportunity to voice my thoughts and concerns regarding the impact of air tours on the park's natural and cultural resources.

Firstly, I commend the efforts taken to develop this management plan, recognizing the need for responsible stewardship of the park's unique environment. Haleakalā National Park holds immense ecological significance, and it is crucial that any activities, including air tours, are conducted in a manner that minimizes their impact on the park's fragile ecosystems.

While I understand the value of air tours in providing visitors with breathtaking views and an enhanced experience of the park's beauty, I urge the responsible agency to prioritize the protection and preservation of the park's natural and cultural resources above all else. It is vital to strike a balance between providing access and enjoyment for visitors and ensuring the long-term sustainability of the park's delicate ecosystem.

In assessing the potential impacts of air tours, it is important to consider noise pollution, wildlife disturbance, and visual intrusions. These factors can significantly disrupt the park's tranquility and negatively affect the behaviors and habitats of native species, some of which may be particularly sensitive to such disturbances. Therefore, I strongly advocate for strict noise abatement measures and flight paths that minimize disturbances to wildlife and protect the park's natural soundscape.

Furthermore, I encourage the responsible agency to explore alternatives that could reduce the overall number of air tours, such as implementing a quota system or time restrictions. By limiting the frequency and duration of air tours, we can mitigate their cumulative impact on the park while still allowing visitors to appreciate the beauty of Haleakalā from the air.

Lastly, I urge the agency to ensure effective monitoring and enforcement of the proposed regulations to guarantee compliance by air tour operators. Regular assessments and audits should be conducted to evaluate the plan's effectiveness in achieving its intended goals and to address any emerging issues promptly.

Thank you for considering my comments on the Draft Environmental Assessment for the Air Tour Management Plan. I trust that the responsible agency will carefully evaluate all public input and make informed decisions that prioritize the preservation of Haleakalā National Park's unique ecological and cultural resources.

Correspondence ID:	229	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:07			

Correspondence Type:

Web Form

Correspondence: I am writing to provide my feedback on the Draft Environmental Assessment (EA) for the Air Tour Management Plan for Haleakalā National Park. I appreciate the opportunity to voice my thoughts and concerns regarding the impact of air tours on the park's natural and cultural resources.

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Correspondence ID:

230

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:36:10

Correspondence Type:

Web Form

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Correspondence ID:	231	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:13			
Correspondence Type:	Web Form			

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Correspondence ID:	232	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:16			

Correspondence Type:

Web Form

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Correspondence ID:

233

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:36:46

Correspondence Type:

Web Form

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Correspondence ID:	234	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:50			
Correspondence Type:	Web Form			

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Firstly, I commend the efforts taken to develop this management plan, recognizing the need for responsible stewardship of the park's unique environment. Haleakalā National Park holds immense ecological significance, and it is crucial that any activities, including air tours, are conducted in a manner that minimizes their impact on the park's fragile ecosystems.

While I understand the value of air tours in providing visitors with breathtaking views and an enhanced experience of the park's beauty, I urge the responsible agency to prioritize the protection and preservation of the park's natural and cultural resources above all else. It is vital to strike a balance between providing access and enjoyment for visitors and ensuring the long-term sustainability of the park's delicate ecosystem.

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Thank you for considering my comments on the Draft Environmental Assessment for the Air Tour Management Plan. I trust that the responsible agency will carefully evaluate all public input and make informed decisions that prioritize the preservation of Haleakalā National Park's unique ecological and cultural resources.

Correspondence ID:	235	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:53			

Correspondence Type:

Web Form

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Correspondence ID:

236

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:36:56

Correspondence Type:

Web Form

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Correspondence ID:	237	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:36:59			
Correspondence Type:	Web Form			

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Correspondence ID:	238	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:02			

Correspondence Type:

Web Form

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Correspondence ID:

239

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:37:05

Correspondence Type:

Web Form

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Correspondence ID:	240	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:09			
Correspondence Type:	Web Form			

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Correspondence ID:	241	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:13			

Correspondence Type:

Web Form

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Correspondence ID:

242

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:37:16

Correspondence Type:

Web Form

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Correspondence ID:	243	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:20			
Correspondence Type:	Web Form			

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Correspondence ID:	244	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:22			

Correspondence Type:

Web Form

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Correspondence ID:

245

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:37:28

Correspondence Type:

Web Form

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Correspondence ID:	246	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:37:31			
Correspondence Type:	Web Form			

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Correspondence ID:	247	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:38:19			

Correspondence Type:

Web Form

Correspondence: I am writing to express my thoughts and concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. As a concerned citizen and advocate for environmental conservation, I commend the efforts made to address the impacts of air tours within the park's boundaries. However, I believe that certain aspects of the proposed plan require further consideration and revision.

Firstly, it is crucial to prioritize the protection of the park's natural resources and wildlife habitats. I encourage the National Park Service to establish clear guidelines that minimize noise pollution and disturbance to sensitive ecosystems, especially those that support endangered or vulnerable species. Striking a balance between preserving the park's unique biodiversity and allowing responsible air tour operations is of utmost importance.

Furthermore, I urge the NPS to implement strict flight paths and altitude restrictions to reduce noise levels and minimize the impact on the park's tranquility. Noise pollution not only disrupts the visitor experience but can also negatively affect wildlife behavior and nesting patterns. It is vital to ensure that any air tour operations are conducted in a manner that respects the natural soundscape of Haleakalā National Park.

In addition, the plan should include comprehensive monitoring and enforcement measures to ensure compliance with the proposed regulations. Regular assessments of noise levels, flight patterns, and adherence to altitude restrictions should be conducted to maintain accountability and address any violations promptly.

Lastly, I encourage the National Park Service to actively engage with local communities, stakeholders, and environmental organizations during the decision-making process. Input from those who are directly affected by the air tour operations and have expertise in conservation can provide valuable insights and perspectives.

In conclusion, while I appreciate the efforts made in the Draft Environmental Assessment for the Air Tour Management Plan, I believe there is room for improvement. By incorporating stricter noise mitigation strategies, implementing robust monitoring and enforcement measures, and engaging with local communities, we can ensure the long-term preservation of Haleakalā National Park's ecological integrity and provide a sustainable and enjoyable experience for all visitors.

Thank you for considering my comments. I look forward to seeing a revised plan that addresses these concerns and reflects the best interests of Haleakalā National Park and its stakeholders.

Correspondence ID:	248	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:38:24
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Correspondence Type:	Web Form
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Correspondence ID:	249	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:38:27			
Correspondence Type:	Web Form			

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Thank you for considering my comments. I look forward to seeing a revised plan that addresses these concerns and reflects the best interests of Haleakalā National Park and its stakeholders.

Correspondence ID:	250	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:38:30

Correspondence Type:

Web Form

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Correspondence ID:

251

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:38:33

Correspondence Type:

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Name:	,			
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Correspondence ID:	253	Project: 103365	Document:	128164
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Correspondence ID:

254

Project: 103365 Document: 128164

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Name:	,			
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Correspondence ID:	256	Project: 103365	Document:	128164
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Correspondence ID:

257

Project: 103365 Document:

128164

Name:

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Correspondence ID:	258	Project: 103365	Document:	128164
Name:	,			
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Correspondence ID:	259	Project: 103365	Document:	128164
Name:	,			

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Name:	,			
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Name:	,			
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Furthermore, I urge the NPS to implement strict flight paths and altitude restrictions to reduce noise levels and minimize the impact on the park's tranquility. Noise pollution not only disrupts the visitor experience but can also negatively affect wildlife behavior and nesting patterns. It is vital to ensure that any air tour operations are conducted in a manner that respects the natural soundscape of Haleakalā National Park.

In addition, the plan should include comprehensive monitoring and enforcement measures to ensure compliance with the proposed regulations. Regular assessments of noise levels, flight patterns, and adherence to altitude restrictions should be conducted to maintain accountability and address any violations promptly.

Lastly, I encourage the National Park Service to actively engage with local communities, stakeholders, and environmental organizations during the decision-making process. Input from those who are directly affected by the air tour operations and have expertise in conservation can provide valuable insights and perspectives.

In conclusion, while I appreciate the efforts made in the Draft Environmental Assessment for the Air Tour Management Plan, I believe there is room for improvement. By incorporating stricter noise mitigation strategies, implementing robust monitoring and enforcement measures, and engaging with local communities, we can ensure the long-term preservation of Haleakalā National Park's ecological integrity and provide a sustainable and enjoyable experience for all visitors.

Thank you for considering my comments. I look forward to seeing a revised plan that addresses these concerns and reflects the best interests of Haleakalā National Park and its stakeholders.

Correspondence ID:

266

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:39:58

Correspondence Type:

Web Form

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Correspondence ID:	267	Project: 103365	Document:	128164
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Correspondence ID:	268	Project: 103365	Document:	128164
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Correspondence Type:

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Thank you for considering my input and for your commitment to the preservation of this cherished national park.

Correspondence ID:

269

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:41:07

Correspondence Type:

Web Form

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Correspondence ID:	270	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:41:11			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:41:13			
Correspondence Type:	Web Form			

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Correspondence ID:	272	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:41:16
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Correspondence ID:	273	Project: 103365	Document:	128164
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Received:

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Correspondence Type:

Web Form

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Correspondence ID:

274

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:41:24

Correspondence Type:

Web Form

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Name:	,			
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279

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Web Form

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Thank you for considering my input and for your commitment to the preservation of this cherished national park.

Correspondence ID:	280	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:41:42			
Correspondence Type:	Web Form			

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Name:	,			
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Jun,06 2023 10:41:51

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Correspondence ID:

284

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:42:00

Correspondence Type:

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Name:	,			
Received:	Jun,06 2023 10:42:05			
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Thank you for considering my input and for your commitment to the preservation of this cherished national park.

Correspondence ID:	293	Project: 103365	Document:	128164
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Name:	,
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Received:

Jun,06 2023 10:42:31

Correspondence Type:

Web Form

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Correspondence ID:

294

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:42:34

Correspondence Type:

Web Form

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Correspondence ID:	296	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:42:40			
Correspondence Type:	Web Form			

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Correspondence ID:	297	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:42:43
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Correspondence Type:	Web Form
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Correspondence Type:

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Correspondence ID:

299

Project: 103365 Document: 128164

Name:

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Correspondence ID:	300	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:42:52			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:42:55			
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Correspondence ID:	302	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:43:37
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Correspondence Type:	Web Form
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In conclusion, I kindly request that you carefully review and address the concerns raised in this comment, as well as those submitted by other concerned individuals and organizations. By doing so, we can work towards a more sustainable and harmonious coexistence between air tour operations and the preservation of Haleakalā National Park's unique ecosystem.

Thank you for your attention to this matter and your commitment to the protection of our natural heritage.

Correspondence ID:	303	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:43:41
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Correspondence ID:	304	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:43:44			
Correspondence Type:	Web Form			

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Name: ,
Received: Jun,06 2023 10:43:47
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Correspondence ID: 306 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:43:49
Correspondence Type: Web Form

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Correspondence ID:	307	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:43:52			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Correspondence ID:	308	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:43:55			
Correspondence Type:	Web Form			

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Correspondence ID:	309	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:43:58			
Correspondence Type:	Web Form			

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Correspondence ID:	310	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:01			
Correspondence Type:	Web Form			

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Thank you for your attention to this matter and your commitment to the protection of our natural heritage.

Correspondence ID:	311	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:04			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Thank you for your attention to this matter and your commitment to the protection of our natural heritage.

Correspondence ID:	312	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:44:07
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Correspondence Type:	Web Form
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Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Correspondence ID:	313	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:44:11
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Correspondence Type:	Web Form
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Correspondence ID:	314	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:13			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Correspondence ID:	315	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:16			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Correspondence ID:	316	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:18			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns regarding the Draft Environmental Assessment for the Air Tour Management Plan in Haleakalā National Park. While I appreciate the efforts made to address the impacts of air tours on the park's environment, I believe there are several aspects that require further consideration and mitigation.

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Correspondence ID:	317	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:22			
Correspondence Type:	Web Form			

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Correspondence ID:	318	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:25			
Correspondence Type:	Web Form			

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Correspondence ID:	319	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:28			
Correspondence Type:	Web Form			

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Correspondence ID:	320	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:31			
Correspondence Type:	Web Form			

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Correspondence ID:	321	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:44:38			
Correspondence Type:	Web Form			

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Correspondence ID:	322	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:45:27			
Correspondence Type:	Web Form			

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I would like to express my support for the efforts being made to ensure the preservation and protection of this beautiful and ecologically significant park.

Haleakalā National Park holds immense cultural, ecological, and recreational value, making it a cherished natural resource for both residents and visitors alike. I believe it is crucial to strike a balance between allowing access to the park's unique aerial experiences while minimizing the potential negative impacts of air tours on the environment and the overall visitor experience.

Firstly, I appreciate the inclusion of measures aimed at reducing noise pollution from air tours. Noise disturbances can significantly impact wildlife, disrupt natural processes, and diminish the tranquility of the park, affecting the overall visitor experience. It is essential to enforce stringent noise regulations and flight paths that minimize the impact on the park's sensitive habitats and local communities.

Secondly, I would like to emphasize the importance of minimizing air pollution resulting from air tour operations. It is critical to encourage tour operators to adopt environmentally friendly practices, such as using low-emission aircraft and adhering to fuel efficiency guidelines. These measures can help reduce the carbon footprint associated with air tours and mitigate the potential effects of climate change on Haleakalā's delicate ecosystems.

Furthermore, I strongly urge the National Park Service to consider implementing a comprehensive monitoring and reporting system for air tours within the park. Regular assessments of the environmental impact, including noise levels, air quality, and wildlife disturbances, will enable informed decision-making and facilitate adaptive management strategies. Transparency and accountability are crucial for maintaining the park's integrity and ensuring the sustainability of air tour operations.

Lastly, I would like to emphasize the significance of stakeholder engagement and collaboration in the management of air tours. It is essential to involve local communities, Native Hawaiian organizations, tour operators, and park visitors in the decision-making process. This collaborative approach can help identify innovative solutions, foster a sense of ownership, and ensure the long-term preservation of Haleakalā National Park.

In conclusion, I applaud the efforts made to address the environmental impacts of air tours through the Draft Environmental Assessment for the Air Tour Management Plan. I encourage the National Park Service to

incorporate the suggestions mentioned above and carefully consider the long-term sustainability and protection of Haleakalā National Park.

Thank you for considering my comments and for your dedication to preserving the natural and cultural heritage of this remarkable national park.

Correspondence ID:	323	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:45:31			
Correspondence Type:	Web Form			

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I would like to express my support for the efforts being made to ensure the preservation and protection of this beautiful and ecologically significant park.

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Thank you for considering my comments and for your dedication to preserving the natural and cultural heritage of this remarkable national park.

Correspondence ID:	324	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:45:35			
Correspondence Type:	Web Form			

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I would like to express my support for the efforts being made to ensure the preservation and protection of this beautiful and ecologically significant park.

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Correspondence ID:	325	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:45:39
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Correspondence Type:	Web Form
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Name:	,			
Received:	Jun,06 2023 10:45:41			
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Correspondence ID:	328	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:45:47

Correspondence Type:

Web Form

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Correspondence ID:

329

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:45:50

Correspondence Type:

Web Form

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Name:	,			
Received:	Jun,06 2023 10:45:56			
Correspondence Type:	Web Form			

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Correspondence ID:	332	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:45:59			
Correspondence Type:	Web Form			

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Correspondence ID:	333	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:06			
Correspondence Type:	Web Form			

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Correspondence ID:	334	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:10			
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Name:	,			
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Name:	,			
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Thank you for considering my comments and for your dedication to preserving the natural and cultural heritage of this remarkable national park.

Correspondence ID:	338	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:24			
Correspondence Type:	Web Form			

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Correspondence ID:	339	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:26			
Correspondence Type:	Web Form			

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Correspondence ID:	340	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:29			
Correspondence Type:	Web Form			

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Correspondence ID:	341	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:46:33

Correspondence Type:

Web Form

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Correspondence ID:

342

Project: 103365 Document: 128164

Name:

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Correspondence Type:

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Correspondence ID:	343	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:46:41			
Correspondence Type:	Web Form			

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Correspondence ID:	346	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:47:45			
Correspondence Type:	Web Form			

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Correspondence ID:	347	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:47:49
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Correspondence Type:	Web Form
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Correspondence ID:	348	Project: 103365	Document:	128164
Name:	,			
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Correspondence ID:	349	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:47:57			
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Correspondence ID:	350	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:01			
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Correspondence Type:	Web Form			

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Haleakalā National Park holds immense cultural, ecological, and recreational value, making it a cherished natural resource for both residents and visitors alike. I believe it is crucial to strike a balance between allowing access to the park's unique aerial experiences while minimizing the potential negative impacts of air tours on the environment and the overall visitor experience.

Firstly, I appreciate the inclusion of measures aimed at reducing noise pollution from air tours. Noise disturbances can significantly impact wildlife, disrupt natural processes, and diminish the tranquility of the park, affecting the overall visitor experience. It is essential to enforce stringent noise regulations and flight paths that minimize the impact on the park's sensitive habitats and local communities.

Secondly, I would like to emphasize the importance of minimizing air pollution resulting from air tour operations. It is critical to encourage tour operators to adopt environmentally friendly practices, such as using low-emission aircraft and adhering to fuel efficiency guidelines. These measures can help reduce the carbon footprint associated with air tours and mitigate the potential effects of climate change on Haleakalā's delicate ecosystems.

Furthermore, I strongly urge the National Park Service to consider implementing a comprehensive monitoring and reporting system for air tours within the park. Regular assessments of the environmental impact, including noise levels, air quality, and wildlife disturbances, will enable informed decision-making and facilitate adaptive management strategies. Transparency and accountability are crucial for maintaining the park's integrity and ensuring the sustainability of air tour operations.

Lastly, I would like to emphasize the significance of stakeholder engagement and collaboration in the management of air tours. It is essential to involve local communities, Native Hawaiian organizations, tour operators, and park visitors in the decision-making process. This collaborative approach can help identify innovative solutions, foster a sense of ownership, and ensure the long-term preservation of Haleakalā National Park.

In conclusion, I applaud the efforts made to address the environmental impacts of air tours through the Draft Environmental Assessment for the Air Tour Management Plan. I encourage the National Park Service to incorporate the suggestions mentioned above and carefully consider the long-term sustainability and protection of Haleakalā National Park.

Thank you for considering my comments and for your dedication to preserving the natural and cultural heritage of this remarkable national park.

Correspondence ID:	352	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:09			
Correspondence Type:	Web Form			

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Correspondence ID:	353	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:12			
Correspondence Type:	Web Form			

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Correspondence ID:	354	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:48:15

Correspondence Type:

Web Form

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Correspondence ID:

355

Project: 103365 Document: 128164

Name:

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Received:

Jun,06 2023 10:48:18

Correspondence Type:

Web Form

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Correspondence ID:	356	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:21			
Correspondence Type:	Web Form			

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Correspondence ID:	357	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:24			
Correspondence Type:	Web Form			

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Correspondence ID:	358	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:28			
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Correspondence ID:	359	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:48:34			
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Correspondence ID:	360	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:49:23
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Firstly, it is imperative that the proposed management plan takes into account the potential adverse effects of air tours on the park's wildlife. Haleakalā National Park is home to numerous species that are highly sensitive to noise disturbances, such as endangered bird species and other wildlife. I strongly urge the inclusion of comprehensive measures to mitigate the noise pollution caused by air tours, ensuring minimal disruption to the park's natural inhabitants.

Moreover, the visual and aesthetic impacts of air tours on the park's scenic beauty should not be underestimated. The draft assessment should carefully assess and quantify the visual intrusions caused by air tours, particularly in areas of significant cultural and historical importance. Preserving the park's pristine landscapes and cultural heritage is of utmost importance to maintaining its value as a national treasure.

Additionally, the draft assessment should explore alternative flight routes and operating procedures to reduce the overall number of flights over the park. Encouraging air tour operators to adopt quieter aircraft and employ flight

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Lastly, I would like to emphasize the need for ongoing monitoring and regular evaluation of the air tour management plan's effectiveness. Implementing a robust monitoring system will enable the park authorities to assess the plan's impact, identify potential shortcomings, and make necessary adjustments to ensure its long-term success.

In conclusion, while I appreciate the efforts made in crafting the Draft Environmental Assessment for the Air Tour Management Plan, I believe that additional measures are required to adequately address the potential impacts of air tours on Haleakalā National Park. By considering the concerns raised regarding noise pollution, visual intrusions, alternative flight routes, and ongoing monitoring, we can ensure the preservation of this natural wonder for future generations to enjoy.

Thank you for your attention to these matters, and I trust that you will give due consideration to the suggestions put forth. Haleakalā National Park's ecological integrity and cultural significance are of paramount importance, and it is crucial that we work together to safeguard its beauty and heritage.

Correspondence ID:	361	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:49:32			
Correspondence Type:	Web Form			

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Correspondence ID:	362	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:49:35			
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Name:	,			
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Name:	,			
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Correspondence ID:	365	Project: 103365	Document:	128164
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Thank you for your attention to these matters, and I trust that you will give due consideration to the suggestions put forth. Haleakalā National Park's ecological integrity and cultural significance are of paramount importance, and it is crucial that we work together to safeguard its beauty and heritage.

Correspondence ID:	366	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:49:47			
Correspondence Type:	Web Form			

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Name:	,			
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Correspondence ID:	368	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:49:52			
Correspondence Type:	Web Form			

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Correspondence ID:	370	Project: 103365	Document:	128164
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Received:

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Correspondence Type:

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Correspondence ID:

371

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 10:50:02

Correspondence Type:

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Correspondence ID:	372	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:09			
Correspondence Type:	Web Form			

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Correspondence ID:	373	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:13			
Correspondence Type:	Web Form			

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Correspondence ID:	374	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:16			
Correspondence Type:	Web Form			

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Name:	,			
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Name:	,			
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Name:	,			
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Received:	Jun,06 2023 10:50:36			
Correspondence Type:	Web Form			

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Firstly, it is imperative that the proposed management plan takes into account the potential adverse effects of air tours on the park's wildlife. Haleakalā National Park is home to numerous species that are highly sensitive to noise disturbances, such as endangered bird species and other wildlife. I strongly urge the inclusion of comprehensive measures to mitigate the noise pollution caused by air tours, ensuring minimal disruption to the park's natural inhabitants.

Moreover, the visual and aesthetic impacts of air tours on the park's scenic beauty should not be underestimated. The draft assessment should carefully assess and quantify the visual intrusions caused by air tours, particularly in areas of significant cultural and historical importance. Preserving the park's pristine landscapes and cultural heritage is of utmost importance to maintaining its value as a national treasure.

Additionally, the draft assessment should explore alternative flight routes and operating procedures to reduce the overall number of flights over the park. Encouraging air tour operators to adopt quieter aircraft and employ flight paths that minimize disturbance to sensitive areas within the park can go a long way in ensuring a harmonious coexistence between aviation activities and the park's natural environment.

Lastly, I would like to emphasize the need for ongoing monitoring and regular evaluation of the air tour management plan's effectiveness. Implementing a robust monitoring system will enable the park authorities to assess the plan's impact, identify potential shortcomings, and make necessary adjustments to ensure its long-term success.

In conclusion, while I appreciate the efforts made in crafting the Draft Environmental Assessment for the Air Tour Management Plan, I believe that additional measures are required to adequately address the potential impacts of air tours on Haleakalā National Park. By considering the concerns raised regarding noise pollution, visual intrusions, alternative flight routes, and ongoing monitoring, we can ensure the preservation of this natural wonder for future generations to enjoy.

Thank you for your attention to these matters, and I trust that you will give due consideration to the suggestions put forth. Haleakalā National Park's ecological integrity and cultural significance are of paramount importance, and it is crucial that we work together to safeguard its beauty and heritage.

Correspondence ID:	380	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:39			
Correspondence Type:	Web Form			

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Correspondence ID:	381	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:42			
Correspondence Type:	Web Form			

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Correspondence ID:	382	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:45			
Correspondence Type:	Web Form			

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Correspondence ID:	383	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:50:48			
Correspondence Type:	Web Form			

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Correspondence ID:	384	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:51:56			
Correspondence Type:	Web Form			

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Thank you for your attention to this matter.

Correspondence ID:	385	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 10:51:59

Correspondence Type:

Web Form

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Correspondence ID:

386

Project: 103365 Document:

128164

Name:

,

Received:

Jun,06 2023 10:52:02

Correspondence Type:

Web Form

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Correspondence ID:	387	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:04			
Correspondence Type:	Web Form			

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Correspondence ID:	388	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:07			
Correspondence Type:	Web Form			

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Correspondence ID:	389	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:09			
Correspondence Type:	Web Form			

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Correspondence ID:	390	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:12			
Correspondence Type:	Web Form			

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Correspondence ID:	391	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:42			
Correspondence Type:	Web Form			

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Correspondence ID:	392	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:46			
Correspondence Type:	Web Form			

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Correspondence ID:	393	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:52:51			
Correspondence Type:	Web Form			

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Correspondence ID:	394	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:53:07			
Correspondence Type:	Web Form			

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Correspondence ID:	395	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:53:11
Correspondence Type: Web Form

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Correspondence ID: 396 Project: 103365 Document: 128164
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Received: Jun,06 2023 10:53:14
Correspondence Type: Web Form

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Correspondence ID:	400	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:53:26			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:53:30			
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Correspondence ID:	402	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:53:33			
Correspondence Type:	Web Form			

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Correspondence ID:	403	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:53:36			
Correspondence Type:	Web Form			

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Name: ,
Received: Jun,06 2023 10:54:08
Correspondence Type: Web Form

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Correspondence ID: 406 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:54:13
Correspondence Type: Web Form

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sustainability of the park's delicate ecosystem, ensuring the well-being of its flora, fauna, and surrounding communities.

In reviewing the Draft Environmental Assessment, I have several concerns regarding the potential impacts of air tours on the park's natural and cultural resources. Noise pollution, air quality degradation, and disturbances to wildlife and local communities are among the critical issues that need to be thoroughly addressed. It is essential to strike a balance between supporting responsible tourism and safeguarding the park's fragile environment, ensuring that any air tour activities are conducted in a manner that minimizes their negative effects.

Furthermore, I urge the consideration of alternative measures that prioritize the protection and preservation of Haleakalā National Park. This may involve exploring options such as route restrictions, flight time limitations, altitude restrictions, and the implementation of quiet technology to mitigate noise pollution. Additionally, enhanced monitoring and reporting mechanisms should be established to ensure compliance with the proposed management plan and to detect any potential deviations that may harm the park's integrity.

Finally, I encourage the inclusion of robust public participation in the decision-making process. Engaging with local communities, indigenous stakeholders, environmental organizations, and scientific experts will help provide valuable insights and perspectives that can contribute to the development of a comprehensive and well-informed air tour management plan.

In conclusion, I appreciate the effort invested in the Draft Environmental Assessment and the consideration of public input. It is vital that Haleakalā National Park's unique natural and cultural resources are protected for current and future generations. I urge you to carefully review and address the concerns raised by concerned individuals, organizations, and experts, ultimately crafting a management plan that prioritizes the park's preservation and sustainability.

Thank you for your attention to this matter.

Correspondence ID:	410	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:54:26			
Correspondence Type:	Web Form			

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Correspondence ID:	411	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:54:29			
Correspondence Type:	Web Form			

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Correspondence ID:	412	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:12			
Correspondence Type:	Web Form			

Correspondence: As a concerned citizen, I would like to express my thoughts on the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

Haleakalā National Park is a remarkable natural treasure, known for its breathtaking landscapes, diverse ecosystems, and cultural significance. It is essential that we prioritize the preservation and protection of this unique environment while ensuring that visitors have meaningful and responsible experiences.

The Draft Environmental Assessment provides a crucial opportunity to evaluate the impacts of air tours on the park and its surrounding areas. Air tours can offer a unique perspective and allow visitors to appreciate the park's beauty from above. However, it is crucial to strike a balance between tourism activities and the long-term preservation of the park's natural and cultural resources.

In reviewing the plan, it is important to consider the potential effects of increased air tour operations on the park's wildlife, including endangered species and their habitats. Additionally, the plan should address concerns related to noise pollution, scenic integrity, and the overall visitor experience. Mitigation measures should be put in place to minimize any adverse impacts, ensuring that future generations can continue to enjoy and connect with the park's natural wonders.

Furthermore, community engagement and consultation with local stakeholders are integral to the decision-making process. The voices and perspectives of the local community, Native Hawaiian organizations, and other relevant stakeholders should be carefully considered. Their insights and expertise can contribute significantly to crafting a management plan that respects the cultural significance of the park and supports the well-being of the surrounding communities.

In conclusion, I urge the National Park Service to carefully assess the potential impacts and benefits of air tours in Haleakalā National Park. It is essential to prioritize the preservation of the park's natural and cultural resources, while also considering the needs of visitors and the surrounding community. By striking the right balance, we can ensure that future generations can experience the awe-inspiring beauty of Haleakalā while preserving its ecological integrity for years to come.

Correspondence ID:	413	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:15			
Correspondence Type:	Web Form			

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Correspondence ID:	414	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:18			
Correspondence Type:	Web Form			

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Correspondence ID:	415	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:20			
Correspondence Type:	Web Form			

Correspondence: As a concerned citizen, I would like to express my thoughts on the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	416	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:55:24
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Correspondence Type:	Web Form
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Correspondence: As a concerned citizen, I would like to express my thoughts on the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

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Correspondence ID:	417	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:55:28
Correspondence Type: Web Form

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Correspondence ID:	418	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:55:31
Correspondence Type: Web Form

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Correspondence ID:	419	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:34			
Correspondence Type:	Web Form			

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Correspondence ID:	420	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:37			
Correspondence Type:	Web Form			

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Correspondence ID:	421	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:40			
Correspondence Type:	Web Form			

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Correspondence ID:	422	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:43			
Correspondence Type:	Web Form			

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Correspondence ID:	423	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:46			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:55:50			
Correspondence Type:	Web Form			

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Correspondence ID:	425	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:55:53			

Correspondence Type:

Web Form

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Correspondence ID:	426	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:55:57
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Correspondence Type:	Web Form
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Correspondence: As a concerned citizen, I would like to express my thoughts on the Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

Haleakalā National Park is a remarkable natural treasure, known for its breathtaking landscapes, diverse ecosystems, and cultural significance. It is essential that we prioritize the preservation and protection of this unique environment while ensuring that visitors have meaningful and responsible experiences.

The Draft Environmental Assessment provides a crucial opportunity to evaluate the impacts of air tours on the park and its surrounding areas. Air tours can offer a unique perspective and allow visitors to appreciate the park's beauty from above. However, it is crucial to strike a balance between tourism activities and the long-term preservation of the park's natural and cultural resources.

In reviewing the plan, it is important to consider the potential effects of increased air tour operations on the park's wildlife, including endangered species and their habitats. Additionally, the plan should address concerns related to noise pollution, scenic integrity, and the overall visitor experience. Mitigation measures should be put in place to minimize any adverse impacts, ensuring that future generations can continue to enjoy and connect with the park's natural wonders.

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In conclusion, I urge the National Park Service to carefully assess the potential impacts and benefits of air tours in Haleakalā National Park. It is essential to prioritize the preservation of the park's natural and cultural resources, while also considering the needs of visitors and the surrounding community. By striking the right balance, we can ensure that future generations can experience the awe-inspiring beauty of Haleakalā while preserving its ecological integrity for years to come.

Correspondence ID:	427	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:56:01
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Name:	,
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Received:	Jun,06 2023 10:56:04
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Correspondence ID:	429	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:56:07			
Correspondence Type:	Web Form			

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Correspondence ID:	430	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:56:10			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 10:56:13			
Correspondence Type:	Web Form			

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Name:	,
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Received:	Jun,06 2023 10:56:16
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Name:	,
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Correspondence ID:	434	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:56:23			
Correspondence Type:	Web Form			

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Correspondence ID:	435	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:57:01			
Correspondence Type:	Web Form			

Correspondence: Firstly, I commend the efforts made in developing this plan to address the environmental impacts associated with air tours within Haleakalā National Park. It is crucial to strike a balance between allowing access to the park's unique natural beauty and preserving the fragile ecosystem that makes it so special.

I believe it is essential that any management plan for air tours in Haleakalā National Park prioritizes the protection and conservation of the park's natural resources. This includes minimizing noise pollution, air pollution, and disturbances to wildlife and the park's scenic beauty. Implementing flight path restrictions, altitude limitations, and time-of-day restrictions could help mitigate the adverse impacts of air tours on the park's ecosystem.

Additionally, it is important to carefully consider the cumulative effects of air tours when assessing their impacts. The potential for multiple aircraft flying over the park throughout the day can have a compounding effect on noise levels and wildlife disturbance. A comprehensive assessment should take into account the long-term effects on the park's ecosystem and the visitor experience.

Furthermore, public safety should be a primary concern in any air tour management plan. Ensuring that aircraft operators adhere to strict safety regulations, maintenance standards, and pilot training requirements is crucial for preventing accidents and protecting the well-being of both visitors and park personnel.

In conclusion, I support the development of an Air Tour Management Plan for Haleakalā National Park that carefully considers the environmental impacts of air tours, prioritizes the preservation of the park's natural resources, and promotes public safety. By striking a balance between tourism and conservation, we can ensure that future generations have the opportunity to experience the unique wonders of Haleakalā National Park while preserving its delicate ecosystem for years to come.

Thank you for the opportunity to provide my public comment on this important matter.

Correspondence ID:	436	Project: 103365	Document:	128164
Name:	,			
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Correspondence ID:	439	Project: 103365	Document:	128164
Name:	,			
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Name:	,			
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Name:	,			
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Name:	,			
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Thank you for the opportunity to provide my public comment on this important matter.

Correspondence ID:	444	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:57:28
Correspondence Type: Web Form

Correspondence: Firstly, I commend the efforts made in developing this plan to address the environmental impacts associated with air tours within Haleakalā National Park. It is crucial to strike a balance between allowing access to the park's unique natural beauty and preserving the fragile ecosystem that makes it so special.

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Correspondence ID: 445 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:57:31
Correspondence Type: Web Form

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Name:	,			
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Correspondence ID:	448	Project: 103365	Document:	128164
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Received:	Jun,06 2023 10:57:40
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Correspondence Type:	Web Form
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Correspondence Type:	Web Form
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Name:	,			
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Correspondence ID:	451	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:57:49			
Correspondence Type:	Web Form			

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Correspondence ID:	454	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:58:02			
Correspondence Type:	Web Form			

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Correspondence ID:	455	Project: 103365	Document:	128164
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Name: ,
Received: Jun,06 2023 10:58:05
Correspondence Type: Web Form

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Correspondence ID: 456 Project: 103365 Document: 128164
Name: ,
Received: Jun,06 2023 10:58:08
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Name:	,			
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Correspondence ID:	461	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:59:23			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my concerns and provide feedback on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. As a passionate advocate for the preservation of our natural landscapes, I deeply value the ecological integrity and serene atmosphere of Haleakalā National Park.

First and foremost, I commend the efforts taken to assess and manage the impacts of air tours within the park. The protection of the park's unique ecosystems, cultural heritage, and visitor experience should remain paramount in any management plan. However, I believe that certain aspects of the current draft plan warrant further consideration and revision to ensure the long-term sustainability and protection of the park.

One area of concern is the potential noise pollution caused by air tours. The serene ambiance and tranquility of Haleakalā National Park are integral to its appeal and contribute to the overall visitor experience. Excessive noise generated by air tours has the potential to disturb wildlife, disrupt important cultural practices, and detract from the overall visitor experience. I urge the park authority to implement stringent noise mitigation measures, including altitude restrictions, flight paths, and operational limitations, to minimize the impact of air tours on the park's natural and cultural resources.

Additionally, it is crucial to carefully assess the cumulative effects of air tours on the park's fragile ecosystems. Haleakalā National Park boasts a remarkable diversity of flora and fauna, some of which may be particularly sensitive to disturbances. The draft plan should include comprehensive studies on the potential ecological impacts of air tours, taking into account factors such as habitat disruption, wildlife behavior, and population dynamics. It is imperative to establish monitoring protocols to regularly evaluate the ecological health of the park and make necessary adjustments to the air tour management plan if adverse impacts are detected.

Furthermore, community engagement and stakeholder input are vital in the formulation of an effective air tour management plan. The involvement of local residents, indigenous communities, and environmental organizations can provide invaluable insights and perspectives on the potential impacts of air tours. I encourage the park authority to actively engage with these stakeholders throughout the decision-making process, seeking their input and incorporating their concerns and suggestions into the final plan.

In conclusion, I appreciate the initiative to develop an Air Tour Management Plan for Haleakalā National Park. However, I respectfully urge the park authority to address the concerns raised regarding noise pollution, ecological impacts, and community engagement. By adopting a comprehensive and inclusive approach, we can ensure the long-term protection and sustainability of this treasured national park while allowing visitors to enjoy its beauty in harmony with its natural and cultural values.

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Correspondence ID:	462	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:59:28
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Correspondence Type:	Web Form
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Correspondence ID:	463	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:59:31
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Correspondence ID:	464	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 10:59:34			
Correspondence Type:	Web Form			

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Correspondence ID:	465	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 10:59:37
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Correspondence Type:	Web Form
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Received:	Jun,06 2023 10:59:39			
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Received:	Jun,06 2023 10:59:42
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Received:	Jun,06 2023 10:59:45
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Name:	,			
Received:	Jun,06 2023 10:59:48			
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Name:	,			
Received:	Jun,06 2023 10:59:57			
Correspondence Type:	Web Form			

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Correspondence ID:	473	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 11:00:00			
Correspondence Type:	Web Form			

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Correspondence ID:	474	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 11:00:04			
Correspondence Type:	Web Form			

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One area of concern is the potential noise pollution caused by air tours. The serene ambiance and tranquility of Haleakalā National Park are integral to its appeal and contribute to the overall visitor experience. Excessive noise generated by air tours has the potential to disturb wildlife, disrupt important cultural practices, and detract from the overall visitor experience. I urge the park authority to implement stringent noise mitigation measures,

including altitude restrictions, flight paths, and operational limitations, to minimize the impact of air tours on the park's natural and cultural resources.

Additionally, it is crucial to carefully assess the cumulative effects of air tours on the park's fragile ecosystems. Haleakalā National Park boasts a remarkable diversity of flora and fauna, some of which may be particularly sensitive to disturbances. The draft plan should include comprehensive studies on the potential ecological impacts of air tours, taking into account factors such as habitat disruption, wildlife behavior, and population dynamics. It is imperative to establish monitoring protocols to regularly evaluate the ecological health of the park and make necessary adjustments to the air tour management plan if adverse impacts are detected.

Furthermore, community engagement and stakeholder input are vital in the formulation of an effective air tour management plan. The involvement of local residents, indigenous communities, and environmental organizations can provide invaluable insights and perspectives on the potential impacts of air tours. I encourage the park authority to actively engage with these stakeholders throughout the decision-making process, seeking their input and incorporating their concerns and suggestions into the final plan.

In conclusion, I appreciate the initiative to develop an Air Tour Management Plan for Haleakalā National Park. However, I respectfully urge the park authority to address the concerns raised regarding noise pollution, ecological impacts, and community engagement. By adopting a comprehensive and inclusive approach, we can ensure the long-term protection and sustainability of this treasured national park while allowing visitors to enjoy its beauty in harmony with its natural and cultural values.

Thank you for your attention to this matter and for considering my input. I trust that you will give due consideration to the concerns expressed by the public and make the necessary revisions to the draft plan accordingly.

Correspondence ID:	475	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 11:00:10			
Correspondence Type:	Web Form			

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Correspondence ID:	476	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 11:00:13			
Correspondence Type:	Web Form			

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Correspondence ID:	477	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:20:58			
Correspondence Type:	Web Form			

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Thank you for considering my comments and for your commitment to safeguarding this invaluable national treasure.

Correspondence ID:	478	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:05			
Correspondence Type:	Web Form			

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Correspondence ID:	479	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:08			
Correspondence Type:	Web Form			

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Correspondence ID:	480	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:11			
Correspondence Type:	Web Form			

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Correspondence ID:	481	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:15			
Correspondence Type:	Web Form			

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Correspondence ID:	482	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:17			
Correspondence Type:	Web Form			

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Correspondence ID:	483	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:20			
Correspondence Type:	Web Form			

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Correspondence ID:	484	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:23			
Correspondence Type:	Web Form			

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Correspondence ID:	485	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:25			
Correspondence Type:	Web Form			

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Correspondence ID:	486	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:28			
Correspondence Type:	Web Form			

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Thank you for considering my comments and for your commitment to safeguarding this invaluable national treasure.

Correspondence ID:	487	Project: 103365	Document:	128164
Name:	,			

Received:

Jun,06 2023 13:21:32

Correspondence Type:

Web Form

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I commend the diligent efforts undertaken to address the potential impacts of air tours on various aspects of the park, including noise pollution, wildlife, and socioeconomics. It is crucial to strike a balance between preserving the natural and cultural heritage of the park while accommodating responsible tourism.

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Correspondence ID:

488

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:21:35

Correspondence Type:

Web Form

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Correspondence ID:	489	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:21:38
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Correspondence Type:	Web Form
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Correspondence ID:	490	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:41			
Correspondence Type:	Web Form			

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Correspondence ID:	491	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:44			
Correspondence Type:	Web Form			

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Correspondence ID:	492	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:47			
Correspondence Type:	Web Form			

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Correspondence ID:	493	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:50			
Correspondence Type:	Web Form			

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Correspondence ID:	494	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:21:53			
Correspondence Type:	Web Form			

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Correspondence ID:	495	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:24:26			
Correspondence Type:	Web Form			

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I commend the efforts made in assessing the potential impacts of air tours on various aspects, including air quality, safety, and tourism. It is vital to ensure that the management plan addresses these concerns adequately while striking a balance between tourism promotion and the protection of the park's natural and cultural resources.

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Correspondence ID:	496	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:25:14			
Correspondence Type:	Web Form			

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Correspondence ID:	497	Project: 103365	Document:	128164
Name:	,			
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Correspondence Type:	Web Form			

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Correspondence ID:	498	Project: 103365	Document:	128164
Name:	,			
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Correspondence Type:	Web Form			

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Correspondence ID:	499	Project: 103365	Document:	128164
Name:	,			
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Thank you for considering my comments and for your dedication to preserving the natural and cultural treasures of Haleakalā National Park.

Correspondence ID:	500	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:25:29			
Correspondence Type:	Web Form			

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Correspondence ID:	501	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:25:32			

Correspondence Type:

Web Form

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Correspondence ID:	502	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:25:34
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Name:	,			
Received:	Jun,06 2023 13:25:48			
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Correspondence ID:

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Project: 103365 Document:

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Thank you for considering my comments and for your dedication to preserving the natural and cultural treasures of Haleakalā National Park.

Correspondence ID:	512	Project: 103365	Document: 128164
Name:	,		
Received:	Jun,06 2023 13:26:30		
Correspondence Type:	Web Form		

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Correspondence ID:	513	Project: 103365	Document:	128164
Name:	,			
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Correspondence Type:	Web Form			

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Correspondence ID:	514	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:26:51			
Correspondence Type:	Web Form			

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Correspondence ID:	515	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:27:08			
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Name:	,			
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Correspondence ID:	517	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:27:42			
Correspondence Type:	Web Form			

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Correspondence ID:	518	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:27:46
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Correspondence Type:	Web Form
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Correspondence ID:	519	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:27:49
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Received:	Jun,06 2023 13:27:52
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Name:	,			
Received:	Jun,06 2023 13:28:12			
Correspondence Type:	Web Form			

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Thank you for considering my comments and for your dedication to preserving the natural and cultural treasures of Haleakalā National Park.

Correspondence ID:

525

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:28:25

Correspondence Type:

Web Form

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Correspondence ID:	526	Project: 103365	Document: 128164
Name:	,		
Received:	Jun,06 2023 13:28:28		
Correspondence Type:	Web Form		

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Correspondence ID:	527	Project: 103365	Document:	128164
Name:	,			
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Correspondence ID:	529	Project: 103365	Document:	128164
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Name:	,			
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Name:	,			
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Correspondence ID:	532	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:29:02			
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Received:	Jun,06 2023 13:29:30
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Correspondence Type:	Web Form
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Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I commend the efforts made in assessing the potential impacts of air tours on various aspects, including air quality, safety, and tourism. It is vital to ensure that the management plan addresses these concerns adequately while striking a balance between tourism promotion and the protection of the park's natural and cultural resources.

Firstly, I would like to address the issue of air quality and its potential impact on the park's ecosystems. Haleakalā National Park is known for its pristine air quality, which supports the health of both wildlife and visitors. It is essential to maintain this high air quality standard by implementing measures to minimize emissions from air tour operations. Encouraging the use of low-emission aircraft, adopting efficient flight routes, and promoting alternative modes of transportation can contribute significantly to reducing air pollution. Additionally, regular monitoring and reporting on air quality indicators within the park can provide valuable data for evaluating the effectiveness of these mitigation efforts.

Secondly, safety considerations must be a top priority in the Air Tour Management Plan. While air tours offer a unique perspective and memorable experiences for visitors, it is crucial to ensure that they are conducted in a safe manner. Strict adherence to established safety regulations, including regular inspections of aircraft, pilot certifications, and comprehensive training programs, should be enforced to mitigate the risks associated with air tour operations. Collaborating with aviation authorities and tour operators to implement robust safety protocols will help maintain a safe environment for both visitors and park personnel.

Lastly, tourism is a significant component of Haleakalā National Park's management and local economy. Air tours contribute to the diversity of visitor experiences, attracting tourists from around the world. However, it is important to strike a balance between promoting tourism and preserving the park's natural and cultural integrity. Managing visitor capacities, implementing effective visitor education programs, and promoting responsible tourism practices can ensure that the park's resources are sustained for future generations. Encouraging diverse recreational opportunities beyond air tours, such as hiking, camping, and cultural activities, can help distribute visitor traffic and minimize the concentration of impacts in specific areas.

In conclusion, I appreciate the comprehensive approach taken in the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. By addressing concerns related to air quality, safety, and tourism, we can strive to protect the park's environmental integrity while offering meaningful and sustainable visitor experiences. I urge the authorities to consider and incorporate robust measures and monitoring protocols to maintain high air quality, prioritize visitor safety, and ensure that tourism activities are managed responsibly within the park.

Thank you for considering my comments and for your dedication to preserving the natural and cultural treasures of Haleakalā National Park.

Correspondence ID:	538	Project: 103365	Document:	128164
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Jun,06 2023 13:30:20

Correspondence Type:

Web Form

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Correspondence ID:

539

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:32:42

Correspondence Type:

Web Form

Correspondence: I am writing to provide my public comment on the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I appreciate the opportunity to express my concerns and recommendations regarding the potential impacts of air tours on birds, flight patterns, and indigenous Hawaiian rights within the park. It is crucial to ensure the protection of these vital elements while managing air tour activities to maintain the integrity of the park's ecosystem and honor the cultural heritage of the indigenous community.

Firstly, I would like to emphasize the importance of safeguarding the avian species within Haleakalā National Park. The park is home to diverse bird populations, including several endangered and endemic species. Air tours

have the potential to disrupt their habitats, alter nesting patterns, and interfere with crucial migratory routes. It is essential to establish flight patterns that avoid sensitive areas and minimize disturbances to bird habitats. Careful consideration of the timing, altitude, and speed of air tours can help mitigate potential impacts on bird populations and their breeding behaviors. Collaborating with ornithologists and local bird conservation organizations can provide valuable insights and guidance in developing effective measures to protect these avian species.

Secondly, the selection of flight patterns is of utmost importance in minimizing the impact of air tours on the park's ecosystems and scenic beauty. It is vital to prioritize flight paths that avoid sensitive areas, such as important bird habitats, culturally significant sites, and areas of high ecological value. Striving for flight paths that minimize noise pollution and visual disturbances can enhance the overall visitor experience while reducing the impact on wildlife and the park's natural resources. Engaging in a transparent and inclusive decision-making process with input from relevant stakeholders, including the indigenous Hawaiian community, can help identify flight patterns that respect the cultural and environmental sensitivities of the park.

Lastly, indigenous Hawaiian rights and cultural heritage must be honored and protected in the management of air tours within Haleakalā National Park. The park holds immense spiritual and historical significance for the indigenous community, and their rights to access, engage, and protect their cultural practices should be respected. Collaboration and consultation with indigenous Hawaiian representatives are essential to ensure that air tour operations do not infringe upon these rights. By actively engaging with the indigenous community, their traditional knowledge and perspectives can be incorporated into the decision-making processes, ultimately leading to more sustainable and culturally sensitive management practices.

In conclusion, I appreciate the efforts made in the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I urge the authorities to prioritize the protection of birds and their habitats, carefully consider flight patterns to minimize environmental and cultural impacts, and engage with the indigenous Hawaiian community to honor their rights and cultural heritage. By adopting a holistic and inclusive approach, we can strike a balance between responsible tourism, environmental stewardship, and cultural preservation in Haleakalā National Park.

Thank you for considering my comments and for your commitment to preserving the park's natural and cultural treasures.

Correspondence ID:	540	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:32:47			
Correspondence Type:	Web Form			

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Correspondence ID:	541	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:33:03			
Correspondence Type:	Web Form			

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Correspondence ID:	542	Project: 103365	Document:	128164
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Correspondence ID:	543	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:33:10			
Correspondence Type:	Web Form			

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Correspondence ID:	544	Project: 103365	Document:	128164
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Jun,06 2023 13:33:13

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Correspondence ID:

545

Project: 103365 Document:

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Name:

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Received:

Jun,06 2023 13:33:16

Correspondence Type:

Web Form

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Correspondence ID:	546	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:33:19			
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Correspondence ID:	547	Project: 103365	Document:	128164
Name:	,			
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Name:	,			
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Thank you for considering my comments and for your commitment to preserving the park's natural and cultural treasures.

Correspondence ID:	550	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:33:31			
Correspondence Type:	Web Form			

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can strike a balance between responsible tourism, environmental stewardship, and cultural preservation in Haleakalā National Park.

Thank you for considering my comments and for your commitment to preserving the park's natural and cultural treasures.

Correspondence ID:	562	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:34:38
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Correspondence Type:	Web Form
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Correspondence ID:	563	Project: 103365	Document:	128164
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Received:

Jun,06 2023 13:34:51

Correspondence Type:

Web Form

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Correspondence ID:

564

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:34:54

Correspondence Type:

Web Form

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Correspondence ID:	565	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:34:57			
Correspondence Type:	Web Form			

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Correspondence ID:	566	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:00			
Correspondence Type:	Web Form			

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Correspondence ID:	567	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:02			
Correspondence Type:	Web Form			

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Correspondence ID:	568	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:20			
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Name:	,			
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Correspondence ID:	570	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:25			
Correspondence Type:	Web Form			

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Correspondence ID:	571	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:28			
Correspondence Type:	Web Form			

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Correspondence ID:	572	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:31			
Correspondence Type:	Web Form			

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Correspondence ID:	573	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:34			
Correspondence Type:	Web Form			

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Thank you for considering my comments and for your commitment to preserving the park's natural and cultural treasures.

Correspondence ID:	574	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:37			
Correspondence Type:	Web Form			

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Correspondence ID:	575	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:35:39
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Correspondence ID:	576	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:35:42
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Correspondence Type:	Web Form
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Correspondence ID:	577	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:35:45			
Correspondence Type:	Web Form			

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Correspondence ID:	578	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:36:01			
Correspondence Type:	Web Form			

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Correspondence ID:	579	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:36:15			
Correspondence Type:	Web Form			

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Correspondence ID:	580	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:36:19			
Correspondence Type:	Web Form			

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Correspondence ID:	581	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:36:51
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Correspondence Type:	Web Form
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Correspondence ID:	582	Project: 103365	Document:	128164
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Received:

Jun,06 2023 13:37:00

Correspondence Type:

Web Form

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Correspondence ID:

583

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:37:04

Correspondence Type:

Web Form

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Correspondence ID:	584	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:37:08			
Correspondence Type:	Web Form			

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Correspondence ID:	585	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:37:11			
Correspondence Type:	Web Form			

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Firstly, I would like to emphasize the importance of safeguarding the avian species within Haleakalā National Park. The park is home to diverse bird populations, including several endangered and endemic species. Air tours have the potential to disrupt their habitats, alter nesting patterns, and interfere with crucial migratory routes. It is essential to establish flight patterns that avoid sensitive areas and minimize disturbances to bird habitats. Careful consideration of the timing, altitude, and speed of air tours can help mitigate potential impacts on bird populations and their breeding behaviors. Collaborating with ornithologists and local bird conservation organizations can provide valuable insights and guidance in developing effective measures to protect these avian species.

Secondly, the selection of flight patterns is of utmost importance in minimizing the impact of air tours on the park's ecosystems and scenic beauty. It is vital to prioritize flight paths that avoid sensitive areas, such as important bird habitats, culturally significant sites, and areas of high ecological value. Striving for flight paths that minimize noise pollution and visual disturbances can enhance the overall visitor experience while reducing the impact on wildlife and the park's natural resources. Engaging in a transparent and inclusive decision-making process with input from relevant stakeholders, including the indigenous Hawaiian community, can help identify flight patterns that respect the cultural and environmental sensitivities of the park.

Lastly, indigenous Hawaiian rights and cultural heritage must be honored and protected in the management of air tours within Haleakalā National Park. The park holds immense spiritual and historical significance for the indigenous community, and their rights to access, engage, and protect their cultural practices should be respected. Collaboration and consultation with indigenous Hawaiian representatives are essential to ensure that air tour operations do not infringe upon these rights. By actively engaging with the indigenous community, their traditional knowledge and perspectives can be incorporated into the decision-making processes, ultimately leading to more sustainable and culturally sensitive management practices.

In conclusion, I appreciate the efforts made in the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I urge the authorities to prioritize the protection of birds and their habitats, carefully consider flight patterns to minimize environmental and cultural impacts, and engage with the indigenous Hawaiian community to honor their rights and cultural heritage. By adopting a holistic and inclusive approach, we can strike a balance between responsible tourism, environmental stewardship, and cultural preservation in Haleakalā National Park.

Thank you for considering my comments and for your commitment to preserving the park's natural and cultural treasures.

Correspondence ID:	586	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:37:13			
Correspondence Type:	Web Form			

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Correspondence ID:	587	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:37:28
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Name:	,			
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Correspondence ID:	589	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:40:16			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my deep frustration and anger regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I find the proposed plan severely lacking in addressing the critical issues associated with air tours and their potential impacts on the park's

environment, wildlife, and the rights of indigenous Hawaiian communities. It is disheartening to witness the disregard for the preservation of this cherished national park and the failure to prioritize the concerns of local communities and visitors alike.

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In conclusion, I strongly condemn the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. The lack of adequate measures to address noise pollution, protect wildlife, and honor the rights of indigenous Hawaiian communities is deeply disappointing and unacceptable. I demand that the authorities reconsider and revise the plan to incorporate robust noise reduction strategies, comprehensive wildlife protection measures, and genuine collaboration with indigenous Hawaiian representatives. Anything less would be a betrayal of the park's ecological integrity, cultural heritage, and the public's trust.

Correspondence ID:	590	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:40:23			
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Correspondence ID:

591

Project: 103365 Document:

128164

Name:

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Received:

Jun,06 2023 13:40:27

Correspondence Type:

Web Form

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Name:	,			
Received:	Jun,06 2023 13:40:33			
Correspondence Type:	Web Form			

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Correspondence ID:	593	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:40:36			
Correspondence Type:	Web Form			

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Correspondence ID:	594	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:41:25			
Correspondence Type:	Web Form			

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Correspondence ID:	595	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:41:58
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Correspondence Type:	Web Form
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Correspondence ID:	596	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:42:21			
Correspondence Type:	Web Form			

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Correspondence ID:	597	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:42:44			
Correspondence Type:	Web Form			

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Correspondence ID:	598	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:43:26			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my deep frustration and anger regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I find the proposed plan severely lacking in addressing the critical issues associated with air tours and their potential impacts on the park's environment, wildlife, and the rights of indigenous Hawaiian communities. It is disheartening to witness the disregard for the preservation of this cherished national park and the failure to prioritize the concerns of local communities and visitors alike.

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Correspondence ID:	599	Project: 103365	Document:	128164
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Received:	Jun,06 2023 13:46:20
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Correspondence Type:	Web Form
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Correspondence ID:	601	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:46:31			
Correspondence Type:	Web Form			

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Correspondence ID:	602	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:48:07			
Correspondence Type:	Web Form			

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Correspondence ID:	603	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:48:28			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my deep frustration and anger regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I find the proposed plan severely lacking in addressing the critical issues associated with air tours and their potential impacts on the park's environment, wildlife, and the rights of indigenous Hawaiian communities. It is disheartening to witness the disregard for the preservation of this cherished national park and the failure to prioritize the concerns of local communities and visitors alike.

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Correspondence ID:	604	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:49:01			
Correspondence Type:	Web Form			

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Correspondence ID:	605	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:49:21			
Correspondence Type:	Web Form			

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Correspondence ID:	606	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:49:27			
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Correspondence ID:	608	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:49:34			
Correspondence Type:	Web Form			

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Correspondence ID:	609	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:49:36			
Correspondence Type:	Web Form			

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Name:	,			
Received:	Jun,06 2023 13:50:07			
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Correspondence ID:	611	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:50:40			
Correspondence Type:	Web Form			

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Correspondence ID:	612	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:51:18			
Correspondence Type:	Web Form			

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Name:	,			
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Name:	,			
Received:	Jun,06 2023 13:52:47			
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Name:	,			
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Name:	,			
Received:	Jun,06 2023 13:53:42			
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Correspondence ID:	619	Project: 103365	Document:	128164
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Name:	,			
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Name:	,			
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Correspondence ID:	624	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:54:29			
Correspondence Type:	Web Form			

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Correspondence ID:	625	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:54:42			
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Name:	,			
Received:	Jun,06 2023 13:54:46			
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Name:	,			
Received:	Jun,06 2023 13:55:12			
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Name:	,			
Received:	Jun,06 2023 13:55:26			
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Name:	,			
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Correspondence ID:	631	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 13:58:21			
Correspondence Type:	Web Form			

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Name:	,			
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Received:	Jun,06 2023 14:00:34
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Correspondence ID:	636	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:02:16			
Correspondence Type:	Web Form			

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First and foremost, the issue of noise pollution resulting from air tours is a significant concern that the draft assessment fails to adequately address. Haleakalā National Park is a sanctuary of tranquility, and the incessant noise generated by air tours disrupts the serenity that visitors seek and disturbs the delicate balance of the park's ecosystems. It is unacceptable that the plan does not outline robust measures to mitigate noise pollution, such as imposing strict limits on flight altitudes, flight paths, and implementing noise control standards. The absence of comprehensive noise reduction strategies demonstrates a lack of commitment to preserving the unique auditory environment of the park.

Furthermore, the draft assessment demonstrates a disregard for the welfare of wildlife within Haleakalā National Park. The park is home to diverse flora and fauna, including endangered and endemic species that are already under threat. The proposed plan fails to adequately protect these vulnerable populations from the disturbances caused by air tours. The absence of flight restrictions in sensitive habitats and breeding areas puts the survival of these species at further risk. It is essential to prioritize the conservation of wildlife by implementing comprehensive flight restrictions and conducting regular monitoring programs to evaluate the long-term impacts of air tours on the park's biodiversity.

Lastly, the draft assessment lacks a genuine consideration of the rights and cultural heritage of indigenous Hawaiian communities. Haleakalā National Park holds immense spiritual and historical significance for these communities, and their rights to access, engage, and protect their cultural practices should be respected. The proposed plan overlooks the importance of collaborating with indigenous Hawaiian representatives to ensure that air tour operations do not infringe upon their rights. The exclusion of indigenous voices in decision-making processes perpetuates a long history of marginalization and erasure of their heritage.

In conclusion, I strongly condemn the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. The lack of adequate measures to address noise pollution, protect wildlife, and honor the rights of indigenous Hawaiian communities is deeply disappointing and unacceptable. I demand that the authorities reconsider and revise the plan to incorporate robust noise reduction strategies, comprehensive wildlife protection measures, and genuine collaboration with indigenous Hawaiian representatives. Anything less would be a betrayal of the park's ecological integrity, cultural heritage, and the public's trust.

Correspondence ID:	637	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:02:23			
Correspondence Type:	Web Form			

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Name:	,			
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Correspondence Type:	Web Form			

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Received:	Jun,06 2023 14:02:59
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Correspondence Type:	Web Form
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Correspondence ID:	640	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:03:40			
Correspondence Type:	Web Form			

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Correspondence ID:	641	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:04:06			
Correspondence Type:	Web Form			

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Correspondence ID:	642	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:10:07			
Correspondence Type:	Web Form			

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The draft assessment woefully underestimates the adverse effects of air tours on the park's fragile ecosystem. The noise pollution caused by these tours disrupts the tranquility and serenity that visitors seek in Haleakalā National Park. The excessive noise levels disturb the wildlife, including endangered and endemic species, jeopardizing their survival and breeding patterns. The lack of comprehensive noise reduction measures outlined in the plan is unacceptable and disregards the importance of preserving the park's natural soundscape.

Furthermore, the proposed flight patterns in the draft assessment are unacceptable and show a complete disregard for the park's environmental and cultural sensitivities. By allowing air tours to pass over significant bird

habitats, culturally significant sites, and ecologically sensitive areas, the plan endangers the park's natural and cultural heritage. The flight patterns should be revised to prioritize the protection of these vital resources and minimize the visual and auditory disruptions caused by air tours.

Most distressingly, the draft assessment fails to adequately recognize and respect the rights of the indigenous Hawaiian community. Haleakalā National Park holds profound cultural significance for the indigenous people, and their rights to access, engage with, and protect their ancestral lands must be honored. The lack of meaningful consultation and collaboration with the indigenous Hawaiian community is a grave oversight that further marginalizes their voices and perpetuates historical injustices.

I demand a thorough reassessment of the Air Tour Management Plan that genuinely considers the environmental impacts, wildlife conservation, and indigenous Hawaiian rights. The plan should incorporate robust noise reduction measures, revise flight patterns to protect sensitive areas, and establish meaningful partnerships with the indigenous community. The voices of local residents, environmental organizations, and concerned citizens must be heard and taken into account when finalizing the management plan.

I implore the responsible authorities to rectify these deficiencies and demonstrate a genuine commitment to the preservation of Haleakalā National Park's natural and cultural treasures. The draft assessment falls far short of the necessary standards, and I expect a more responsible and conscientious approach to ensure the long-term sustainability and integrity of this invaluable national park.

Correspondence ID:	643	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:10:30			
Correspondence Type:	Web Form			

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Received:	Jun,06 2023 14:11:19
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Name:	,			
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Correspondence ID:	647	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:13:37			
Correspondence Type:	Web Form			

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Received:	Jun,06 2023 14:14:05
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Most distressingly, the draft assessment fails to adequately recognize and respect the rights of the indigenous Hawaiian community. Haleakalā National Park holds profound cultural significance for the indigenous people, and their rights to access, engage with, and protect their ancestral lands must be honored. The lack of meaningful consultation and collaboration with the indigenous Hawaiian community is a grave oversight that further marginalizes their voices and perpetuates historical injustices.

I demand a thorough reassessment of the Air Tour Management Plan that genuinely considers the environmental impacts, wildlife conservation, and indigenous Hawaiian rights. The plan should incorporate robust noise reduction measures, revise flight patterns to protect sensitive areas, and establish meaningful partnerships with the indigenous community. The voices of local residents, environmental organizations, and concerned citizens must be heard and taken into account when finalizing the management plan.

I implore the responsible authorities to rectify these deficiencies and demonstrate a genuine commitment to the preservation of Haleakalā National Park's natural and cultural treasures. The draft assessment falls far short of the necessary standards, and I expect a more responsible and conscientious approach to ensure the long-term sustainability and integrity of this invaluable national park.

Correspondence ID:	650	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,06 2023 14:14:18
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Correspondence Type:	Web Form
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Correspondence: I am writing to express my deep frustration and anger regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I am disappointed with the lack of consideration given to critical issues, including the negative impacts of air tours on the park's environment, wildlife, and indigenous Hawaiian rights. The proposed plan fails to address these concerns adequately, and it seems to prioritize commercial interests over the preservation of this natural treasure.

The draft assessment woefully underestimates the adverse effects of air tours on the park's fragile ecosystem. The noise pollution caused by these tours disrupts the tranquility and serenity that visitors seek in Haleakalā National Park. The excessive noise levels disturb the wildlife, including endangered and endemic species, jeopardizing their survival and breeding patterns. The lack of comprehensive noise reduction measures outlined in the plan is unacceptable and disregards the importance of preserving the park's natural soundscape.

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Correspondence ID:	651	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,06 2023 14:14:36			
Correspondence Type:	Web Form			

Correspondence: I am writing to express my deep frustration and anger regarding the Draft Environmental Assessment for the Air Tour Management Plan for Haleakalā National Park. I am disappointed with the lack of consideration given to critical issues, including the negative impacts of air tours on the park's environment, wildlife, and indigenous Hawaiian rights. The proposed plan fails to address these concerns adequately, and it seems to prioritize commercial interests over the preservation of this natural treasure.

The draft assessment woefully underestimates the adverse effects of air tours on the park's fragile ecosystem. The noise pollution caused by these tours disrupts the tranquility and serenity that visitors seek in Haleakalā National Park. The excessive noise levels disturb the wildlife, including endangered and endemic species, jeopardizing their survival and breeding patterns. The lack of comprehensive noise reduction measures outlined in the plan is unacceptable and disregards the importance of preserving the park's natural soundscape.

Furthermore, the proposed flight patterns in the draft assessment are unacceptable and show a complete disregard for the park's environmental and cultural sensitivities. By allowing air tours to pass over significant bird habitats, culturally significant sites, and ecologically sensitive areas, the plan endangers the park's natural and cultural heritage. The flight patterns should be revised to prioritize the protection of these vital resources and minimize the visual and auditory disruptions caused by air tours.

Most distressingly, the draft assessment fails to adequately recognize and respect the rights of the indigenous Hawaiian community. Haleakalā National Park holds profound cultural significance for the indigenous people, and their rights to access, engage with, and protect their ancestral lands must be honored. The lack of meaningful consultation and collaboration with the indigenous Hawaiian community is a grave oversight that further marginalizes their voices and perpetuates historical injustices.

I demand a thorough reassessment of the Air Tour Management Plan that genuinely considers the environmental impacts, wildlife conservation, and indigenous Hawaiian rights. The plan should incorporate robust noise reduction measures, revise flight patterns to protect sensitive areas, and establish meaningful partnerships with the indigenous community. The voices of local residents, environmental organizations, and concerned citizens must be heard and taken into account when finalizing the management plan.

I implore the responsible authorities to rectify these deficiencies and demonstrate a genuine commitment to the preservation of Haleakalā National Park's natural and cultural treasures. The draft assessment falls far short of the necessary standards, and I expect a more responsible and conscientious approach to ensure the long-term sustainability and integrity of this invaluable national park.

Correspondence ID:	652	Project: 103365	Document:	128164
Name:	C, J			
Received:	Jun,06 2023 14:48:54			
Correspondence Type:	Web Form			

Correspondence: Please do whatever it takes to protect and maintain Haleakala's ecosystem. While tourism is an income generator, the sounds from helicopters and small aircraft will disturb the quiet and stillness, which is an overlooked aspect of visiting this sacred place.

I appreciate the guidelines proposed for limiting the day/times for when tourism may be conducted, but I still have a concern with regards to who will actively maintain the rules and regulations.

Thank you for your time.

Correspondence ID:	653	Project: 103365	Document:	128164
Name:	Nelson, Lauren			

Received: Jun,06 2023 15:49:37

Correspondence Type: Web Form

Correspondence: Aloha e National Park Service,

Silence is sacred, as is all of Haleakalā National Park. Please do not let the lobbying from powerful tourism companies overrule the voices of the community that want to protect the silence and the peace of Haleakalā. Silence is a rare thing to find in today's culture, and it does not need to be exploited and destroyed by luxury tourism operations. Somethings in this world are priceless. Haleakalā's silence is one of those priceless things, pure and rare and sacred. Please do not allow for the desecration of this sacred environment and silence. Please ban all helicopter tourism operations above and around Haleakalā. Please do not force us to only know what we had, because it's gone.

Mahalo,

Lauren Nelson

Correspondence ID: 654 Project: 103365 Document: 128164

Name: Skowronski, Francis E

Received: Jun,06 2023 20:01:49

Correspondence Type: Web Form

Correspondence: 31 May 2023

National Park Service

Federal Aviation Administration

re: Haleakala National Park

proposed Air Tour Management Plan

To Whom It may Concern :

Permitted, commercial, mechanized overflights within Haleakala National Park is more than just a bad idea.

Leaving aside Haleakala's world-wide reputation and respect as a natural sanctuary of silence;

leaving aside the unnatural intrusion of rotor noise and air pollution that would be generated every 152

minutes each daylight under a 2000 flights per year regimen; has the corporate helicopter tour lobby run out of Maui acreage left to despoil by tourism for the elite ?

Haleakala Crater and its environs are sacred sites to Hawaiian religious practitioners in Hawaii Nei. And not just to Polynesians, but to anyone who has had the opportunity and privilege to walk through the spiritual and geological majesty in bold evidence within these lands.

The very idea of an average of 5.5 overflights every day is another example of casual, condescending racism calculated to marginalize indigenous cultures in favor of our ever present, ever expanding, virtual consumer society

Are there helicopter tours permitted directly above Arlington National Cemetery? Gettysburg? Mount Rushmore? Bunker Hill? the National Mall? Should there be ?

This proposed Air Tour Management Plan is a misguided threat to public health and safety by the Federal Aviation Administration; which if approved, would be a shameful expansion of any further commercialization of the National Park Service.

No commercial exploitation over Haleakala National Park. Please.

Francis E. Skowronski

Territorial Architects Ltd.

Wailuku Maui Hawaii

Correspondence ID:	655	Project: 103365	Document:	128164
Name:	Rodriguez, Michael			
Received:	Jun,07 2023 15:39:25			
Correspondence Type:	Web Form			

Correspondence: Hello and Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	656	Project: 103365	Document:	128164
Name:	Massing, David			
Received:	Jun,07 2023 17:04:21			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Kia and if you limit the access then kids like me will miss out on one of the best times of there lives so plz don't limit the access of.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	657	Project: 103365	Document:	128164
Name:	Massing, Diana			
Received:	Jun,07 2023 17:12:12			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was such an educational experience for our childre. We saw parts of the National Park we never would have been able to see, and our son who just learned about volcanoes experienced it up front in such a unique way.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	658	Project: 103365	Document:	128164
Name:	Mann, Brandon			
Received:	Jun,07 2023 19:43:40			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

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The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	659	Project: 103365	Document:	128164
Name:	G, Anna			
Received:	Jun,07 2023 20:38:27			
Correspondence Type:	Web Form			

Correspondence: Haleakala is a special and sacred place, and should be protected as such. The flying of commercial helicopters/planes over Haleakala should not be permitted ever.

Correspondence ID:	660	Project: 103365	Document:	128164
Name:	Beimes, Matthew			
Received:	Jun,08 2023 02:13:00			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was amazing and the only way to experience the Volcano for most.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	661	Project: 103365	Document:	128164
Name:	Cella, Peter			
Received:	Jun,08 2023 02:24:32			
Correspondence Type:	Web Form			

Correspondence: I would like to express my concerns about the future of seeing Hawaii's National Parks by air.

This is an amazing and non invasive way to see the National Parks in Hawaii. Not only does this decrease foot traffic but it also provides people with a once in a lifetime chance to see Hawaii's hidden beauty.

This does not affect native or endemic plants/wildlife as does people driving into the parks. The NPS are relieved of excess traffic, by way of helicopter tours, and also compensated for it.

I ask that you reconsider limiting these opportunities for the public. These areas are in such high regard and will be enjoyed by so many more when they are able to be seen by air.

Mahalo for taking the time to consider my view. I know there are many others that feel the same. Helicopters are an efficient tool to share the most beautiful and remote parts of the aina here in Hawaii.

Correspondence ID:	662	Project: 103365	Document:	128164
Name:	Hlavac, Bennett			
Received:	Jun,08 2023 06:54:32			
Correspondence Type:	Web Form			

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are

gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	663	Project: 103365	Document:	128164
Name:	Samaniego, Charissa			
Received:	Jun,08 2023 11:56:38			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii, Mount Rushmore

National Memorial, and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with David and it was an amazing way to see the Grand Canyon.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	664	Project: 103365	Document:	128164
Name:	Thompson, Michael			
Received:	Jun,08 2023 12:11:07			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Mahalo mike

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

With all that being said Ive seen the aina from the air and its beyond explanation the beauty and spirituality it holds. I believe and its unfortunate that every Kamaaina should see the aina from a lower than commercial airliner. And that goes for all national parks

Mahalo

Correspondence ID:	665	Project: 103365	Document:	128164
Name:	Hedge, Monica			
Received:	Jun,08 2023 12:56:24			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was wonderful. I am part Hawaiian, born and raised on Maui. It was such a joy to be able to see all the different Hawaiian islands from the air, a perspective not very many locals get to see. I got to see the destruction from the lava years ago on Hawaii Island, with one house spared and patches of greenery among the black. It was enlightening.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	666	Project: 103365	Document:	128164
Name:	Kimura, Wayson			
Received:	Jun,08 2023 12:57:37			
Correspondence Type:	Web Form			

Correspondence: I am writing in regards in keeping our national parks open. The best ways we can show the natural beauty of the islands is honestly to let the public have access within reason. Working in the travel industry it's a vital asset to the community to be respectful and mindful of the natural beauty of the islands. One of the ways to do this is to be able to have the opportunity to share it with others and give the ability to share it's beauty.

Please keep the parks open and so that way we may have the opportunity to share the majestic views of what makes Hawaii, Hawaii. Thank you so much for your time.

Correspondence ID:	667	Project: 103365	Document:	128164
Name:	Leaxh, Kimberly			
Received:	Jun,08 2023 13:08:35			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you for the opportunity to respond to this issue.

Correspondence ID:	668	Project: 103365	Document:	128164
Name:	Radford, Tricia			
Received:	Jun,08 2023 13:11:59			
Correspondence Type:	Web Form			

Correspondence: I really feel it is important to keep this type of entertainment and experience available to all!!!!

I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 669 Project: 103365 Document: 128164

Name: Leach, TJ

Received: Jun,08 2023 13:13:12

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you

TJ leach

Correspondence ID: 670 Project: 103365 Document: 128164

Name: Yadao, Lorely

Received: Jun,08 2023 13:27:54

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was very eye opening regarding the Hawaii islands and it's something I think everyone should take at least once, it was a very entertaining yet educational experience.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 671 Project: 103365 Document: 128164

Name: Camacho, William

Received: Jun,08 2023 13:35:28

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount

Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Mike Guelta who flies for Blue Hawaiian Helicopters, and it was illuminating to say the least. I was informed of the necessity of the safety of the Aina(land) and all its magnificence. This was beautiful and eye opening (as well as my mouth most of the time) to see how this land is, was, and forever will be a testimony that we are just here for a time and that we should learn from the awesome facets of our Islands as well as the entire world should be taken into the most deepest parts of our hearts, minds, and body (as possible). And these helicopter tours are part of the experience and exposure to appreciate our earth, not just the national parks but most definitely including those as well, especially since I have a medical condition which prevents me from walking more than 100 yards, elevations and incline/grades of walking would not be wise for me. For example, drones could record the flight, but they cannot give the energy and essence of the person's heart and the land connecting to each other in a way no machine will ever do! I have seen the professional and most of all respectful attitude and focus of this pilot who I would believe is the same for all their pilots, mechanics, operations, sales personnel have. As well as the jobs that these people have and their families that are supported by giving an adventure that can change a person to see that humility and respect for Our earth is first and foremost and how that is strengthened is not just by reading or seeing videos but by being in that place, in the moment, and with the right perspective.

The National Parks should be available for all visitors to see. I ask that you do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	672	Project: 103365	Document:	128164
Name:	Camara, Wenona			
Received:	Jun,08 2023 13:45:18			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Blue Hawaiian Helicopters] and it was [breathtaking and exhilarating flying over Kilauea erupting at Volcano National Park on Hawaii].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	673	Project: 103365	Document:	128164
Name:	Andrews, Forrest			
Received:	Jun,08 2023 13:48:54			
Correspondence Type:	Web Form			

Correspondence: Lets think about this prudently before we make rash decisions. Seeing natural beauty from the air can actually be life affecting for many people. I have seen it happen. Options and accommodations are out there that address all concerns. Please dont be rigid.

Correspondence ID:	674	Project: 103365	Document:	128164
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Name: Barns, Karen

Received: Jun,08 2023 14:01:27

Correspondence Type: Web Form

Correspondence: My name is Karen, and I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Sincerely Karen Barns

Correspondence ID: 675 Project: 103365 Document: 128164

Name: pastores, kayla

Received: Jun,08 2023 14:05:17

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 676 Project: 103365 Document: 128164

Name: Manuel, Karylle

Received: Jun,08 2023 14:06:22

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 677 Project: 103365 Document: 128164

Name: Fragoso, Denise

Received: Jun,08 2023 14:20:57

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was amazing. What a blessing to be able to see such beauty from a different perspective. I will never forget such a wonderful experience. Things that you can not see by land.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks. The parks should be accessible to everyone by both land and air.

Correspondence ID: 678 Project: 103365 Document: 128164

Name: Ernandes, Marco

Received: Jun,08 2023 14:31:20

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 679 Project: 103365 Document: 128164

Name: Smucker, Spencer

Received: Jun,08 2023 15:04:49

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	680	Project: 103365	Document:	128164
Name:	Lacey, Eloise			
Received:	Jun,08 2023 15:15:27			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	681	Project: 103365	Document:	128164
Name:	van Beelen, Crystal			
Received:	Jun,08 2023 15:18:44			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I have known many kupuna (elders) to have had the opportunity to experience an air tour with Blue Hawaiian and / or with other air operators and it was something they will never forget. Not everyone is in the position to hike or even walk so having this option is critical.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	682	Project: 103365	Document:	128164
Name:	Daligdig, Barrett			
Received:	Jun,08 2023 16:10:27			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was life changing.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	683	Project: 103365	Document:	128164
Name:	N, Kayla			
Received:	Jun,08 2023 16:19:50			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was amazing to see the beauty of the islands from an aerial point of view. A lot of the views included in the tour were places that you can only hike (off trails) to. This helicopter tour allowed us to view these sites without damaging the land by hiking or creating hiking trails on these sacred Hawaiian lands. This means we can see these places safely. These tours also allow us to see all of these beautiful areas of the islands in just a short 45 minutes. I loved seeing these aerial views because you can see the land in a different perspective. I've lived in Hawai'i my entire life and never saw the island and its miraculous views from that perspective. It helped me to find a newfound love and admiration for these sites that I drive by every day on my way to work. I love this land and care deeply for its beauty to be shown to all that are able to see it.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	684	Project: 103365	Document:	128164
Name:	Aviles, Myriam			
Received:	Jun,08 2023 16:21:50			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Blue Hawaiian Helicopters and it was an amazing flight.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	685	Project: 103365	Document:	128164
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Name:	Syverson, Jesse
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Received:	Jun,08 2023 16:24:26
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was one of the most breathtaking experiences to see the natural beauty from the air while also being minimally intrusive. I worry when we start limit our ability to experience these parks that we as a nation will lose our connection to nature and our love/desire to preserve it.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	686	Project: 103365	Document:	128164
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Name:	dancsec, Stephen
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Received:	Jun,08 2023 16:52:07
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concernss about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	687	Project: 103365	Document:	128164
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Name:	Romo, Denise
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Received:	Jun,08 2023 17:10:57
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaii and it was a wonderful experience. I would not have been able to see all of the sights in my limited time in Hawaii that we saw from the helicopter. We were so high up, I cannot imagine noise being a factor in the enjoyment of the national parks for people on the ground.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	688	Project: 103365	Document:	128164
Name:	Asuncion, Frances			
Received:	Jun,08 2023 17:24:32			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concern about limiting flights over National Parks in Hawaii. As a resident of Hawaii, in the spirit of sharing our Aloha, a visit to Haleakala and Hawaii Volcanoes are often a highlight to visiting friends and relatives. It is a reminder to All of us of the majestic wonders of the

Aina. The availability of flying overhead is once in a lifetime experience and should not be withheld. The experience can life changing as to the future responsibility one has to take care of the land we live in.

Thank you for your consideration.

Correspondence ID:	689	Project: 103365	Document:	128164
Name:	Perry, Timothy			
Received:	Jun,08 2023 18:05:11			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I have had the pleasure of flying passengers over our National Forests and National Parks for nearly four decades. Everyone has been enthralled by the beauty of their scenic resources that they pay tax dollars to preserve. I have hiked the areas we fly over and I know personally that a visit to the National Parks by air is a minute fraction of the impact of boots on the ground and tires on the road. Its far less intrusive than people who walk off trail or on trails, who use restrooms and all the infrastructure to accommodate them. The visit by air leaves no lasting impact and minimally affects the other visitors experiences. For many I have flown, they lack the physical fitness or experience to walk the trails or camp. To deny them access is like removing handicap access. It goes against all values of diversity, equity and inclusion to deny anyone access to their natural scenic resources.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	690	Project: 103365	Document:	128164
Name:	Keomaka, Jadelyn			
Received:	Jun,08 2023 19:01:09			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was amazing and educational to see the island I have grown up on from another angle.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	691	Project: 103365	Document:	128164
Name:	West, Jessica			
Received:	Jun,08 2023 19:59:37			
Correspondence Type:	Web Form			

Correspondence: Please allow helicopter charters to continue over the craters and volcanoes. They are amazing to see and should be viewable by all. I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	692	Project: 103365	Document:	128164
Name:	Thommies, Phillip			
Received:	Jun,09 2023			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was a memorable experience for me and my family.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	693	Project: 103365	Document:	128164
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Name: Burton, Robert

Received: Jun,09 2023 01:17:18

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was an amazing way to our nations national parks from a perspective that would be impossible to see without the use of helicopters. Without the use of helicopters fellow Americans that do not have the abilities to access our public lands without helicopter travel will never be able to see our beautiful parks if air tourism is eliminated.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 694 Project: 103365 Document: 128164

Name: Uhl, Shane

Received: Jun,09 2023 07:27:09

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 695 Project: 103365 Document: 128164

Name: Melton, Ollie

Received: Jun,09 2023 10:26:05

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 696 Project: 103365 Document: 128164

Name: Kaawa, Michelle
Received: Jun,09 2023 13:20:31
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks. It is our rights as American Citizen's and taxpayers to be able to access these lands in any way we want to.

Correspondence ID: 697 Project: 103365 Document: 128164
Name: Schultze, Hudson
Received: Jun,09 2023 14:08:27
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 698 Project: 103365 Document: 128164
Name: Nitta, Te'a
Received: Jun,09 2023 14:56:58
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was breathtaking to see a view of the lands that we are not able to go on foot. Let alone in a bird's eye view. I fear that without this opportunity to see these restricted places, many tourists will risk the safety of the land and try on foot. This can damage the 'aina and have more trespassing. With this comes more conflict. When they ride in helicopters, there

are told of private/ kapu land and that helicopters can be the only way to see it. Most if not all tourists understand better and lay off a bit. Keep our 'aina protected and malama it.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	699	Project: 103365	Document:	128164
Name:	SPORRER, STACEY			
Received:	Jun,09 2023 15:10:52			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with BLUE HAWAIIAN and it was incredible!

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	700	Project: 103365	Document:	128164
Name:	Peralta, Shana			
Received:	Jun,09 2023 15:26:42			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopter and it was excellent and breath taking. It is a bird's eye view that can't be duplicated on the ground.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	701	Project: 103365	Document:	128164
Name:	Meadows, Courtney			
Received:	Jun,09 2023 17:10:10			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was it was the most emotional experience we had while touring the islands. My belief is air tours is far less impactful than feet on the ground. The way we felt being immersed in the aerial tour while the pilot narrated the history and legends was very emotional - something we couldn't get on any other type of tour.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	702	Project: 103365	Document:	128164
Name:	bascelli, Cristina			
Received:	Jun,09 2023 18:31:39			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii. I work at blue Hawaiian helicopters and feel this is the lift of all of our guests tours.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian helicopters and it was amazing, beautiful, and something you could never get anywhere else. Kauai is 70% is inaccessible by foot and this island is too beautiful to not experience as much of this island as you can.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	703	Project: 103365	Document:	128164
Name:	James, Gregory			
Received:	Jun,09 2023 18:38:56			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

I have flown 80,000 people and guests say this is the best thing they have ever done in their life! I wanted to do something that makes people happy for a living and they come back in complete joy. National Park beauty from the air adds a special dimension to the human experience and is privilege to share with people making dreams come true with their families. Thank you for your efforts to bring this joy to people from all over the world, people who may not have this freedom in the countries they come from.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	704	Project: 103365	Document:	128164
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Name:	Goldsmith, Matthew
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Received:	Jun,09 2023 19:31:25
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you!

Matt Golssmith

Correspondence ID:	705	Project: 103365	Document:	128164
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Name:	McGuire, Katelyn
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Received:	Jun,09 2023 20:50:10
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

We absolutely adored our tour, the accessibility for my mother meant the world to us.

Correspondence ID:	706	Project: 103365	Document:	128164
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Name:	Darnell, Trey
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Received:	Jun,09 2023 23:15:27
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Correspondence Type:	Web Form
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Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

The elderly, disabled, and young park visitors rely on air tours to enjoy these spectacular places. They should not be denied the opportunity to experience the parks due to age or ability.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	707	Project: 103365	Document:	128164
Name:	King, Christopher			
Received:	Jun,10 2023 01:29:09			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was an amazing way to see the beauty of Maui from the skies. My wife is disabled and for her to be able to travel this way helps her to see places she will not have access to. We've been on a few helicopter tours and look forward to being able to see more sights this way.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	708	Project: 103365	Document:	128164
Name:	Moforton, Doug			
Received:	Jun,10 2023 05:42:32			
Correspondence Type:	Web Form			

Correspondence: Congratulations.Of all the dumb things to come out of Washington this ranks as the stupidest.

Correspondence ID:	709	Project: 103365	Document:	128164
Name:	gwinn, james			
Received:	Jun,10 2023 12:21:20			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with blue Hawaiian and it was wonderful have the ability to see the national parks from the air really was fun the other passenger was not physically able to enjoy the park due to a disability.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	710	Project: 103365	Document:	128164
Name:	Alpers, James			
Received:	Jun,10 2023 14:40:21			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was magical and allowed my family to view the park in a unique and exhilarating way.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	711	Project: 103365	Document:	128164
Name:	Bush, Carly			
Received:	Jun,10 2023 16:29:56			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience]

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	712	Project: 103365	Document:	128164
Name:	Block, Jessica			

Received: Jun,10 2023 16:36:34

Correspondence Type: Web Form

Correspondence: Please do not change air your plans. This opportunity should not be further limited.

I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 713 Project: 103365 Document: 128164

Name: Gibbon, Cameron

Received: Jun,10 2023 19:45:55

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Regards,

Cameron Gibbon

Correspondence ID: 714 Project: 103365 Document: 128164

Name: Borzobohaty, Amy

Received: Jun,10 2023 20:31:13

Correspondence Type: Web Form

Correspondence: Why would you want to do this? Taking away more freedoms and enjoyments. Yet, again destroying another business.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 715 Project: 103365 Document: 128164

Name: Powell, Chris

Received: Jun,10 2023 23:55:19

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 716 Project: 103365 Document: 128164

Name: Jaeger, Kimberly

Received: Jun,11 2023 13:58:42

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you

Correspondence ID: 717 Project: 103365 Document: 128164

Name: Sandberg, John

Received: Jun,11 2023 14:05:42

Correspondence Type: Web Form

Correspondence: I am writing with the hopes of providing further insight on the operation of air tours over our national parks and to express commonly shared values on why air tours should be able to continue in the same manner they have in recent years.

Air tours over our national parks have provided the opportunity for people to see the national parks in a way never before thought of. Through my time as a helicopter tour pilot over the Grand Canyon, I have been able to

give individuals the greatest experience of their lives which often times result in an emotional and astounding impact on the lives of those people who have chosen to fly with me. Within my tour I express how important it is to preserve and maintain our national parks, that message reaches thousands of different people who fly with me, every year.

The FAA has done an outstanding job at creating a safe Special Flight Rules Area within the Grand Canyon that serves multiple purposes. One of the most critical reasons, which relates to air tours, is the creation of routes which allows for noise abatement over sensitive areas and keeping aircraft away from the general public touring the Grand Canyon to maintain peace and quite. As I have had the experience flying over this very strict routes, I have never once flown over groups of people within the national park trying to enjoy the serenity of nature and the views of the Grand Canyon.

I wholeheartedly believe that these strict regulations are in place for a good reason and that no further restrictions need be placed on air tours over our national parks.

I sincerely hope my opinion as a helicopter pilot, USMC veteran, outdoor enthusiast is valued and taken into account as decisions outside of my control are made.

Thank you for your time.

Correspondence ID:	718	Project: 103365	Document:	128164
Name:	Lewis, Kaitlyn			
Received:	Jun,11 2023 15:22:39			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks, please.

Correspondence ID:	719	Project: 103365	Document:	128164
Name:	Lewis, Emmelyn			
Received:	Jun,11 2023 15:23:12			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks, please.

Correspondence ID: 720 Project: 103365 Document: 128164

Name: Lewis, Lora

Received: Jun,11 2023 15:23:54

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air. These parks are an incredible opportunity for all young and old to experience.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 721 Project: 103365 Document: 128164

Name: Hamilton, Fiona

Received: Jun,11 2023 16:47:20

Correspondence Type: Web Form

Correspondence: It is an amazing way to see the island. Parts that cannot be seen. Tourism is essential.

Correspondence ID: 722 Project: 103365 Document: 128164

Name: Sueoka, Kylie

Received: Jun,11 2023 17:37:41

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with blue hawaiian helicopters here in Hawaii, and it was phenomenal. I lived in Oahu, Hawaii nearly my entire life, and never have I seen Hawaii like that in my life. It is a view that I never knew existed until I did that flight. It is an opportunity for not only locals, but tourists visiting Hawaii on their once in a lifetime trip, to experience the untouched natural beauty and unique sights around our island. Its a perspective that seeing it on a video or textbook will not do it justice.

The National Parks should be available for all locals and visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 723 Project: 103365 Document: 128164

Name: Steensland, Steinar J

Received:

Jun,12 2023 03:04:05

Correspondence Type:

Web Form

Correspondence: In the Draft ATMP it states, Protect natural sounds. Natural sounds contribute to Haleakalā's unique sense of place. Ambient sound levels in the Haleakalā Crater are so low that they approach the threshold of human hearing. Natural soundscapes are vital components of a healthy, intact, biological community, and play an important role in wildlife communication and behavior. The preservation of natural sounds is also critical to effective wilderness management.

Allowing commercial helicopter tours would violate the National Park Service's duty to protect natural sounds. Allowing flights over Haleakala in any way, shape or form would violate this duty. If you've ever hiked into the crater, you know the blissful, almost eerie silence that infiltrates your soul and fills you with a calm and a peace I've never felt on any hike in my 37 years. I would not be able to write this sentence if this ATMP is passed. The day I hiked the crater, a hiker had to be rescued via helicopter and as soon as it reached the summit, you knew. It's motors and blades infiltrated and echoed throughout the entire crater during the the rescue. Helicopters can be heard and seen on every other hike on Maui including in the west Maui mountains, Haiku, Hana, etc. The sound they make would only be bolstered by the landscape of Haleakala as they are in the West Maui Mountains. Inside those mountains it is deafening when the helicopters come though. Keep Haleakala sacred and the one place on Maui without helicopter noise pollution.

Correspondence ID:

724 Project: 103365 Document: 128164

Name:

Comazzi, Mary

Received:

Jun,12 2023 08:55:37

Correspondence Type:

Web Form

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

I strongly oppose the draft ATMP for Haleakal National Park. I strenuously disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	725	Project: 103365	Document:	128164
Name:	Garcia, Carlos			
Received:	Jun,12 2023 11:03:29			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Maverick Helicopters and it was a once in a lifetime experience since Im unable to enjoy it at full capacity given my walking disability.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	726	Project: 103365	Document:	128164
Name:	Marshall, Bruce			
Received:	Jun,12 2023 13:22:19			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was a spectacular experience like no other. The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	727	Project: 103365	Document:	128164
Name:	Nigro, Patrick			
Received:	Jun,12 2023 13:32:10			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was a beautiful experience to firsthand see nature of Maui and the surrounding islands.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	728	Project: 103365	Document:	128164
Name:	Blackmore, Mark			
Received:	Jun,12 2023 17:46:50			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount

Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID:	729	Project: 103365	Document:	128164
Name:	Bontrager, Josh			
Received:	Jun,12 2023 17:48:18			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID:	730	Project: 103365	Document:	128164
Name:	Blackmore, Harry			
Received:	Jun,12 2023 17:50:02			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID:	731	Project: 103365	Document:	128164
Name:	Blackmore, Sarah			
Received:	Jun,12 2023 17:50:21			

Correspondence Type:

Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID: 732 Project: 103365 Document: 128164

Name: Bontrager, Nicole

Received: Jun,12 2023 17:50:48

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID: 733 Project: 103365 Document: 128164

Name: Bontrager, Cooper

Received: Jun,12 2023 17:53:05

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks..

Correspondence ID: 734 Project: 103365 Document: 128164

Name: Stokes, Buddy
Received: Jun,12 2023 20:47:21
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was absolutely incredible. We had a land and air tour and given that a majority of the crater road was inaccessible we had views of areas that were otherwise inaccessible. Furthermore many areas have no roads at all and can only be viewed from the air. Not everyone is able to participate in a land tour due to physical limitations and these people should not be discriminated against. I believe that the helicopter company strives to keep noise to a minimum over residential areas and needs some freedom to navigate due to weather changes, etc. Our experience at Volcanoes National Park was better thanks to the helicopter tour and I sincerely hope they will be allowed to continue.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 735 Project: 103365 Document: 128164
Name: Becker, Ellen
Received: Jun,13 2023 09:37:05
Correspondence Type: Web Form

Correspondence: National parks and National Recreation areas are meant for all to enjoy. The National Park Service is over reaching by limiting or eliminating over flights. The public has a right to see all parks by air and these flights should be allowed for all to enjoy.

Correspondence ID: 736 Project: 103365 Document: 128164
Name: Murray, Michael B
Received: Jun,13 2023 13:03:22
Correspondence Type: Web Form

Correspondence: June 13, 2022

Ms. Natalie Gates, Superintendent

Haleakalā National Park

PO Box 369

Makawao, HI 96768

Subject: Air Tour Management Plan and Environmental Assessment for Haleakalā National Park

Dear Superintendent Gates:

I am writing on behalf of over 2,400 members of the Coalition to Protect America's National Parks (Coalition), all of whom have worked or volunteered for the National Park Service (NPS) and who collectively represent more than 45,000 years of national park management experience. The Coalition studies, educates, speaks, and acts for the preservation of America's National Park System. Among our members are former NPS directors, regional

directors, superintendents, resource specialists, rangers, maintenance and administrative staff, and a full array of other former employees, volunteers, and supporters.

We offer the following comments for your consideration regarding the proposed Air Tour Management Plan (ATMP) and Environmental Assessment (EA) for Haleakalā National Park (Park or HALE).

GENERAL COMMENTS

1. First, we commend the agencies for preparing a proper environmental assessment (EA) for the proposed ATMP that considers a range of alternatives and evaluates the potential impacts of those alternatives -When considering a proposed agency action, such as a new ATMP, NPS must comply with the National Environmental Policy Act (NEPA) and related guidance, including the Council on Environmental Quality (CEQ) NEPA implementing regulations (40 CFR Parts 1500-1508) and with the agency's own NEPA guidance found in the NPS NEPA Handbook 2015. We have been deeply concerned that NPS has failed to comply with basic NEPA guidance by issuing numerous previous "proposed ATMPs" for other parks without considering a reasonable range of alternatives and without preparing any sort of NEPA analysis for public review. We applaud you and the planning team for following the appropriate NEPA process requirements that the HALE proposal deserves.

2. Compliance with the NPS Organic Act (54 USC §100101) is integral to compliance with the National Parks Air Tour Management Act (49 USC §40128), yet the EA barely mentions the Organic Act or its relevance - Section 802 (Findings) of the National Parks Air Tour Management Act (NPATMA) states, in part: "Congress finds that--

(1) the Federal Aviation Administration has sole authority to control airspace over the United States;

(2) the Federal Aviation Administration has the authority to preserve, protect, and enhance the environment by minimizing, mitigating, or preventing the adverse effects of aircraft overflights on public and tribal lands;

(3) the National Park Service has the responsibility of conserving the scenery and natural and historic objects and wildlife in national parks and of providing for the enjoyment of the national parks in ways that leave the national parks unimpaired for future generations[]" (Emphasis added)

The NPS "responsibility for conserving" park resources and values mentioned in NPATMA §802(3) above derives directly from the NPS Organic Act and is often referred to as the NPS "conservation mandate." As described in NPS Management Policies 2006, Section 1.4.1: "The most important statutory directive for the National Park Service is provided by interrelated provisions of the NPS Organic Act of 1916 and the NPS General Authorities Act of 1970, including amendments to the latter law enacted in 1978." As further stated in Management Policies Section 1.4.3:

The fundamental purpose of the national park system, established by the Organic Act and reaffirmed by the General Authorities Act, as amended, begins with a mandate to conserve park resources and values. This mandate is independent of the separate prohibition on impairment and applies all the time with respect to all park resources and values, even when there is no risk that any park resources or values may be impaired. . . Congress, recognizing that the enjoyment by future generations of the national parks can be ensured only if the superb quality of park resources and values is left unimpaired, has provided that when there is a conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant. This is how courts have consistently interpreted the Organic Act. (Emphasis added)

Given that both the proposed ATMP and EA are or should be focused on evaluating potential impacts of commercial air tours on the park's natural and cultural resources, and visitor experiences, we would expect the NPS conservation mandate to serve as a key basis for evaluating those impacts. However, we are quite concerned that the EA barely mentions the Organic Act (e.g., it is mentioned in regard to cultural resources on EA p. 69). In our view, the NPS conservation mandate is so important to the management of air tours in national parks that Congress chose to embed a key portion of the Organic Act in Section 802(3) of the NPATMA. To address this concern, we recommend that a section summarizing applicable laws relevant to the proposed action, including the NPS Organic Act, be added to Chapter 1 or as an appendix.

3. The EA appropriately considers the 2015 Foundation Document for Haleakalā National Park, which provides important context for the planning process regarding the park's significance and fundamental resources that could be adversely affected by commercial air tours - As described in the document: "Haleakalā National Park is a

sacred place to k  naka maoli (Native Hawaiians) and is fundamentally linked to their traditional and contemporary beliefs, practices, and way of life. . . From ancient times to the present, Native Hawaiians have used particular areas, sites, and features within the current park boundaries for a broad range of activities, cultural practices, and protocols including ceremonies, spiritual training, practices related to birth and burial, resource collection, and travel across East Maui."

The purpose statement for the park is: "For the inspiration of current and future generations, Haleakal   National Park protects a wild volcanic landscape with a wide array of fragile and diverse native ecosystems, including plant and animal species found nowhere else on earth. Our stewardship perpetuates the unique and continuing connections between Hawaiian culture and this sacred and evolving land."

The document identifies "fundamental resources and values" that help focus planning and management efforts on what is truly significant about the park. Fundamental resources and values are "those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance." (Emphasis added) HALE's fundamental resources and values identified in the Foundation Document, which are potentially impacted by air tours, include:

- Natural Sounds, Viewsheds, and Dark Night Skies - Natural sounds, panoramic views, and dark night skies greatly contribute to Haleakal  's unique sense of place. Ambient sound levels in the Haleakal   Crater are so low that they approach the threshold of human hearing, and the crater and summit offer world-renowned stargazing opportunities. . . The preservation of natural sounds, viewsheds, and dark night skies is also critical to effective wilderness management.
- K  pahulu Moku District (including 'Ohe'o Gulch and Palikea Stream) - Handed down over the centuries through oral tradition and practice, the 'Aha Moku system is the traditional Hawaiian system of natural resource division and management for ocean and land resources.
- Wilderness - Approximately 24,000 acres of Haleakal   National Park is federally designated wilderness.
- Ongoing Connections to Living Hawaiian Culture - Haleakal   National Park has cultural and spiritual value for Native Hawaiians who have used particular places, sites, and resources in the park for a broad range of activities from ancient times to the present. Among these traditional cultural activities are ritual ceremonies, spiritual training, and practices related to birth and burial.

The cultural and spiritual importance of the Haleakal   landscape to Native Hawaiians cannot be overstated. Haleakal   National Park is a sacred place to k  naka maoli (Native Hawaiians) and is fundamentally linked to their traditional and contemporary beliefs, practices, and way of life. The concept of kuleana (responsibility) is central to these beliefs, passed on from the k  puna (ancestors) to future generations to ensure stewardship and respect for all things spiritual and physical. Closely connected to kuleana is the concept of m  lama '  ina, caring for and nurturing the land so it continues to provide the essential means and resources necessary to sustain life for present and future generations. For Native Hawaiians, the summit of Haleakal   is the Wao Akua ("Place of the Gods") where the demigod Maui snared the sun. From ancient times to the present, Native Hawaiians have used particular areas, sites, and features within the current park boundaries for a broad range of activities, cultural practices, and protocols including ceremonies, spiritual training, practices related to birth and burial, resource collection, and travel across East Maui. As a result, the sacred nature of the Park's landscape to Native Hawaiians provides one of the, if not the most, compelling reasons to eliminate air tours at HAVO.

4. Consistent with NPS Management Policies Section 1.5, the EA should include an "appropriate use analysis" for the proposed action - Management Policies Section 1.5 states, in part: "An 'appropriate use' is a use that is suitable, proper, or fitting for a particular park, or to a particular location within a park. Not all uses are appropriate or allowable in units of the national park system, and what is appropriate may vary from one park to another and from one location to another within a park. . . When proposed park uses and the protection of park resources and values come into conflict, the protection of resources and values must be predominant. A new form of park use may be allowed within a park only after a determination has been made in the professional judgment of the superintendent that it will not result in unacceptable impacts." (Emphasis added)

The NPATMA established procedural requirements for allowing air tours over parks; however, the Act does NOT mandate that commercial air tours are appropriate and must be allowed. In fact, section (b)(3)(A) of the Act

provides that the agencies "may prohibit commercial air tour operations over a national park in whole or in part." Under the Act, air tours are essentially a discretionary activity subject to agency approval. To our knowledge, NPS has never formally considered or determined whether commercial air tours are an appropriate use of (or over) HALE. As a result, we strongly recommend that the EA be amended (e.g., through errata or as an appendix) to include an appropriate use analysis as described in Management Policies Section 1.5.

5. The eventual decision document for the ATMP should include an "impairment determination" for the proposed action - NPS Management Policies Section 1.4.7, states, in part: "Before approving a proposed action that could lead to an impairment of park resources and values, an NPS decision-maker must consider the impacts of the proposed action and determine, in writing, that the activity will not lead to an impairment of park resources and values. If there would be an impairment, the action must not be approved." (Emphasis added) Furthermore, "[t]he impact threshold at which impairment occurs is not always readily apparent. Therefore, the Service will apply a standard that offers greater assurance that impairment will not occur. The Service will do this by avoiding impacts that it determines to be unacceptable. These are impacts that fall short of impairment, but are still not acceptable within a particular park's environment." (Emphasis added) As a result, we strongly recommend that the eventual decision document, presumably a Finding of No Significant Impact (FONSI), includes an impairment determination as described in Management Policies Section 1.4.7.

6. Section 9.0 ("Amendment") of the ATMP itself should be revised - We have a significant concern about Section 9.0 in the proposed ATMP. This section of the ATMP is not described in the EA. The very first sentence in Section 9.0 (ATMP p. 16) states that "the ATMP may be amended at any time" (emphasis added) if either NPS or the FAA notifies the other agency. We imagine that the Amendment clause is intended to convey the concept that the ATMP could be updated and revised if/when the agencies determine it is needed and appropriate; and we fully understand that all management plans are subject to future change.

However, the use of the words "at any time" creates the distinct impression that reversal of the ATMP decision and/or resumption of air tours at HALE could happen on short-notice (i.e., "at any time"). This wording also suggests there is little certainty that the significant reduction of air tours proposed at HALE would be a durable decision (since it could be changed "at any time"). In our view, creating such uncertainty in the ATMP unnecessarily invites industry appeals and/or political intervention on behalf of air tour operators. Our observation has been that many NPS management decisions that curtail or eliminate controversial recreational and commercial activities in parks, such as off-road vehicle (ORV) use, hunting, and in this case commercial air tours, are often subject to industry lobbying and/or political reversal, especially if/when there is a change in administration.

Over 20 years after the passage of the NPATMA, litigation was needed to force the agencies to finally prepare the required ATMPs. Moving forward, it is critical that the new ATMPs are widely viewed as providing for consistent long-term air tour management at the individual parks involved, rather than creating the distinct impression of uncertainty about longevity. Toward that end, we recommend that the agencies revise the wording of Section 9.0 of the ATMP itself to state the following:

(add new first sentence) This ATMP will remain in effect until amended or terminated by mutual agreement of the agencies. This ATMP may be amended at any time (i.e., delete: "at any time"): if the NPS, by notification to the FAA and the operator(s), determines that the ATMP is not adequately protecting Park resources and/or visitor enjoyment; if the FAA, by notification to the NPS and the operator(s), determines that the ATMP is adversely affecting aviation safety and/or the national aviation system; or, if the agencies determine that appropriate changes to this ATMP are necessary to address new information or changed circumstances.

These minor revisions would affirm the intended stability and longevity of the ATMP; and refocus the Amendment provision on the limited circumstances that could justify reconsideration of the ATMP, rather than on the potential timing or abruptness of amending the ATMP.

SECTION-BY-SECTION COMMENTS ABOUT THE EA

Chapter 1

1. Section 1.1 Introduction - The third paragraph of this section describes the "objective" of ATMP under the NPATMA, as follows: "The objective of the ATMP, under the Act, is to develop acceptable and effective measures

to mitigate or prevent significant adverse impacts, if any, of commercial air tour operations on the Park's natural and cultural resources, Native Hawaiian sacred sites and ceremonial areas, Wilderness character, and visitor experience." (Emphasis added) Of concern (again), the NPS Organic Act's "fundamental purpose of parks" statement (54 U.S.C §100101(a)) provides the legal basis for conserving the above mentioned park resources and values, yet there is no mention of the Organic Act in this section of the EA or in the ATMP itself. As described in General Comment # 2 above, compliance with the NPS conservation mandate under the Organic Act is integral to compliance with §802(3) of the NPATMA. To address this concern, we recommend that a new section summarizing applicable laws relevant to the proposed action, including the NPS Organic Act and the HALE enabling legislation be added to Chapter 1 or as an appendix. Or, at the very least, this section could include a sentence stating that "Conservation of park resources and values is a fundamental purpose of units of the National Park System as described in the NPS Organic Act (54 U.S.C §100101(a))."

2. Section 1.4 Purpose and Need - As stated in this section, "The purpose of the ATMP is to comply with the Act and other applicable laws. . ." (Emphasis added) Similar to our previous comment, this would seem to be the perfect opportunity to identify the "other applicable" laws, such as the NPS Organic Act, that the agencies considered or should have considered during the development of the ATMP. By not identifying any other "applicable laws," it leaves the impression that the agencies have not consciously considered the proposed action within the context of the Organic Act's conservation mandate. This should be addressed by providing a brief summary of "other applicable laws" in Chapter 1 or as an appendix to the EA.

3. Section 1.5 Environmental Impact Categories Not Analyzed in Detail - As described in this section of the EA, the agencies have appropriately identified a number of impact categories that were considered but not analyzed in detail. In our view, the dismissed categories are generally not relevant or significant to the analysis; and the impact categories that have been carried forward for detailed analysis in the EA include the most relevant or significant impact topics for the analysis that follows in Chapter 3 of the EA.

Chapter 2

1. Section 2.1 Alternatives Development - We greatly appreciate the detailed description of how the ATMP preliminary alternatives were developed primarily by an NPS inter-disciplinary team and then reviewed by the FAA. We also appreciate the detailed references to the Park's Foundation Document purposes and management objectives, which helped inform development of the alternatives. In general, we believe that the agencies have developed and considered an appropriate range of alternatives. It also is very appropriate that the alternative of "Air Tours Above Existing Levels or Air Tours at Existing Levels with Current Operating Parameters" has been eliminated from further study for the reasons stated in Section 2.2.1.

2. Section 2.4 Alternative 1 (No Action Alternative) - As described in this section, "[t]he No Action Alternative represents a continuation of what is currently flown under existing conditions. . ." We strongly agree with the statement that "[t]he No Action Alternative provides a basis for comparison but is not a selectable alternative because it does not meet the purpose and need for the ATMP (refer to Section 1.4, Purpose and Need)." (Emphasis added) It is highly evident from the impact analysis of the No Action Alternative in Chapter 3 that the existing air tour situation at HALE is causing unacceptable impacts to the Park's resources and values that are supposed to be conserved unimpaired under the NPS Organic Act.

3. Section 2.5 Alternative 2 (Elimination of Air Tours) - As described, "Alternative 2 provides the greatest level of protection for the purposes, resources, and values of the Park because it would not authorize air tours in the ATMP planning area. This includes the summit of Haleakalā (meaning rim and crater), a TCP which holds spiritual and cultural significance to Native Hawaiians; threatened and endangered species and other wildlife sensitive to noise; Congressionally designated Wilderness and visitor opportunities for solitude; visitor experience; Native Hawaiian traditional cultural practices; scenic qualities, and natural sounds. . . Air tours outside of the ATMP planning area (i.e., at or above 5,000 ft. AGL or more than ½-mile outside the Park boundary) are not subject to the Act and are therefore not regulated under the ATMP. " (Emphasis added)

Alternative 2 would clearly provide "the greatest level of protection for the purposes, resources, and values of the Park." Given the cultural, biological and Wilderness significance of HALE, we believe that elimination of air tours should have been identified as the Preferred Alternative for this ATMP. It is the alternative that is most consistent

with NPS Management Policies Section 1.4.3, which states: "[W]hen there is a conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant."

4. Section 2.6 Alternative 3 (Preferred Alternative) - As described in the EA, Alternative 3 would authorize 2,412 commercial air tours per year within the ATMP planning area. Thus, it would authorize 50% of the existing number of flights to travel within the ATMP planning area based on the three-year average of reporting data from 2017-2019.

Alternative 3 would authorize a single one-way, west to east, flight path with a minimum altitude requirement of 2,000 ft. AGL over land and 3,000 ft. AGL over the ocean as described below:

1. The first segment of the route would enter the ATMP planning area at the southern boundary of the State Kahikinui Forest Reserve at a minimum altitude of 2,000 ft. AGL. Aircraft would maintain a minimum altitude of 2,000 ft. AGL across the Nu'u area until they exit the ATMP planning area.

2. The second segment of the route would re-enter the ATMP planning area within ½ mile from the northern edge of the Park's Denman parcel in Kaupō at a minimum altitude of 2,000 ft. AGL. Aircraft would maintain a minimum altitude of 2,000 ft. AGL until they exit the ATMP planning area.

3. The third segment of the route would re-enter the ATMP planning area ½ mile from the Park's Ka'āpahu area at a minimum altitude of 2,000 ft. AGL. Aircraft would maintain a minimum altitude of 2,000 ft. AGL until they exit the ATMP planning area.

4. The fourth segment of the route would re-enter the ATMP planning area offshore from Kīpahulu at a minimum altitude of 3,000 ft. AGL. Aircraft would maintain a minimum altitude of 3,000 ft. AGL until they exit the ATMP planning area.

In comparison to the No Action Alternative, Alternative 3 would significantly reduce how much of the park would be impacted by air tour noise by restricting flights to a single designated route (with 4 route segments) and by limiting the number of flights per day. Nevertheless, reduced impacts is not no impacts and there will continue to be unacceptable impacts to park resources under Alternative 3 in the number of days per year and flights per day, and in the spatial extent of flights. Sixteen (16) flights per day between 11 am and 4 pm translates to more than 3 flights per hour during high visitation hours of the day. Although air tours would be restricted to altitudes above 3,000 feet AGL, it means that visitors to the Park could still experience noise and visual disturbance while hiking trails or staying at campsites at higher elevations.

Even with Alternative 3's flight restrictions, sections of Wilderness, especially in the Kīpahulu Biological Reserve, would still be exposed to noise above 35 dBA when flights occur. As reported in the EA, the majority of the Reserve would experience noise above 35 dBA for less than 30 min per day in southern areas near the coast. The Kīpahulu Biological Reserve, though, is one of the most sensitive biological areas in the National Park System where some of the most endangered birds in the world are facing extinction. The Reserve also provides an exceptional Wilderness experience for visitors to hear rare birds and silence.

While the operating parameters in Alternative 3 may be intended to protect cultural resources and related cultural landscapes and ethnographic resources throughout the Park, the EA does not take into full account the concerns of Native Hawaiians who consider the entire park as sacred from the mountain to the sea. For example, only 6 days per year are identified as no-fly days to reduce conflicts with Native Hawaiian ceremonial practices; however, these areas, which include sacred sites and fishing grounds, are accessed and used for cultural purposes on many days throughout the year.

As noted in Table 13, under the Alternative 3, there would still be 15-45 min per day of sound above 35 dBA in parts of the Park. The Kīpahulu District in particular protects multiple intact ahupua'a, which are traditional Native Hawaiian land divisions that protect all resources from sea to summit. For this reason, the coastal leg of the flight route will continue to impact important native Hawaiian resources, practices, and rituals.

In brief, while Alternative 3 represents a significant improvement in resource protection over the No Action Alternative, it would still result in significantly more adverse impacts than Alternative 2. For this reason, we strongly support the selection of Alternative 2, the elimination of air tours at HALE.

5. Section 2.7 Summary of ATMP Alternatives - Table 2 provides a side-by-side comparison of various Alternative Attributes for Alternatives 1-3. We call your attention to the "Monitoring and Enforcement" attribute on p. 28 of the EA. As described in the table, monitoring associated with Alternative 3 would focus primarily on documenting flight numbers and locations. There is no mention of resource monitoring to document ongoing impacts to natural and cultural resources that would undoubtedly continue to be adversely affected by air tour noise disturbance along the designated route corridors.

The lack of a resource monitoring plan is an obvious and significant flaw in the proposed action. If NPS decides to allow air tours to continue at HALE, we strongly recommend that NPS develop and include a monitoring plan that would systematically and periodically assesses the impacts of air tour noise on wildlife, Wilderness character, sites/locations used for Native Hawaiian cultural practices, and recreational activities in general. Such information will be essential for evaluating the effectiveness of the ATMP over time and for informing future amendments of it.

Chapter 3

Chapter 3 includes comparative analyses of the respective alternatives on various impact categories (i.e., resources or uses affected by air tours) at HALE. Nearly every analysis indicates that Alternative 2, the elimination of air tours at HALE, would provide the greatest level of protection and/or restoration of resources at the park. Our comments below are focused on the impact categories that we believe would receive the most significant benefits of significantly reducing or eliminating air tours at the Park.

1. Section 3.1 Noise and Noise-Compatible Land Use - This section includes appropriate references to relevant FAA and NPS policies. Specifically, FAA Order 1050.1F, paragraph 11-5.b(10) defines a noise sensitive area as "[a]n area where noise interferes with normal activities associated with its use. Normally, noise sensitive areas include residential, educational, health, religious structures and sites, parks, recreational areas, areas with Wilderness characteristics, wildlife refuges, and cultural and historical sites." (Emphasis added) In other words, the entirety of HALE is a noise sensitive area.

NPS Management Policies (2006) Section 4.9, Soundscape Management, directs the NPS to preserve soundscapes and the acoustic environment to the greatest extent possible and to restore these resources to their natural condition wherever they have become degraded by noise and unwanted sounds. In other words, NPS management policies direct NPS to restore the natural soundscape at HALE that has been adversely impacted by air tour noise.

In addition, the HALE Foundation Document identifies natural sounds as a fundamental resource and value of the Park. The natural soundscape is a highly desired value for park visitors as well as for Native Hawaiians who consider the Park to be a sacred place; and low ambient sounds plays a vital role in the health of HALE's natural ecosystems.

Section 3.1's comparative analysis of the noise levels likely to be caused by the respective alternatives strongly supports Alternative 2 as the alternative with the greatest likelihood of restoring the natural soundscape at HALE, consistent with FAA Order 1050.1F and NPS Management Policies Section 4.9.

Under Alternative 1 (No Action), more than half (53%) of the ATMP planning area would experience audible air tour noise for more than 120 minutes a day (non-contiguous); and 100% of the ATMP planning area would continue to experience audible air tour noise. Alternative 2 would provide 365 days per year that are free of noise from air tours within the ATMP planning area and would reduce noise in the most noise sensitive regions of the Park resulting in direct beneficial effects compared to the No Action Alternative and Alternative 3. Alternative 3 (Preferred Alternative) would provide 112 days per year free of noise from air tours within the ATMP planning area and a reduction in the overall noise footprint (average sound level over a 12-hour day) compared to current conditions. Because Alternative 2 would clearly result in the greatest reduction of air tour noise, we support the elimination of air tours at HALE.

2. Section 3.3 Biological Resources - The Park protects a unique diversity of native wildlife species, over 90% of which are endemic to the Hawaiian Islands. Several native mammal and bird species occurring within the ATMP planning area are federally and state listed threatened or endangered species. The biological resources analyzed in this section include both listed and non-listed wildlife most likely to be affected by the alternatives.

As described in the analysis, protected mammal and bird species are adversely impacted by existing levels of aircraft noise. Alternative 2 (elimination of air tours) would provide the greatest level of protection to the park's biological resources and would likely "have no effect on federally listed threatened or endangered species." In contrast, the Preferred Alternative (Alternative 3) "may affect, but is not likely to adversely affect" 16 federally listed threatened or endangered species. See Appendix H, Table 2. Because elimination of air tours would provide the greatest positive benefits to Park wildlife, including several federally listed species, we fully support selection and implementation of Alternative 2.

3. Section 3.4 Cultural Resources - The National Historic Preservation Act (NHPA), 54 U.S.C. §§ 300101 et seq., is comprehensive federal preservation legislation intended to protect cultural resources. Section 106 of the NHPA (54 U.S.C. § 306108), as implemented in 36 CFR Part 800, requires federal agencies to consider the effects of undertakings on historic properties, should any such properties exist. In addition to Section 106 of the NHPA, the NPS's Organic Act* and Section 110 of the NHPA apply to and provide for the preservation of historic, ethnographic and cultural resources on parkland. (*EA p. 69 is a rare instance in which the EA actually mentions the NPS Organic Act.)

The EA, Table 10, identifies 32 cultural resources within the Area of Potential Effect (APE), including historic, architectural, archeological, and cultural resources, inclusive of ethnographic resources, traditional cultural properties (TCPs), sacred sites, cultural landscapes, historic districts, prehistoric sites, and historic buildings and structures. It is noteworthy that the Haleakalā Summit is considered a TCP because of its associations with the cultural practices, traditions, beliefs, lifeways, arts, crafts, or social institutions of the Native Hawaiian community. Commercial air tours, by their nature, have the potential to impact resources for which feeling and setting are contributing elements.

Under Alternative 1 (the No Action Alternative), cultural resources within the APE would continue to be adversely affected by air tours, as noise and visual effects would impact the feeling and setting of those resources.

Under Alternative 2, the elimination of commercial air tours from the ATMP planning area would significantly reduce the noise and visual intrusions from directly impacting the feeling and setting of cultural resources within the APE and result in the greatest beneficial impacts to ethnographic resources and sacred sites, TCPs, archeological resources, cultural landscapes, historic districts, prehistoric sites, and historic buildings and structures compared to current conditions. Indirect noise impacts may still occur due to air tours displaced to outside the ATMP planning area.

The authorized flight path under Alternative 3 would not fly directly over many of the Park's sacred sites and ethnographic resources, including many significant features of the Haleakalā Summit TCP, and the Park's National Register listed and eligible resources, including the Crater Historic District, Kīpahulu Historic District, Hanā Belt Road, Nu'u Archeological Sites, Ka'āpahu Archeological Sites, and Naholoku Archeological Sites. However, some points in the Kīpahulu Historic District, Puhilele Archeological Sites, Ka'āpahu Archeological Sites and near the Keakalauae Heiau, Lonoaea Heiau, Lono'o'ai'a Heiau, Mound, Pictograph and Rock Shelter, Pu'umaka'a Heiau, Terraces, and four Wall sites may actually experience an increase in noise intensity from existing conditions as more flights may fly this path than currently fly over those areas.

Because the elimination of air tours would provide the greatest level of protection for the diverse cultural resources within the APE, we fully support the selection and implementation of Alternative 2. It would be the most appropriate alternative to implement under applicable NHPA, FAA, and NPS cultural resource guidelines and policies.

4. Section 3.5 Wilderness - The Wilderness Act of 1964 is the primary federal legislation regulating the management of designated Wilderness areas. While Wilderness is not an impact category the FAA traditionally examines, the NPS has agency wide (see NPS Management Policies (2006), Chapter 6, and Director's Order 41, 2013) and park specific guidelines (NPS, 2015) for managing designated Wilderness areas within the National Park System. Approximately 24,719 acres, or 74 percent, of the Park is federally designated Wilderness. The Wilderness area includes the majority of the Haleakalā Crater, Manawainui, and the Kīpahulu Biological Reserve, which protects one of the most intact rainforest ecosystems in the Hawaiian Islands.

The NPS manages the Wilderness for the following qualities of Wilderness character:

- Untrammeled: Unhindered and free from the actions of modern human control or manipulation. Natural: Ecological systems are substantially free from the effects of modern civilization.
- Undeveloped: Retaining primeval character and influence without permanent improvements or modern human occupation.
- Solitude or Primitive and Unconfined Recreation: Ability to provide outstanding opportunities for solitude or primitive and unconfined type of recreation.
- Other features of value: Wilderness preserves other features of value that are of scientific, educational, scenic, or historical value.

Air tours would have no direct effect on the "untrammeled" and undeveloped" qualities of the four Wilderness units at HALE; while potential impacts to "other features" (e.g., cultural resources) are evaluated elsewhere in the EA. As a result, the EA analysis focuses on potential impacts to the "natural" and "solitude" qualities of Wilderness character. Because natural sound is such an integral part of Wilderness character, the NPS considers noise above 35 dBA to negatively impact Wilderness character.

Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area, which would offer the greatest protection to Wilderness character.

Alternative 3 would not allow air tours to be conducted over the Haleakalā Wilderness and would authorize a route that is farther from Wilderness (approximately 1.5 miles) as compared to those flown under existing conditions. However, noise from air tours over other portions of the ATMP planning area could still affect the Haleakalā Wilderness under this alternative. The Noise Technical Analysis (Appendix F, Figure 13) shows that on days when air tours occur, noise above 35 dBA would occur for less than 30 minutes a day in the Haleakalā Wilderness, including in the Kīpahulu Biological Reserve. These impacts detract from the natural quality of Wilderness in some discrete locations where air tour noise would reach native forest bird habitat, although it would represent a reduction in impacts compared to current conditions. However, the maximum time that air tours could be audible within the Haleakalā Wilderness exceeds 105 minutes a day (non-contiguous), and 100% of the Wilderness would experience audible air tour noise. This noise detracts from the opportunity for solitude as it introduces sounds of human activity and therefore detracts from this quality of Wilderness character, although it would be less than current conditions.

Based on the noise impact analysis in the EA, Alternative 2 would provide the greatest level of protection to Wilderness character at HALE and is therefore the most appropriate alternative to implement under applicable NPS Wilderness stewardship policies.

5. Section 3.6 Visitor Use and Experience and Other Recreational Opportunities - While visitor experience is not an impact category the FAA traditionally examines, the NPS has agency wide (NPS Management Policies § 8.2, 2006) for managing visitors within the National Park System. This section also examines impacts to air tour customers.

As described in the EA, between 2017 and 2019, the Park averaged 1.05 million visitors annually. During the same period, an estimated 24,120 people (or 2% of park visitors) took commercial air tours of the Park. This estimate is based on reported air tours from 2017-2019 (4,824), multiplied by an estimated 5 passenger seats per aircraft. Within the Park, the Summit District (which includes the lands west of the Kīpahulu Biological Reserve) sees approximately 3-4 times as much visitation as the Kīpahulu District. The Kīpahulu District is located in a remote area of Maui and offers opportunities to learn about Native Hawaiian culture and experience the lush landscape of the wet forest community.

Natural quiet is a foundational resource for the Park and a primary reason for visitation, and air tours disrupt natural quiet throughout the Park which affects the visitor experience for activities such as hiking, bird watching, and the ability to hear natural sounds such as bird song which value natural quiet. The primary effect of commercial air tours is the introduction of noise into the acoustic environment of the Park.

Under existing conditions, air tours are concentrated over the Park's Kīpahulu District and near the Haleakalā Summit, which would likely continue under Alternative 1, the No Action Alternative. Under Alternative 2,

commercial air tours would not fly within the ATMP planning area which would eliminate this source of noise from the ATMP planning area for up to 1.05 million park visitors each year.

Alternative 3 would permit air tours to be conducted along a designated route and altitudes. The authorized route avoids flying directly over or close to areas of primary importance for visitor use and experience, including the Haleakalā Crater and Summit District, Waimoku Falls, Kīpahulu District, and Kīpahulu Visitor Center, which would limit the noise effects of commercial air tours in these visitor use areas. When compared to current conditions, Alternative 3 would result in fewer negative impacts to visitor experience in most areas of the Park. However, Alternative 3 would result in more time above 52 dBA at the Kīpahulu Visitor Center than the No Action Alternative, which would correspond with more impacts to interpretive programs in this location.

The visual and noise intrusions of helicopter overflights inevitably have impacts, mostly negative, on the experience of many park visitors. As a result, any alternative that would allow continued helicopter tours at HALE at any level would adversely impact the experiences of a high number of park visitors on the ground, while providing an air tour experience to a comparatively limited number of air tour customers annually. How is it acceptable for the possibly positive experiences of several people on a helicopter tour to negatively impact dozens or hundreds of other park visitors on the ground?

It is clear from the Noise Technical Analysis that Alternative 2 would provide the greatest level of protection from (i.e., the greatest level of reduction of) air tour noise that significantly impacts visitor use and experience at the current level of air tours at HALE. While Alternative 3 would provide significant improvement (i.e., reduction in air tour noise) over existing conditions, it would still allow for more cumulative noise impacts than Alternative 2. For this reason, we support the selection and implementation of Alternative 2.

6. Section 3.8 Visual Effects - As described in this section, visual resources include buildings, sites, TCPs, and other natural or manmade landscape features that are visually important or have unique characteristics. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the alternatives. Visual character refers to the overall visual makeup of the existing environment where the alternatives would be located. NPS Management Policies (2006) Section 1.4.6 provides that scenic views and vistas are Park resources that are subject to protection under the NPS Organic Act.

As 74% of the Park is Congressionally designated Wilderness, the natural areas and features provide an aesthetic and visual character unique to the Park. Viewsheds are a fundamental resource and value of the Park and panoramic views within the Park greatly contribute to the unique sense of place of Haleakalā. Within the Park, visual resources include the Haleakalā Crater, Haleakalā Summit, sunrise and sunset vistas, waterfalls, forest canopy, the ocean, and the nighttime sky.

Studies indicate that aircraft noise in national parks can impact human perceptions of aesthetic quality of viewsheds (Weinzimmer et al., 2014; Benfield et al., 2018). Visitors may notice aircraft overflights because of the accompanying noise. Aircraft are particularly noticeable in the natural, Wilderness character of the Haleakalā backcountry and from the high elevation crater overlooks.

Under Alternative 1, reporting data from 2017-2019 indicates that visitors have the potential, on average, to see commercial air tour aircraft approximately 14 times per day, with existing air tours occurring between 7 AM and 5 PM. Aircraft are visible to visitors including those in the crater, at the Haleakalā Visitor Center, and at points of interest in the Kīpahulu District such as Waimoku Falls.

Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area so commercial air tours in this area would not detract from visual resources in the visual effects study area. Visual character would improve significantly compared to current conditions; and Alternative 2 would provide the greatest protection to Park viewsheds across the three alternatives.

Under Alternative 3, some Park viewsheds could experience temporary impacts when commercial air tours are flying within the ATMP planning area, and those instances would be limited to viewsheds where aircraft could be seen along the designated route and altitudes. Visitors would have the potential to see commercial air tour aircraft up to 16 times per day and no more than 2,412 times per year. Because Alternative 2 would provide the greatest

level of protection to the park's visual resources, we strongly support the selection and implementation of Alternative 2 at HALE.

7. Section 3.11 Summary of Environmental Consequences - Table 13 provides a side-by-side comparison of the environmental consequences for each of the alternatives considered across each environmental impact category. This comparison provides overwhelming evidence that Alternative 2, the elimination of air tours, would provide the greatest level of protection to or within the various impact categories analyzed in the EA. For this reason, we strongly support selection and implementation of Alternative 2, the elimination of air tours at HALE.

CLOSING COMMENT

In closing, we commend the agencies for preparing a proper EA that evaluates the potential impacts of a range of air tour alternatives at Haleakalā National Park. The information and analyses described in the EA provide overwhelming evidence that Alternative 2, elimination of air tours, is the most appropriate alternative to implement. We greatly appreciate the opportunity to comment on this important issue.

Sincerely,

Michael B. Murray, Chair

Coalition to Protect America's National Parks

editor@protectnps.org

2 Massachusetts Ave NE, Unit 77436

Washington, DC 20013

cc: William Schott, Acting Director of Regions 9, 10 and 12, National Park Service

Ray Sauvajot, Associate Director for Natural Resource Stewardship and Science, NPS

Karen Trevino, Chief, Natural Sounds and Night Skies Division, National Park Service

Correspondence ID:	737	Project: 103365	Document:	128164
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Name:	Shelley, Emma
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Received:	Jun,13 2023 14:10:35
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour and it was amazing.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	738	Project: 103365	Document:	128164
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Name:	, Pat
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Received:	Jun,13 2023 17:54:23
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Correspondence Type:	Web Form
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Correspondence: Haleakala National Park is a world treasure. Probably the most significant feature in the Park is the sound of silence.

When people walk through the Crater, either for a day trip or to spend a night or two, that requires planning and effort. And those people are rewarded with the sights and sounds of being in the Crater. It's a total experience unlike any where else on our planet.

It is really annoying to be on a hike and have a for profit helicopter buzzing overhead and the noise reverberated off the Crater walls.

I personally feel it is disrespectful to the hikers and our environment not to mention breaking the precious silence.

Anything that the Park Service can do to limit these tour operations is greatly appreciated and supported by residents.

Haleakala Nation Park is my favorite place in the world and I hope you will preserve the integrity of our Park over someones profit.

Mahalo for this survey

Aloha, P

Correspondence ID:	739	Project: 103365	Document:	128164
Name:	Sudduth, Cynthia			
Received:	Jun,13 2023 19:50:08			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Hawaiian helicopters had a fantastic tour.we saw things we never would have otherwise! We need our national parks to stay open!!

Correspondence ID:	740	Project: 103365	Document:	128164
Name:	Chauhan, Vikram			
Received:	Jun,13 2023 20:23:52			
Correspondence Type:	Web Form			

Correspondence: Quiet Park International disagrees with the finding of no significant impact of reduced air tours (see below) and asks that the draft Air Tour Management Plan be modified to ban all air tours.

Quiet Parks International is a 501 c3 nonprofit organization on a mission to save quiet for the benefit for all life. We do this by awarding Wilderness Quiet Parks, Urban Quiet Parks, and Quiet Trails status to public lands; and by certifying Quiet Conservation Areas, Quiet Stays, Quiet Residences and Quiet Communities on private lands. Glacier National Park and Boundary Waters Canoe Area Wilderness have received Wilderness Quiet Park Awards in the United States. There are other Quiet Parks throughout the world. Quiet Parks International also engages in quiet research. We are a well-known organization concerned with quiet whereas other similar organizations are concerned about reducing noise impacts. Two awards, Haleakalā Wilderness Quiet Park and Haleakalā Quiet Trail are currently pending.

Haleakalā National Park is destined to become a pre-eminent destination for quiet-seeking travelers. CNN, Smithsonian, CBC, National Geographic, BBC, Backpacker, Outside, The Atlantic, Afar, Conde Nast and other major national and international travel media outlets have invited their audiences to listen to Haleakalā. The PBS documentary, *Haleakalā: the Quietest Place on Earth*, speaks eloquently about the significance of silence at Haleakalā to Hawaiians.

At Haleakalā Crater, during cloudy periods when air tours are not flying, the silence is profound. This auditory experience can be measured--but it simply should be experienced.

The draft ATMP can be applauded for recognizing the quiet conditions at Haleakalā and the significance of the quiet to wildlife, visitor experience, and the culture of Hawaiians; however, it falls short of the NPS mission to restore the natural soundscape whenever possible. Mt. Rushmore and Badlands have banned air tours. Glacier NP will have air tours phased out. Given the worldwide reputation of Haleakalā and the many endemic species, most listed as threatened or endangered, and US Congressman Ed Case, Hawaii District 1, pleas to ban air tours, it is surprising that the draft EA did not assess a no air tour alternative.

America's greatest aviation hero, buried near the eastern border of Haleakalā National Park, had this to say about the apparent choice that might be forced upon us:

I realized that if I had to choose, I would rather have birds than airplanes. In wilderness I sense the miracle of life, and behind it our scientific accomplishments fade to trivia. Real freedom lies in wildness, not in civilization.

--Charles A. Lindbergh.

Respectfully,

Vikram Chauhan, President

Quiet Parks International

Appendix: Comments on DRAFT Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park

1. The EA uses A- weighted decibels (dBA) which is a metric used to account for that fact that humans hear different frequencies with different sensitivities at moderate levels. dBA does not take account of lower frequency noise which is the predominant component of environmental noise and aircraft. Why is this metric used to assess impacts on wildlife when it excludes much of their hearing range? This would lead to false conclusions since each animal species has a unique hearing and vibrational sensitivity that is broader and more sensitive than humans. And if dBA were applied to assess impacts on wildlife, it would lead to underestimating the noise impacts caused by low frequencies. Please have your experts explain how the EA's broad use of dBA is justified.
2. Average sound pressure levels are used throughout this EA. This would make loud and brief events, events that are well known to disturb wildlife and park visitors go undetected.
3. Since the collection of baseline data from acoustic monitoring stations was without suspension of air tours, the baseline more accurately reflects noise impacted conditions than the pristine natural resources that the NPS is obligated to protect.
4. There was no reference to the atmospheric conditions (turbulence, temperature, thermal stratification, humidity, and more) which are widely known to be primary influencers of sound propagation outdoors. How did the NPS and FAA collect and use meteorological data in the acoustic models, or why was this information left out?
5. The literature cited in the EA seems to be incomplete. For example, the EA, page 64, reads, "Due to the poor sound transference from air to water, noise would be unlikely to illicit a response for individual turtles underwater." The EA states: Page 66, "Therefore, no impacts to marine mammals or reptiles within the ATMP planning area are expected to occur." Yet, it seems that the intent of the EA is to also consider the consequential impacts to outlying areas as the result of air tours participating in the ATMP. (Recent research conducted in Puget Sound, Washington, showed aviation noise does intrude into aquatic environments at far louder and to a much greater depth than expected.)

6. And in other research conducted by Woods Hole researchers discovered that turtles in aquatic environments have greater hearing sensitivity than expected and suffer temporary hearing threshold shifts far more easily than expected. This researched used neurological implants between turtle ears and brain to study neural activity rather than to rely on simply human observation.

7. The EA states: To capture how noise may affect quieter natural sounds or communications, the resource impacts analysis below examines the time above 35 dBA (for quieter natural sounds and impacts to natural resources). This threshold is high when considering that it is at least 25 dBA above minimum level noted (10dB). Certain species, particularly endangered avian species, have evolved hearing thresholds far lower than expected because of the quiet ambient levels. What special considerations were given to the uniqueness of Haleakalā endangered species when choosing 35 dBA as the threshold? If it were set lower than 35 dBA the predicted impacts would be higher.

8. One third of aviation fuels contain lead. No lead was reported in atmospheric samples but clearly the lead leaves evidence. We could not find in the ATMP if air tour operators must use unleaded fuel sources, so it can be assumed that they can.

Correspondence ID:	741	Project: 103365	Document:	128164
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Name:	Samples, Sarah
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Received:	Jun,13 2023 20:38:30
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Correspondence Type:	Web Form
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Correspondence: June 13, 2023

Volpe National Transportation Systems Center

Kaitlyn Rimol, V-326

Attn: Hawai'i Volcanoes National Park ATMP

55 Broadway

Cambridge, Massachusetts 02142

Subject: EPA Comments on the Draft Environmental Assessment for the Haleakalā National Park

Air Tour Management Plan, Maui County, Hawai'i

Dear Kaitlyn Rimol:

The U.S. Environmental Protection Agency has reviewed the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The Draft EA evaluates the potential environmental consequences associated with implementing an Air Tour Management Plan at Haleakalā National Park in Maui County, Hawai'i. The ATMP provides the terms and conditions for all commercial air tours conducted over the park and commercial air tours within half a mile outside the boundary of the park. We appreciate the opportunity to review the Draft EA and have identified information in need of clarification to consider as the National Park Service prepares the Final EA and Finding of No Significant Impact.

Quiet Technology Aircraft

The ATMP includes incentives for aircraft operators that convert to quiet technology aircraft by allowing an additional two hours of flight time on all days that flights are authorized (ATMP p. 10).

According to the ATMP, the Federal Aviation Administration and NPS would analyze aircraft "on a

case-by-case basis at the time of the operator's request to be considered for this incentive" (p. 8). While we appreciate that the ATMP addresses FAA noise certification standards, it is unclear why the current Stage 3 helicopter noise certification standards are not specifically addressed and why a case-by-case basis is proposed.

The Federal Aviation Administration's more stringent Stage 3 noise certification standards were adopted into U.S. regulations on May 5, 2014, to reduce noise exposure from helicopters. The EPA recommends requiring Stage 3 helicopter certification in order to qualify for incentives to ensure that "airworthy noise reduction technology is incorporated into aircraft design and enables the reductions in noise experienced by communities." In the Final EA and ATMP, we recommend clarifying the current FAA noise certification standards and amending the ATMP when new FAA passes new noise certification standards to provide incentives to utilize the quietest aircraft.

New Aircraft

The ATMP indicates that "[a]ny new or replacement aircraft would not exceed the noise level produced by the aircraft being replaced" (ATMP p. 6). We recommend clarifying that new helicopters meet the FAA Stage 3 helicopter noise certification standards, as mentioned above, so incremental improvements in the noise environment can be achieved. We recommend updating the language in ATMP Section 3.3 and the Final EA to reflect this.

The EPA appreciates the opportunity to review this Draft EA. When the Final EA and FONSI are available, please email the documents to samples.sarah@epa.gov. If you have any questions, please contact me at (415) 972-3308, or Sarah Samples, the lead reviewer for this project, at (415) 972-3961.

Sincerely,

/s/

Janice Chan

Acting Manager, Environmental Review Branch

Correspondence ID:	742	Project: 103365	Document:	128164
Name:	Amezaga, Andrea			
Received:	Jun,13 2023 20:52:25			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was an AMAZING experience!! Once in a lifetime!

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	743	Project: 103365	Document:	128164
Name:	Amezaga, Sebastian			

Received: Jun,13 2023 20:53:28

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was amazing I would totally do it again. Our Captain was amazing and provided us with amazing information.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 744 Project: 103365 Document: 128164

Name: Amezaga, Clemente

Received: Jun,13 2023 20:53:37

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was absolutely incredible and mesmerizing.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 745 Project: 103365 Document: 128164

Name: Ammerman, Rick

Received: Jun,13 2023 21:13:10

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was beautiful and informative!

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 746 Project: 103365 Document: 128164
Name: Valiere, Denelle
Received: Jun,14 2023 01:40:02
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was fantastic.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 747 Project: 103365 Document: 128164
Name: mayer, Camilla
Received: Jun,14 2023 12:21:08
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 748 Project: 103365 Document: 128164
Name: Johnson, Michael
Received: Jun,14 2023 12:57:58
Correspondence Type: Web Form

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

In fact I support air tours but not just that.

The parks service should also issue drone operators permits for in park drone operations 7 days of each month.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	749	Project: 103365	Document:	128164
Name:	Hamilton, Amy			
Received:	Jun,14 2023 13:13:40			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via the air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	750	Project: 103365	Document:	128164
Name:	Scott, Larkin			
Received:	Jun,14 2023 14:19:32			
Correspondence Type:	Web Form			

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

As a pilot and avid camper, I appreciate nature as well as aviation. I believe in keeping the impact to parks limited. That being said, I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	751	Project: 103365	Document:	128164
Name:	Aguilar, Angel			
Received:	Jun,14 2023 14:24:55			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	752	Project: 103365	Document:	128164
Name:	Cusma, Lauryn			
Received:	Jun,14 2023 15:34:46			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was the most beautiful experience ever.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	753	Project: 103365	Document:	128164
Name:	Cusma, Kristyn			
Received:	Jun,14 2023 15:35:50			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

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I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was [please provide your experience and why you shouldn't be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nation's national parks.

Correspondence ID:	754	Project: 103365	Document:	128164
Name:	Renninger, Veronica			
Received:	Jun,14 2023 16:22:35			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with blue hawaiian and it was such an amazing and one of a kind experience.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nation's national parks.

Correspondence ID:	755	Project: 103365	Document:	128164
Name:	Timm, Gina			
Received:	Jun,14 2023 16:43:39			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Blue Hawaiian Helicopters] and it was [please provide your experience and why you shouldn't be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nation's national parks.

Correspondence ID:	756	Project: 103365	Document:	128164
Name:	Timm, Claire			
Received:	Jun,14 2023 16:45:31			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopter and it was amazing and should remain open for the pretty views!

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	757	Project: 103365	Document:	128164
Name:	Timm, Catherine			
Received:	Jun,14 2023 16:45:56			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with blue hawaiian helicopters and it was so cool. It was such a different vibe to see the island from above. Yesterday we drove to see the Wailua Falls, but it was a much better experience to see it from above.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	758	Project: 103365	Document:	128164
Name:	Bundy, Jennifer			
Received:	Jun,14 2023 16:54:47			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was amazing! We saw the volcano and craters from perspectives and with views that we would never have been able to see otherwise.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	759	Project: 103365	Document:	128164
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Name: Hitchcock, Christie
Received: Jun,14 2023 16:55:26
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks. Thank you

Correspondence ID: 760 Project: 103365 Document: 128164
Name: Visser, Deirdre B
Received: Jun,14 2023 22:50:36
Correspondence Type: Web Form

Correspondence: I am writing as a voter, taxpayer, and avid believer that our National Parks are unparalleled natural and cultural resources that should be protected and preserved. They offer ongoing sites of learning and community and culture building. I offer the following comments about the proposed Air Tour Management Plan (ATMP) for Haleakalā National Park (Park or HALE).

1. I appreciate all parties for preparing a proper environmental assessment (EA) for the proposed ATMP for Hale. The assessment considers a range of alternatives and evaluates the potential impacts of each. I applaud the team that followed the appropriate NEPA process requirements; the HALE proposal deserves this care.

2. The Environmental Assessment barely mentions the Organic Act or its relevance. Compliance with the NPS Organic Act is integral to compliance with the National Parks Air Tour Management Act.

The fundamental purpose of the National Park System, established by the Organic Act and reaffirmed by the General Authorities Act begins with a mandate to conserve park resources and values. This mandate is independent of the separate prohibition on impairment and applies all the time with respect to all park resources and values, even when there is no risk that any park resources or values. Congress has established that conservation is to be predominant; the NPS conservation mandate must serve as a key basis for evaluating the impacts of the air tours.

3. The EA should include an "appropriate use analysis" for the proposed action -Not all uses are appropriate or allowable in units of the national park system, and what is appropriate can vary from park to park and location to location within a park. . . When protection of park resources and values come into conflict with uses, the protection of resources and values must be predominant.

4. Fundamental resources may be adversely affected by commercial air tours. "Haleakalā National Park is a sacred place to kānaka maoli (Native Hawaiians) and is fundamentally linked to their traditional and contemporary beliefs, practices, and way of life. . . From ancient times to the present, Native Hawaiians have used particular areas, sites, and features within the current park boundaries for a broad range of activities, cultural practices, and protocols including ceremonies, spiritual training, practices related to birth and burial, resource collection, and travel across East Maui."

HALE's fundamental resources and values identified in the Foundation Document, which are potentially impacted by air tours, include:

- Ongoing connections to living Hawaiian culture - Haleakalā National Park has cultural and spiritual value for Native Hawaiians who have used resources in the park for a broad range of activities from ancient times to the present.
- Natural Sounds, Viewsheds, and Dark Night Skies
- Kīpahulu Moku District (including 'Ohe'o Gulch and Palikea Stream)
- Wilderness

5. The eventual decision document for the ATMP should include an "impairment determination" for the proposed action "Before approving a proposed action that could lead to an impairment of park resources and values, an NPS decision-maker must consider the impacts of the proposed action and determine, in writing, that the activity will not lead to an impairment of park resources and values. If there would be an impairment, the action must not be approved."

Thank you for your consideration of these comments.

Correspondence ID:	761	Project: 103365	Document: 128164
Name:	Longetti, Alessandro		
Received:	Jun,15 2023 10:11:28		
Correspondence Type:	Web Form		

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	762	Project: 103365	Document: 128164
Name:	Yap, Kaili		
Received:	Jun,15 2023 13:04:44		
Correspondence Type:	Web Form		

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was so enriching to see Kauai from the air.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	763	Project: 103365	Document:	128164
Name:	McClelland, Mary T			
Received:	Jun,15 2023 13:07:03			
Correspondence Type:	Web Form			

Correspondence: Haleakala NP

I am in favor of the NO FLY alternative to eliminate the commercial overflight nuisance

From the start, one of the options in NPATMA has been that an ATMP may prohibit commercial air tour operations entirely. There is no more worthy place than a National Park with 74% wilderness character and culturally important Hawaiian history.

This ATMP draft is a huge improvement however, the Parks' inhabitants, sacred sites, and natural ecosystems do not have "hours" for wilderness character and quality quiet visitor experiences. Natural sounds are delicate and easily overpowered by even one tour flight. Overflights can disrupt the preservation and interpretation of these sites by creating intrusive noise and visual distractions. These disturbances can diminish the cultural and historical value of the park, affecting its educational and heritage aspects.

Overflight proponents keep suggesting 'quiet technology' will solve all the problems. However, according to 1999 report by the Natural Resources Council, helicopters typically produce noise louder than a jet, depending on factors like rotor design, engine type, and flight operations. Helicopter noise attenuation is STILL in its infancy.

Who will protect the natural sounds in the meantime?

And as Hawaii as Representative Ed Case has stated, "These overflights are fundamentally incompatible with our national parks and should not be allowed."

Allowing commercial tours, benefits individual operators' profit, while destroying the very conditions the ATMPs were designed to protect for all Americans who seek refuge in a National Park.

Advocates for natural sounds in our National Parks are protecting every Americans' right to enjoy the parks set aside for their natural resources and unique characters, which includes the quiet and natural sounds. The taxpayer has no obligation to the operators of overflights to allow the disruption and adverse impact to peace and quiet found National Parks. All visitors have the right to seek solitude and tranquility in visiting a National Park.

Do you think of the noise of a helicopter when you think of going to a park, even a city park?

This is why National Parks should be no fly zones. Only a ban on commercial overflights will eliminate the manmade noise that overpowers natural sounds resources, whether it is 5 helicopters a day or 50. By avoiding overflights, we can help ensure the preservation of these special places for current and future generations.

Thank you for your hard work and for the opportunity to comment.

Correspondence ID:	764	Project: 103365	Document:	128164
Name:	Almskog, Darren			
Received:	Jun,15 2023 14:20:21			
Correspondence Type:	Web Form			

Correspondence: I FULLY support the comments below:

Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	765	Project: 103365	Document:	128164
Name:	Ahia, Katrina E			
Received:	Jun,15 2023 18:52:43			
Correspondence Type:	Web Form			

Correspondence: I support Alternative 2 - no commercial air tours. This alternative provides the greatest protection for resources of spiritual and cultural significance to Native Hawaiians and for threatened and endangered species and wildlife. Haleakalā is a very special place to me. The solitude and profound silence of the soundscape that I enjoy as a visitor to this place cannot coexist with commercial air tours. It seems obvious to me that Alternative 2 is the best and most pono choice. Haleakalā is of the utmost cultural and spiritual significance to Native Hawaiians and deserves to be protected from private commercial activities. The natural environment and biosphere also need and deserve protection. Please listen to my comments and adopt Alternative 2 as the right management policy for our national park. Mahalo.

Correspondence ID:	766	Project: 103365	Document:	128164
Name:	Tremback, Savanna			
Received:	Jun,15 2023 20:59:59			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was awe inspiring, our pilot was more than informative about the history and the remarkable land on this Island. Ive lived here for 2 years and have been to Volcanoes NP five times. Seeing it from the sky was a view of the park that people should be able to experience.

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The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	767	Project: 103365	Document:	128164
Name:	Rosenthal, Andrew			
Received:	Jun,15 2023 22:25:34			
Correspondence Type:	Web Form			

Correspondence: The proposed ATMP for Haleakalā is a step in the right direction, but does not do what was mandated by Congress in the year 2000. The NPS must first and foremost protect the user experience at National Parks. Allowing continued unnecessary joyrides over the park is fundamentally incompatible with the reason the park was created.

These flights must be banned entirely to protect rare species, visitors experiences, and the health of Hawaii residents who suffer real health impacts from the numerous overflights.

Lastly, these unnecessary flights are worsening climate change.

Correspondence ID:	768	Project: 103365	Document:	128164
Name:	Brantner, Mathew			
Received:	Jun,16 2023 09:11:05			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	769	Project: 103365	Document:	128164
Name:	Samples, Sarah			
Received:	Jun,16 2023 09:56:00			
Correspondence Type:	Web Form			

Correspondence: June 15, 2023

Volpe National Transportation Systems Center

Kaitlyn Rimol, V-326

Attn: Hawai'i Volcanoes National Park ATMP

55 Broadway

Cambridge, Massachusetts 02142

Subject: EPA Comments on the Draft Environmental Assessment for an Air Tour Management Plan for Hawai'i Volcanoes National Park, Hawai'i County, Hawai'i

Dear Kaitlyn Rimol:

The U.S. Environmental Protection Agency has reviewed the above-referenced document pursuant to the National Environmental Policy Act, Council on Environmental Quality regulations (40 CFR Parts 1500-1508), and our NEPA review authority under Section 309 of the Clean Air Act.

The Draft EA evaluates the potential environmental consequences associated with implementing an Air Tour Management Plan at Hawai'i Volcanoes National Park in Hawai'i County, Hawai'i. The ATMP provides the terms and conditions for all commercial air tours conducted over the Park and commercial air tours within half a mile outside the boundary of the Park. We appreciate the opportunity to review the Draft EA and have identified information in need of clarification and additional minimization measures to consider as the National Park Service prepares the Final EA and Finding of No Significant Impact.

Noise Modeling

Under the preferred alternative, the Draft EA indicates that "[o]perators would be limited to using the aircraft types reported in the period from 2017-2019" (p. 21). These aircraft include three fixed wing models and seven helicopter models (p. 15-16); therefore, it is unclear why noise modeling did not include all allowable fixed wing and helicopter models. The No Action Alternative excludes BHT-430-430, MD-369-D, MD-369-E, CE-337-T337H, and CE-421-C, and doesn't differentiate between EC-130-B4 or T2 models. Alternative 3 excludes BHT-430-430, BHT-407-407, MD-369-D, MD-369-E CE-337-T337H, and CE-421-C and doesn't differentiate between EC-130-B4 or T2 models.

The EPA is concerned that the maximum noise impacts were not captured since louder aircraft models were not included in the noise modeling. For example, the BHT-430-430's flyover volume is considerably higher than the EC-130-B4's flyover volume. In the Final EA and ATMP, describe why aircraft models mentioned above were not included in noise modeling for both the No Action Alternative and Alternative 3. We recommend updating the noise modeling with all allowable models to ensure noise impacts are accurately disclosed, especially for those sites under Alternative 3 that will experience a large increase in volume due to route changes (Appendix F p. 33-34) or explain why this is not necessary for predicting impacts.

Quiet Technology Aircraft

The ATMP includes incentives for aircraft operators that convert to quiet technology aircraft by allowing an additional four hours of flight time on Mondays, Tuesdays, Thursdays, Fridays, and Saturdays, a full day of flight on Wednesdays (9 am to 5 pm), and an expanded fly zone directly west of the Pu'u'ō'ō viewing area (p. 20, 23; ATMP p. 8). To qualify for quiet technology incentives, the Draft EA indicates that "operators would be required to follow a process to be defined by the agencies" (p. 23). According to the ATMP, the Federal Aviation Administration and NPS would analyze aircraft "on a case-by-case basis at the time of the operator's request to be considered for this incentive" (p. 8). While EPA understands the concept of this approach, it is unclear what currently constitutes "quiet technology aircraft" and why a case-by-case basis is proposed. In the Final EA and ATMP, we recommend clearly defining quiet technology aircraft for both fixed wing aircraft and helicopters. We also recommend setting clear benchmarks to qualify for incentives instead of using a case-by-case basis.

The Federal Aviation Administration's more stringent Stage 3 noise certification standards were adopted into U.S. regulations on May 5, 2014, to reduce noise exposure from helicopters. The EPA recommends requiring Stage 3 helicopter certification in order to qualify for incentives to ensure that "airworthy noise reduction technology is incorporated into aircraft design and enables the reductions in noise experienced by communities." We recommend amending the ATMP when new FAA passes new helicopter or fixed wing aircraft noise certification standards to provide incentives to utilize the quietest aircraft.

Further, the proposed Haleakalā National Park ATMP includes a provision that requires all commercial air tour aircraft to exclusively utilize quiet aircraft technology by 2033 (Haleakalā National Park ATMP p. 9). To best minimize impacts under Alternative 3, we recommend that the ATMP adopt this provision.

New Aircraft

The ATMP indicates that "[a]ny new or replacement aircraft would not exceed the noise level produced by the aircraft being replaced" (ATMP p. 6). While we recognize that operators use both fixed wing aircraft and helicopters, we recommend that new helicopters meet the FAA Stage 3 helicopter noise certification standards, as mentioned above, so incremental improvements in the noise environment can be achieved. We recommend updating the language in ATMP Section 3.3 and the Final EA to reflect this.

The EPA appreciates the opportunity to review this Draft EA. When the Final EA and FONSI are available, please email the documents to samples.sarah@epa.gov. If you have any questions, please contact me at (415) 972-3308, or Sarah Samples, the lead reviewer for this project, at (415) 972-3961.

Sincerely,

/s/

Janice Chan

Acting Manager, Environmental Review Branch

Correspondence ID: 770 Project: 103365 Document: 128164

Name: ,

Received: Jun,16 2023 10:14:13

Correspondence Type: Web Form

Correspondence: Please keep the skies above and surrounding Haleakala National Park a no fly zone! I have worked outdoors in conservation in Hawaii for 25 years. The noise pollution from helicopters is extensive. Even at an elevated distance they are extremely disruptive. Haleakala is significant geologically and culturally. Please do not detract from those elements by allowing disrespectful disturbances.

Mahalo

Correspondence ID: 771 Project: 103365 Document: 128164

Name: ,

Received: Jun,16 2023 10:19:17

Correspondence Type: Web Form

Correspondence: Please keep all helicopters away from Haleakala at all times. They are loud and distract from the natural beauty of a special place that is like no other on earth. Maui is benefiting financially from the thousands of tourists arriving to our island daily enough already. This is about preservation. Have some respect and keep the helicopters away!

Correspondence ID: 772 Project: 103365 Document: 128164

Name: Marion, Jay

Received: Jun,16 2023 11:57:34

Correspondence Type: Web Form

Correspondence: All air tours should be stopped whether they are in National Parks or elsewhere. The planet is too crowded

there is no waste land where unnecessary noise is acceptable. If air tours are desired, new quiet means should be employed such as lighter than air vehicles. Example:

<https://www.smithsonianmag.com/air-space-magazine/airships-rise-again-180979343/>

Correspondence ID: 773 Project: 103365 Document: 128164

Name: Areus, Paul

Received: Jun,16 2023 12:04:38

Correspondence Type: Web Form

Correspondence: I have lived in Maui full-time for many years and visit Haleakala national Park often. It is one of the quietest, most peaceful and tranquil places that I've ever been. I don't feel that air tours should be allowed at all over the airspace of Haleakala National Park. I feel that air tours are incompatible and adversely affect the nature experience that all of the park. Visitors, appreciate and expect

Correspondence ID: 774 Project: 103365 Document: 128164

Name: Van Alstine, Leaf E

Received: Jun,16 2023 12:15:21

Correspondence Type: Web Form

Correspondence: I have been hiking in Haleakala for almost 40 years. This is not only a unique ecosystem but also a sacred place. This includes the air and the sounds in the air. Maui's tourist industry has spread to almost every part of the island. There is no need for 7 to 8 helicopter tours a day. In fact there is no need for any helicopter tours and aircraft use should be limited to emergency services. Please protect this sacred environment.

Correspondence ID: 775 Project: 103365 Document: 128164
Name: robinson, derrick
Received: Jun,16 2023 12:25:35
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 776 Project: 103365 Document: 128164
Name: Robinson, Mekhi
Received: Jun,16 2023 12:25:36
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see and experience. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 777 Project: 103365 Document: 128164
Name: Lovell, Robert
Received: Jun,16 2023 12:34:33
Correspondence Type: Web Form

Correspondence: Looks like "business as usual" . . . Helicopter noise everyday !? Not happy, what happened to the idea of a day when NO FLIGHTS are allowed ? Could be one day a week, or even one day a month, and people could actually enjoy the true peace and quiet of Haleakala.

Correspondence ID: 778 Project: 103365 Document: 128164

Name: Scheer, Bruce Y
Received: Jun,16 2023 12:40:07
Correspondence Type: Web Form

Correspondence: Haleakala is a place of serenity. Flying daily tourists over it makes the "Leave no trace" video required for backpacking a joke. Leave one spot as unsullied as possible. This is an insult to Hawaii, Hawaiians and all the hikers who just go there and cross that spectacular place for its' grandeur! It is only being done for money. It is so sneaky how for tourist amusements and liberating their cash, the state will sell its very soul.

Correspondence ID: 779 Project: 103365 Document: 128164
Name: Conlon, JoAnne
Received: Jun,16 2023 12:41:49
Correspondence Type: Web Form

Correspondence: In the past 40 years, I have been a visitor to Haleakala National Park hundreds of times. I have day hiked thru the crater numerous times and overnighted in the cabins and the campground more than 80 times. It is one of the world's "special places. Its remote wilderness makes it extraordinary quiet. Back in the 1980s before regulation helicopters flew over the crater and shattered the silence. The situation improved greatly when restrictions were placed on where they could fly (outer rim only) and when (certain days were no fly), Occasionally the NPS would land helicopters to deliver supplies or drop off scientists checking data collection, but for the most part the crater remained remote and quiet. a true refuge from civilization.

To this day, the crater remains one of the quietest places on the planet. What is the value of "remote" if there is no quiet. There are too many tourists and many of them given the chance would "flyover" every point of interest with their GoPros. The crater should remain under restricted access to tour helicopters. Wilderness experiences like Haleakala crater should be preserved for many reasons. A visit to Haleakala should be treated as a cultural outdoor experience. Helicopters in the crater do nothing to add to the Park visitor's experience. It brings in noise and no income and detracts from the beauty of Haleakala.

Correspondence ID: 780 Project: 103365 Document: 128164
Name: Kroposki, Michael
Received: Jun,16 2023 12:42:59
Correspondence Type: Web Form

Correspondence: The Volcanos Park plan is a good start. The Haleakala plan should be the same as the Volcano plan especially for quiet days. There appears to be no reasonable basis to make a distinction. Helicopter noise is a serious health risk and needs to be managed for the community good.

Correspondence ID: 781 Project: 103365 Document: 128164
Name: Austin, Lynn V
Received: Jun,16 2023 13:23:17
Correspondence Type: Web Form

Correspondence: Don't add more air tours. We are overwhelmed with tourists already. The noise would indeed affect people living near the crater.

Correspondence ID: 782 Project: 103365 Document: 128164
Name: Foster, Janie
Received: Jun,16 2023 13:32:44
Correspondence Type: Web Form

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

My first helicopter tour in Hawaii 21 years ago was a life-changing experience! I will never forget it.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and

strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	783	Project: 103365	Document:	128164
Name:	Gianneschi, Thomas			
Received:	Jun,16 2023 13:46:07			
Correspondence Type:	Web Form			

Correspondence: Thank you for your efforts in crafting the Draft ATMP. While in my original comments I had hoped for a complete prohibition of any noise in the crater I recognize the need for compromise if we want to move forward in this process. I hope this example of not letting the perfect be the enemy of the good will survive intact as the final ATMP.

Thank you very much.

Correspondence ID:	784	Project: 103365	Document:	128164
Name:	Hoopii, Torie G			
Received:	Jun,16 2023 13:57:43			
Correspondence Type:	Web Form			

Correspondence: Aloha,

My name is Torie Ho‘opi‘i, and I am with the Aloha ‘Āina organization known as Kāko‘o Haleakalā.

For us, Kānaka Maoli, Haleakalā is a wahi la‘a, a sacred place, and a place of our wao Akua, a place of the God’s.

It is not a place for Helicopter Tours, where businesses make money for their profit off of the tourist industry.

They are causing harm to this precious ecosystem.

Even though I appreciate that you are asking for a cut in the number of helicopter tours in and through our sacred Haleakalā, limiting the amount and time they have to do their tours there is great. But why are they even allowed to do these tours at all?

When will you value what is sacred over what is more beneficial to the visitor industry? Something has to change. As the indigenous people of this land and the ancestral people of Hawai‘i, we have compromised way too much.

You care about Haleakala, or you wouldn’t have drawn up and asked for this measure.

Your document states;

Annual and daily flight limits are intended to protect Park cultural resources, reduce impacts on biological resources, improve visitor experience, and protect Wilderness character.

The organization of Kāko'o Halekalā 100% supports this measure.

Let's not go half. Let's go all the way and end helicopter tours altogether.

Mahalo Nui, for your time.

Torie Ho'opi'i

Correspondence ID:	785	Project: 103365	Document:	128164
Name:	Suarez-Melton, Dylan			
Received:	Jun,16 2023 14:00:21			
Correspondence Type:	Web Form			

Correspondence: I was born and raised on Maui and have seen how quickly the tourism industry is growing on Maui. Obviously there is a need for the revenue it generates the state but not when it's at the expense of residents. I stayed at the poli poli cabin recently, something I've been doing with my family all my life, and there were already multiple helicopters flying around ruining the atmosphere. Helicopter tours would only benefit the select few tour owner/operators while basically ruining the experience of Haleakala for everyone else visiting, tourists included. Haleakala a serene place and should be kept that way, not polluted with noise from helicopters for the benefit of a select few. There are countless other places around the island where you can do helicopter tours without ruining the experience for everyone below you. Please consider blocking these tours from changing the atmosphere of this special place forever.

Correspondence ID:	786	Project: 103365	Document:	128164
Name:	Snell, Fran J S			
Received:	Jun,16 2023 14:02:03			
Correspondence Type:	Web Form			

Correspondence: Haleakala National Park is such a special place. There is nowhere on earth like it! It needs to be protected in every way for us now and for future generations. I have two Hawaiian grandchildren that I want to have the experience of being on Haleakala in complete nature. The idea of having helicopters flying over the crater is completely against everything we believe in. It seems so short sighted to fly helicopters for the immediate enjoyment of the tourists. This is a place that should be preserved in perpetuity for my grandsons, their children and grandchildren.

At a minimum people should make the effort to experience the crater by driving up there, hiking or even taking a short walk. There is nothing like it and it should not be marred by noisy helicopters. It really cheapens the experience and ruins it for those of us willing to make the effort to get up there!!!!We are begging you NOT to approve the flying of helicopters. Please feel free to contact us!

Fran and Richard Snell

160 S. Lanikai Pl

Haiku Hawaii 96708

Correspondence ID:	787	Project: 103365	Document:	128164
Name:	Carhart, Kimber M			
Received:	Jun,16 2023 14:07:03			
Correspondence Type:	Web Form			

Correspondence: I support the plan to reduce the number of helicopter tours (and any motorized dirt bikes too!) near the park. We tried to enjoy the weekend at a cabin within the park and found that the noise from the helicopter tours and air tours disrupted our peace and quiet. While hiking in the park we also found the noise from motorcycle dirt bikes on the trails outside of the crater to be disruptive to our peaceful hike.

Correspondence ID: 788 Project: 103365 Document: 128164
Name: Roslyn, Cummings
Received: Jun,16 2023 14:20:02
Correspondence Type: Web Form

Correspondence: MOKU'ĀPUNI HOPE O HAWAI'I Keena o ke Kiaaina, Keena Hooko Mokuaina o Hawaii Capitol

KEENA HOOKO O HAWAII

Ho'okumu 'ia ka Palapala Ho'ohui Hui ma
415 South Beretania St. Fl 5 Honolulu, HI 96813-2407

Hale Keokeo

KEENA HOOKO O KE AUPUNI AMERIKA HUIPUA

1600 Pensylvania Ave. N.W. Wasinetona, DC 20500-0005

pilikino no ka loa'a kālā (mau) hui lawelawe aupuni

'O nā haole a me ka hana / hana ma lalo o "Color of Law"

Hawaii

28 U.S. Code § 91 - He apana hookolokolo o Hawaii e pili ana i na Mokupuni o Midway, Mokupuni Wake, Mokupuni o Johnston, Mokupuni Sand, Moku Moku o Kingman, Mokupuni o Palmyra, Mokupuni o Baker, Mokupuni Howland, Mokupuni Jarvis, Mokupuni o Canton, Mokupuni Enderbury: 'A'ole loa e mana'o 'ia ka ho'okomo 'ia 'ana o Canton a me Enderbury Islands i loko o ia 'āpana ho'okolokolo i nā koi a ke Aupuni Mō'ī Hui Pū 'ia i ia mau mokupuni e like me ka 'aelike o 'Apelila 6, 1939, ma waena o nā Aupuni o 'Amelika Hui Pū 'Ia. o ke Aupuni Hui Pū 'Ia e ho'okumu i aupuni no ka ho'ohana like 'ana. 'O Ko Hawaii Pae Aina kēia

Ke ho'omau nei au i ka pilikia i ka wā e hana ana 'o 'Amelika Hui Pū 'Ia ma lalo o ka ho'ohana hewa 'ole 'ana i ke kālēpa ma kou hawaii Pae aina.

'O ka wehewehe kāmāwaili 'ele'ele o 'Amelika Hui Pū 'Ia

E no'ono'o ka mo'olelo

ka inoa i hā'awi 'ia i ka hui 'ana o nā moku'āina āpau ma lalo o ke Kumukāmāwaili 'Amelika kahi i kau 'ia ai ka mana aupuni i nā po'e o nā moku'āina.

Hō'ike 'o Duress i ke 'ano o ka ho'ohana 'ana i ka ikaika, ka ho'oweliweli, ka ho'oweliweli, a i 'ole ke ko'iko'i no'ono'o, i waena o nā mea 'ē a'e, i mea e hana ai kekahi e kū'ē i ko lākou makemake. Inā hana ke kanaka ma lalo o ke koi 'ana, 'a'ole ia e hana ma muli o ko lākou makemake pono'ī a no laila hiki ke mālama 'ia e like me nā ka'ina hana ho'okolokolo.

'A'ole hiki i nā hua'ōlelo ke wehewehe i ka piha piha o ko'u "huhū"

'O ka ho'omāinoino 'ino, a i 'ole, ma ke 'ano laulā, kekahi 'ano hewa ko'iko'i i hā'awi 'ia i ke kanaka, nā mana'o, a i 'ole nā kuleana o kekahi.

'A'ole 'ae ka 'aha kūkā o 'Amelika Hui Pū 'Ia 'a'ohe kuleana 'āina i ko ka pae 'āina 'o Hawai'i a me kona mau mokupuni e like me ka mea i 'ōlelo 'ia ma ke po'o inoa 28 usc pauku 91

Olelo wehe

Pule ke Atua aloha.

E ko makua makou iloko o ka lani e aloha mai oe ia makou e kalamai ia makou i ko makou lawehala ana me makou e kala aku nei ka poe lawehala ia makou mai hookuu oe ia makou i ka hoowalewale ia mai no ka mea nou ke. aupuni ame ka mana ame ka hoonani ia amau loa aku amene.

Pule He Aloha ke Akua. E ko makou makua i ka lani e aloha mai oe ia makou. E kala mai oe i ka makou lawehala ana, e like me makou e kala nei i ka poe hana hewa mai ia makou. Mai alaka'i iā mākou i ka ho'owalewale 'ia, no ka mea, nou ke aupuni, a me ka mana, a me ka ho'onani mau loa aku.

Lono ho'i i kuoua; E 'olu'olu e ke kupuna kahiko e hā'awi mai i ka maluhia ma luna o'u a me ko'u po'e a puni e ha'i 'ia, lohe 'ia a mālama 'ia ko'u 'oia'i'o a me ka 'oia'i'o o ka manawa. Me ke aloha Manawaiakea

Targeting cultural sites is a war crime under the 1954 Hague Convention.

Mo'okū'auhau

'O Kamehameha ke kane, 'O Kanekapolei ka wahine noho pū lāua a hānau ia 'O Kahauulani he kane

'O Kamehameha ke kane, 'O Kauhilanimaka ka wahine noho pū lāua a hānau ia 'O Kahiwa Kanekapolei II he wahine

'O Kahauulani ke kane, 'O Kahiwa Kanekapolei II ka wahine noho pū lāua a hānau ia 'O Kapuaaiki he kane

'O Kaumeheiwa ke kane, 'O Kaapuwai ka wahine noho pū lāua a hānau ia 'O Kaapumohu Kaapuwai Kuwalu he wahine

'O Kapuaaiki ke kane, 'O Kaapumohu Kaapuwai Kuwalu ka wahine noho pū lāua a hānau ia 'O B. Naumu Kapuaaiki he kane

'O B. Naumu Kapuaaiki ke kane, 'O Keawenui ka wahine noho pū lāua a hānau ia 'O Luke Naumu he wahine

'O George William Kaila Malamanui Makanui ke kane, 'O Luke Naumu ka wahine noho pū lāua a hānau ia 'O Nahinu Malama he kane

'O Nawai Makanui ke kane, 'O Nika Kekoliliu Kaianui ka wahine noho pū lāua a hānau ia 'O George William Kaila Malamanui Makanui he kane

'O Kamehameha ke kane, 'O Wahineiki Kekaulikekiniiki ka wahine noho pū lāua a hānau ia 'O Nawai Makanui he kane

'O Nahinu Malama ke kane, 'O Kahololio Kalauahea Kanewahine ka wahine noho pū lāua a hānau ia 'O Ku Nahinu Malama he kane

'O Ku Nahinu Malama ke kane, 'O Hana Keoua Puahi Pauahi ka wahine noho pū lāua a hānau ia 'O Joseph Ku Keoua Malama he kane

'O Joseph Ku Keoua Malama ke kane, 'O Lucille Luukia Louisa Kaaloa Ahana ka wahine noho pū lāua a hānau ia 'O Edmund Francis Malama Sr. he kane

'O Edmund Francis Malama Sr. ke kane, 'O Gloria Jane Puanani Naki Albarado ka wahine noho pū lāua a hānau ia 'O Edmund Francis Malama Jr. he kane

'O Edmund Francis Malama ke kane, 'O Darlene Joyce Rita ka wahine noho pū lāua a hānau ia 'O Manawaiakea he wahine

Ua 'ike 'ia kēia kāmāwai Aupuni Hawai'i ma lalo o §1-1 HRS. Kāmāwai ma'amau o ka Moku'āina.

172-11

'O nā palapala 'āina ma nā makana komisina 'āina; ia wai, no ka pono

§172-11 Nā palapala palapala 'āina ma nā makana komisina 'āina; ia wai, no ka pono. 'O kēia me kēia palapala palapala 'āina i ho'opuka 'ia ma ka hā'awi 'ia 'ana o ka papa Komisina i nā kuleana 'āina mālie, e kau 'ia ma ka inoa o ka mea i hā'awi 'ia i ka ho'oholo mua, 'oiai ua make ka mea, a i 'ole ke kuleana o ka waiwai pa'a i hā'awi 'ia. ua ho'oka'awale 'ia; a 'o nā palapala palapala 'āina a pau i ho'opuka 'ia pēlā e lilo ia i mea e pono ai ka po'e ho'oilina a me nā ha'awina a ka mea nona ka 'ae mua. [L 1872, c 21, §1; RL 1925, §568; RL 1935, §1587; RL 1945, §4641; RL 1955, §100-11; HRS §172-11]

Kuhikuhi Moolelo

Ua maika'i ka 'ae 'ia 'ana o ke komisina 'āina e kū'ē i ka patent ali'i ma hope. 1 H. 69; 1 H. 90. 'A'ole hiki ke ho'ouka 'ia ka makana. 1 H. 90.

Ua 'ae 'ia ka palapala hō'ōia o ke komisina 'āina, me kāna ana 'ana, i mea hō'ike. 2 H. 202.

'A'ole hā'awi a hō'ōia i ka inoa o nā mea pa'a hope nā palapala patent i ho'okumu 'ia ma ke 'ano he makana. He kuleana ho'oku'u wale ia o ke aupuni ma nā 'āina. 3 H. 783; 11 H. 587, 589.

Mana'o ka 'Aha 'a'ole e ho'opilikia i ka ho'oholo 'ana i ke komisina 'āina i ho'oholo lō'ihi 'ia. 5 H. 354.

Mahele o 1848 noonoo a wehewehe. 6 H. 195.

He makana paha i ka mea i make; pono nā ho'oilina e ho'oholo i ko lākou pono pono'i. 15 H. 648.

Nānā i ke kāmāwai hihia a me ka hopena o ka patent. 49 H. 429, 421 P.2d 570.

Ke Ku Nei Kanawai the law stands, from then until now

The Supreme court in Hawaii indicated on June 22, 1977.that '"Hawaiian usage" must predate November 25, 1892.' (58 H. 106, 566 P.2d 725.)

Prior to November 25, 1892, the laws of the Hawaiian Islands included, but not limited to:

The Compiled Laws of the Hawaiian Kingdom (1884)

The Penal Codes of the Hawaiian Kingdom (1869)

The Civil Codes of the Hawaiian Kingdom (1859)

The Statute Laws of the Hawaiian Kingdom (1841)

Correspondence ID:	789	Project: 103365	Document:	128164
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Name:	Webb, Evan
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Received:	Jun,16 2023 14:20:03
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Correspondence Type:	Web Form
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Correspondence: No helicopter tours in Haleakala National Park! Please keep this area serene and enjoyable by park users. The air tour routes may not go over the crater but would impact the Kipahulu district in a negative way. There is no public benefit to this change.

Correspondence ID:	790	Project: 103365	Document:	128164
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Name:	Quan Pfetzing, Charlene
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Received:	Jun,16 2023 14:20:22
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Correspondence Type:	Web Form
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Correspondence: NO airplane tours over Haleakala period!! Maui is over run with tourism already! Please please leave these special areas alone. Enough is enough.

Correspondence ID:	791	Project: 103365	Document:	128164
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Name:	Goree, Katy
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Received:	Jun,16 2023 14:28:54
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Correspondence Type:	Web Form
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Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Maui Maverick and it was an incredible experience seeing areas of Maui that my elderly parents wouldn't have been able to see otherwise.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nation's national parks.

Correspondence ID:	792	Project: 103365	Document:	128164
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Name:	Hegger-Nordblom, Dawn `
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Received:	Jun,16 2023 14:32:17
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Correspondence Type:	Web Form
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Correspondence: Please do not allow air tours over Haleakala

Correspondence ID:	793	Project: 103365	Document:	128164
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Name:	Hale, Pam
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Received:	Jun,16 2023 14:35:53
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Correspondence Type:	Web Form
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Correspondence: Do any helicopter tours have a purpose anywhere near this sacred ground and quietest place on earth - except to exploit and make money? Helicopters would ruin the serenity for everyone. Enjoy the beauty of the park should be enjoyed from the ground.

Correspondence ID:	794	Project: 103365	Document:	128164
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Name:	fernandes, tesha
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Received:	Jun,16 2023 14:44:11
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Correspondence Type:	Web Form
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Correspondence: NO HELICOPTER TOURS ON OUR MOST SACRED MAUNA ON MAUI. I AM BORN AND RAISED KAMAAINA AND I DO NOT APPROVE. TOURIST CAN ALREADY VISIT OUR SACRED MAUNA BY CAR WE DO NOT NEED HELICOPTER TOURS. VALUE THE LOCAL PEOPLE AND NOT THE TOURIST!!! WHEN WILL THE LOCALS COME FIRST!?

Correspondence ID:	795	Project: 103365	Document:	128164
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Name:	Brath, Madeleine
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Received:	Jun,16 2023 14:53:49
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Correspondence Type:	Web Form
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Correspondence: I do not support air tours to be taken place on Haleakala crater. Helicopters bring in toxins that can harm our wildlife. DO NOT ALLOW AIR TOURS

Correspondence ID:	796	Project: 103365	Document:	128164
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Name:	Walsh, Maile
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Received:	Jun,16 2023 14:57:17
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Correspondence Type:	Web Form
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Correspondence: While this issue keeps resurrecting, the public response is always the same. No one who actually lives here welcomes the intrusion of helicopter flights. Tourists and flight companies do, but they have no regard to the people living below, Whether you have a home or are just out for a hike, you hope for peace,

tranquility, and reverence in your environment. There have been so many attempts to modify the impact of these overhead flights but in the end it remains a significant impact on the experience of being in the park and surrounding area. Variances in noise levels and flight frequency do nothing to mitigate the disruption of even one helicopter, from the time it leaves the heliport, circling back and then returning. Above all, flights in National Parks should be banned.

Correspondence ID: 797 Project: 103365 Document: 128164
Name: T, Will
Received: Jun,16 2023 15:05:24
Correspondence Type: Web Form

Correspondence: Thank you for putting this draft together! I am strongly in favor of additional restrictions - after our last visit to Kauai, we found that Waimea Canyon was totally overrun with helicopters. It's very disruptive, and it's an activity that detracts the experience of many to the benefit of the very few.

I'm personally pro-business, and despite that I would be supportive of even stronger restrictions!

I'd also argue that fees should be much, much higher. By adding restrictions, you will have significantly limited the supply of this luxury good to many people, and that will correspondingly mean that helicopter tour operators will have to raise prices. That is, if 1000 people were willing to pay \$300 for a tour, the tour companies, without restrictions, could set an appropriate price to capture as much of that market as possible. If restrictions make it so they can only sell 200 tickets, to make as much money as possible, they would raise prices until only 200 of those original 1000 people would be willing to pay it. I'd suspect that prices, given recent inflation, would be much, much higher. As a result, I think the \$25 fee should be raised dramatically.

The \$25 fee was already way too low due to inflation from recent years. By lowering the supply available, the prices tours charge will rise, and I think the fee should be much, much higher. I'm seeing that prices for tickets range from about \$250 to \$400 now, and I wouldn't be surprised to see those prices increase significantly. Just from inflation in recent years, the fee should have been about \$50 to keep up with the price increase. That doesn't account for the fact that prices of these tours will increase once you implement restrictions.

I think that as a pure luxury good, especially one that causes harm to the general public, should also benefit the public by bringing in greater revenue. Please consider significantly increasing an outdated relic of a \$25 fee.

Correspondence ID: 798 Project: 103365 Document: 128164
Name: Binder, Chad
Received: Jun,16 2023 15:18:40
Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian Helicopters and it was a great experience !

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 799 Project: 103365 Document: 128164
Name: Hessler, Noelani M
Received: Jun,16 2023 15:34:33

Correspondence Type:

Web Form

Correspondence: Hello,

I am commenting today regarding the air tour management plan for our beloved Haleakala National Park in Maui, Hawaii. I am extremely passionate about the sacredness and significance of our volcano. It is literally the quietest place on Earth in nature going down to 0 decibel sound. That is a main vantage point for people to come in to our crater and experience and find peace there with nature. This is an extremely special place to thousands of people here on island and for generations going back over a thousand years. To just imagine the sound of helicopters flying over or near the crater and to have to hear the annoying vibrating sound of the helicopters hovering over the sounds of nature would just defeat the purpose and beauty of our volcano. I strongly disagree with any helicopters having the opportunity to fly over the crater and ruin the entire environment and sacredness this way. In no way should there be any flights let alone 2000 flights a year allowed within this vicinity. I hike this volcano multiple times a year and understand how that sort of noise from the helicopter would literally ruin the entire hiking and camping experience there for the park and everyone their to experience the park. This crater is also the home of many rare native bird species that are trying to find safety here. This could devastate their population or even push them to extinction which would be horrible. Instead I prefer alternative no. 2, No Flights allowed in our crater vicinity so that we can keep the beauty and peacefulness of this incredibly sacred park. Thank you for listening to me and I know that many of the local community members would agree with me and may have not found the time or way to comment on your website. Thank you for your consideration of not allowing any helicopters into my sacred backyard.

Correspondence ID: 800 Project: 103365 Document: 128164

Name: Hord, Aubrey

Received: Jun,16 2023 15:41:12

Correspondence Type: Web Form

Correspondence: Please please please. I beg you to not allow any additional air tours within the Haleakala National Park Area.

It is known as the quietest place on earth and one of the few places we can still enjoy peace and quiet on the island. It is a national park and should remain untrammelled by the presence of man as best as possible since that is the purpose of the national parks in their original formation. It is also sacred to the Hawaiian people and within the culture and should not have the constant barrage of noise from air traffic.

We go up to the National Park frequently and were horrified a couple of weeks ago with the helicopter noise that echoed throughout the crater, preventing normal conversation. It was way too loud for a peaceful hike in the quietest place on earth.

Air traffic anywhere near the edges or within the crater would devastate the very essence of this national park, the wildlife within and the resident experience. We should have the ability to go at least one place on the island where tourists are not invading it from all perspectives through paid commercial activity. If people want to visit the national park, they should experience it from the current viewpoints. Please, please please preserve our peace.

Mahalo nui,

Aubrey

Correspondence ID: 801 Project: 103365 Document: 128164

Name: Sutrov, Steven

Received: Jun,16 2023 15:46:08

Correspondence Type: Web Form

Correspondence: Haleakala National Park has been my family's special backyard for almost 50 years. We have hiked, camped, and stayed at the cabins in the Crater often. Before the last two years we were going in every four to six months. Our two daughters were taught to be self sufficient, independent, and inspired by the beauty and

quiet on this special Park. We just hiked out yesterday after three days of another special life long memory. On March 28th 2022, about 10:15 AM the peace was shattered just inside, just above the Crater rim over Kapalaoa Cabin by the noise and sighting of a helicopter. Without my binoculars or camera there was no documenting this, or chance for enforcement. The soundscape is everything up there. There is no justification for catering to the Amusement Park mentality in or within miles of Haleakala National Park. Any tour helicopter should have easily visible identifiable markings on their underbelly. The general public should also be able to help control this greedy venture that turns this protected sensitive wilderness area into something much less.

There is no self enforcement, there is no other enforcement.

Please don't ever allow overflights of tour helicopters over or within visible or audio distance of the wilderness areas of Haleakala National Park. Thank you.

Correspondence ID:	802	Project: 103365	Document:	128164
Name:	Kotrys, Laurine			
Received:	Jun,16 2023 15:47:57			
Correspondence Type:	Web Form			

Correspondence: National Parks should be available for all visitors to see whether it be by land tours or by air tours. Air tours would be an easier option for those who can't do land tours for health reasons (lots of walking, difficult terrain and/or outdoor heat. Aerial tours also would help lessen the amount of people actually going to these parks and disturbing the environment.

Correspondence ID:	803	Project: 103365	Document:	128164
Name:	Rocco, David			
Received:	Jun,16 2023 15:48:03			
Correspondence Type:	Web Form			

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

Aside from the comments below, I would suggest that both parties look into the agreement that was agreed upon by the FAA, the NYC area based helicopter company FLYNYON and the citizens of Manhattan, NY. An agreement that could easily be duplicated for this situation.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further

requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:

804 Project: 103365 Document: 128164

Name:

Diaz, Sebastian

Received:

Jun,16 2023 15:58:06

Correspondence Type: Web Form

Correspondence: NO AIR TOURS. Leave it peaceful and as it was! Please there is already enough commoditization of the area. And keep the skies clear for the birds with will be effected.

Correspondence ID: 805 Project: 103365 Document: 128164

Name: ,

Received: Jun,16 2023 15:58:57

Correspondence Type: Web Form

Correspondence: No air tours please! Tourism already walks all over Hawaiian kapu areas. We don't need another version of disrespect inside our way akua! Mahalo!

Correspondence ID: 806 Project: 103365 Document: 128164

Name: Nykaza, Sharon

Received: Jun,16 2023 16:29:26

Correspondence Type: Web Form

Correspondence: Please keep this option available to all

I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you.

Correspondence ID: 807 Project: 103365 Document: 128164

Name: Marquez, Erin

Received: Jun,16 2023 16:51:08

Correspondence Type: Web Form

Correspondence: I've spent many hours in the park. The beauty of it is the quiet. The natural atmosphere lacking human noise as you go deeper into the back country. Living in the foot hills of Haleakala you can hear how loud the tour helicopters are. It's ludicrous to think this would be allowable spoiling the natural beauty of such a place. Noise is so often not considered when people think on pollution. It's no doubt a disturbance to the natural habitat. Many people have worked long and hard to keep native ecosystems in tact. Haven't the islands lost enough due to irresponsible human exploitation? This is not the way. Tour companies should be kept far away with their helicopters.

Correspondence ID: 808 Project: 103365 Document: 128164

Name: Rabara, Tyler

Received: Jun,16 2023 17:00:55

Correspondence Type: Web Form

Correspondence: The traffic that would be created by opening up the airways above Haleakalā for aviary tours pose huge concern for the native Hawaiian and local community in regards to the protection of Haleakalā and Its forrests. Maui is known as being the Valley Isle especially with Its many forests prior to major development and land clearing of the island. Major low land and dry forrests have all dissapeared on the lowlands of Maui, and our upland forrests on both of our island's mountains (Kahalawai and Haleakalā) are the last Major refuges for endemic and indigenous flora and fauna. Consequently, Its care and protection should be prioritized over any possible revenue that could come from such a project. Especially for the endangered birds, the air pollution (which includes noise) would be a major disturbance.

Correspondence ID:	809	Project: 103365	Document:	128164
Name:	Pieter, Arielle			
Received:	Jun,16 2023 17:02:32			
Correspondence Type:	Web Form			

Correspondence: There is a plan for Haleakala national park on Maui to start air tours as that is already one of the largest tourist attractions on the island we already have hikes, which have shown recently the tourists have not been taking care of the aina(land) that they are on, leaving behind trash to what should be an untouched preserved place for the native species that are some the last known in Hawaii, endangered and border line extinct. Anyways they have already made air tours around the island that are very enjoyable and beautiful but we do not need another one disturbing the peace of the mauna and is in no way beneficial to our land.

Correspondence ID:	810	Project: 103365	Document:	128164
Name:	Rabara, Tyler			
Received:	Jun,16 2023 17:06:38			
Correspondence Type:	Web Form			

Correspondence: The traffic that would be created by opening up the airways above Haleakalā for aviary tours pose huge concern for the native Hawaiian and local community in regards to the protection of Haleakalā and its forests. Maui is known as being the Valley Isle especially with its many forests prior to major development and land clearing of the island. Major low land and dry land forrests have all disappeared on the lowlands of Maui, and our upland forests on both of our island's mountains (Kahalawai and Haleakalā) are the last major refuges for endemic and indigenous flora and fauna. Consequently, its care and protection should be prioritized over any possible revenue that could come from such a project. Especially for the endangered birds, the air pollution (which includes noise) would be a major disturbance.

Correspondence ID:	811	Project: 103365	Document:	128164
Name:	Broom, Sonja			
Received:	Jun,16 2023 17:16:45			
Correspondence Type:	Web Form			

Correspondence: Dear Deciding Parties,

How is it ok for individuals with disposable income to fly, or be flown, over the Ha but it's NOT okay for honest citizens to make a living by showing others without the means, the natural beauty from the air?

I'm sure there are plenty of regulations to address safety concerns as well as any environmental concerns.

I appreciate the opportunity to comment on the proposed Air Tour Management Plan (ATMP) for Haleakal National Park

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and

parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	812	Project: 103365	Document:	128164
Name:	Armstrong, Susan R			
Received:	Jun,16 2023 17:59:26			
Correspondence Type:	Web Form			

Correspondence: I strongly oppose any aircraft flying over the Haleakala Crater. It is one of the quietest places on earth and it should stay that way. Imagine hiking for hours to experience this very special place only to be disturbed by an obnoxious helicopter overhead. JUST SAY NO! I write this as a 42 year resident of Maui and a lover of Haleakala. Protect her sacred pristine quiet.

Correspondence ID:	813	Project: 103365	Document:	128164
Name:	, Russel			
Received:	Jun,16 2023 18:06:11			
Correspondence Type:	Web Form			

Correspondence: The majority of the citizens residing in Central Maui are rudely inconvenienced by the daily and constant noise of self-serving tour helicopters flying in and out of the valleys of Na Wai Eha. There seems to be no consideration for the elderly, sick, or tired residents who have given so much their lives to these communities and who deserve some reasonable degree of peace and quiet. At minimum, please consider applying the same and more stringent tour flight rules being proposed for the Hawaii Volcanoes National Park to helicopter tours of the West Maui Mountains! Many of us have been advocating this for many years but our pleas seem to fall on deaf ears. Please kokua.

Mahalo

Correspondence ID:	814	Project: 103365	Document:	128164
Name:	Johnson, Tammie			
Received:	Jun,16 2023 18:18:49			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

We wouldve loved to see more of your beautiful island.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	815	Project: 103365	Document:	128164
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Name:	Barba, Stephen
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Received:	Jun,16 2023 18:19:16
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Correspondence Type:	Web Form
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Correspondence: I would be sad to see air tourism extend into Haleakala. It is a peaceful place and the noise would be disheartening. I hope the proper assessments are done on the impact of the added volume on the native birds up there. This seems difficult to assess properly so hopefully it is not something looked back on in regret.

Correspondence ID:	816	Project: 103365	Document:	128164
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Name:	Young, Beverly
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Received:	Jun,16 2023 19:34:38
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Correspondence Type:	Web Form
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Correspondence: Please do not allow any airplane flights over Haleakala crater.

The crater is such a beautiful and unique place on this planet.

Please respect and protect this incredible environment.

Silence is golden and all to rare.

Correspondence ID:	817	Project: 103365	Document:	128164
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Name:	Hernandez, Meghane
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Received:	Jun,16 2023 20:20:49
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Correspondence Type:	Web Form
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Correspondence: Haleakala crater is already bombarded with tourists and the footprints they leave (literally and figuratively). Ironically it is still considered the quietest place on earth. This should be kept that way. The rest of Maui and other islands are all over-exposed to noise pollution. Keep this one place quiet and sacred. The helicopter tours are allowed everywhere else. Don't sacrifice the only place people have to enjoy peace and quiet. Waimea canyon is a good example being exposed to noise pollution every few minutes to the inescapable noise of a helicopter flying through multiple times a day. It ruins the experience of being in nature.

Correspondence ID:	818	Project: 103365	Document:	128164
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Name:	Jawor, Julia
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Received:	Jun,16 2023 21:01:14
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Correspondence Type:	Web Form
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Correspondence: I am writing to express my opposition to the draft ATMP for Haleakal National Park.

I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	819	Project: 103365	Document:	128164
Name:	wilcoxon, Jesse			
Received:	Jun,16 2023 21:22:12			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Tim and it was amazing and one of the only ways my mom would have been able to see it because of her inability to hike much.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	820	Project: 103365	Document:	128164
Name:	Billings, Debra J			
Received:	Jun,16 2023 21:48:12			
Correspondence Type:	Web Form			

Correspondence: I do not believe that there should be any aircraft tours of any kind over Haleakala as it is a sacred sight and should be kept that way by honoring the aina and culture. None to be one of the quietest places on Earth, the summit should not be subjected to unnecessary noise and air pollution. Traffic is already out of control and scary here due to sunrise/sunset. Being a resident and traveling up and down Haleakala/Kekaulike Highways is scary and have had close calls with vehicles traveling on wrong side of road etc. I believe more air traffic would cause more to flock to the area. Little respect is shown for the aina and culture as it is, yet adding to overhead noise is really really not okay.

Correspondence ID:	821	Project: 103365	Document:	128164
Name:	Layzer, Julie			
Received:	Jun,16 2023 22:50:09			
Correspondence Type:	Web Form			

Correspondence: Please end all helicopter tours through here. The quiet of nature needs to be preserved as much as possible.

Correspondence ID:	822	Project: 103365	Document:	128164
Name:	Medeiros, Kaiea E			
Received:	Jun,16 2023 23:47:47			
Correspondence Type:	Web Form			

Correspondence: These actions are an additional threat to an already marginalized, desecrated, and poisoned endemic ecology. These are negligent and criminal activities that only increase our community's vulnerability and security. Our endemic ecology is already in a dire and critically endangered state because of the toxic and ignorant mismanagement of our 'Āina, Akua, sacred sources, and natural resources. We are in a time of transitioning to systems of healing, specific to our endemic ecology, and these actions continue the raping and pillaging of our kupuna and 'ohana.

Correspondence ID:	823	Project: 103365	Document:	128164
Name:	Woods, Grace A			
Received:	Jun,17 2023			
Correspondence Type:	Web Form			

Correspondence: Please, no helicopters over Haleakala National Park.

This place has been a rare and sacred land for many years.

It would be a shame to have the intrusion of helicopters above!

and it would cause stress for native (and endangered) species within the park.

Mahalo nui ,

Grace Woods

Correspondence ID:	824	Project: 103365	Document:	128164
Name:	White, John D			
Received:	Jun,17 2023 01:13:57			
Correspondence Type:	Web Form			

Correspondence: Aloha NPS,

Mahalo for conducting the research and process. My vote is to have zero flights in Haleakala National Park. We need one place on Maui which is protected from the visitor industry.

Mahalo Nui for your consideration.

John

Correspondence ID:	825	Project: 103365	Document:	128164
Name:	Manaois, Jeison L			
Received:	Jun,17 2023 01:15:54			
Correspondence Type:	Web Form			

Correspondence: Personally, I don't think they should do away with helicopter tours that fly by Haleakala outside the rim. I'm biased, I worked in helicopter aviation for 10 years from 1993 to 2003 in both the tourism industry and for the Kahoolawe clean up project. There's no reason why helicopters can't fly past Haleakala but they can fly over residential and other visited sites like Hana and everywhere else they tour. If you want to ban helicopter tours then that seems a little like discrimination. Maybe limit visitors to Haleakala National park to cultural practitioners only.

Correspondence ID:	826	Project: 103365	Document:	128164
Name:	Tanodra, Anna			
Received:	Jun,17 2023 01:48:28			
Correspondence Type:	Web Form			

Correspondence: Aloha,

Haleakala's crater and summit dwells in the realm of Akua; a place so sacred to our culture with historical and ceremonial value that traditionally very few people were permitted to access. It is a realm of purity, silence and is a sensitive ecosystem to the plants and creatures that inhabit it.

Wild habitats are becoming rare throughout the world and here in Hawai'i we have a history of desecration to these wild and sacred places. It is critical now more than ever to protect these spaces from human disturbance and say A'OLE to perpetuating the normalization of disrespect to our 'Aina by placing tourism over the voice of our cultural and environmental needs.

A'OLE to further exposure of our precious wahi pana!

Who benefits from operating thousands of helicopter tours per year over such a place? Does putting this type of activity, fueled by visitor dollars, benefit our culture and environment? I say A'OLE. Let's put our energy toward sustainable tourism management that focuses on low environmental impact and respect for our cultural values. MAHALO!

Correspondence ID:	827	Project: 103365	Document:	128164
Name:	Van Dyke, Pam			
Received:	Jun,17 2023 05:50:10			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was a wonderful way to see the entire island, the majesty of the volcanos from a perspective I could not have from the ground with a knowledgeable pilot. We were able to see the volcano top that day because there was no cloud cover. These experiences should not become limited or restricted because access to this natural wonder should be seen by all. Disabled individuals would never be able to have such an experience.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	828	Project: 103365	Document:	128164
Name:	Kapu, Erika M			
Received:	Jun,17 2023 09:09:11			
Correspondence Type:	Web Form			

Correspondence: Dear National Park Service,

I write to express grave concern and growing indignation over the unchecked influx of tourism, especially intrusive air tourism, over Haleakala National Park. This unregulated onslaught poses severe threats to the natural environment, risks the lives and well-being of precious wildlife, and intrudes upon the peace of the residents of Kula, predominantly Native Hawaiian, disrupting their culturally significant way of life.

Tourism, when left unchecked, morphs into a destructive force, what we now term 'toxic tourism.' This proliferation lays waste to fragile ecosystems, escalating environmental pollution to hazardous levels, and driving the unique flora and fauna of Haleakala to the brink of extinction.

The ceaseless roar of air traffic is not only a major source of noise pollution but is also a glaring disrespect for the serenity of the park, a sanctuary for its diverse wildlife, and the tranquility of Kula's community life. The peaceable existence and customary practices of the residents, primarily Native Hawaiians, are unceremoniously disrupted, challenging their basic rights to enjoy their homes and their land.

The Hawaiian concepts of kuleana and kapu resonate deeply here. The principle of kuleana reminds us of our responsibility and the privilege we have to care for these sacred lands and communities. The principle of kapu highlights the need for reverence and respect for the sanctity of both the natural and cultural heritage of Hawaii.

The blatant disregard for the voices and desires of Native Hawaiians like myself, is profoundly despicable and disgusting. It underscores a systemic disrespect and marginalization of these communities. The time for honoring their wishes, for involving them in decision-making processes, is long overdue.

Enough is enough. We urge the NPS to urgently re-evaluate its policies and practices regarding tourism in Haleakala. By truly embracing the philosophy of kuleana and kapu, and aligning efforts with Native Hawaiian leaders and the community, we can forge a respectful, sustainable path for tourism that honors the natural wonder, the wildlife, and the indigenous people of this precious land.

Sincerely,

Erika Kapu

Correspondence ID:	829	Project: 103365	Document:	128164
Name:	Boeker, Stephan			
Received:	Jun,17 2023 09:33:56			
Correspondence Type:	Web Form			

Correspondence: One of Haleakala's unique aspects when a person hikes in is its utter quietude and solitude. It's one of the quietest spots on earth and a piece of dwindling wilderness unadulterated by man. Now -- like so many other corners of the globe and Hawaii -- we are considering ruining it and once again in the name of commerce and tourist dollars?

Is nothing sacred anymore?

We are the frog being boiled alive. Slowly the heat gets turned up, nature is paved, the air is filled with the drone of machines and we become ever more alienated from that which has made us.

NO HELICOPTERS OVER HALEAKALA

Correspondence ID:	830	Project: 103365	Document:	128164
Name:	Turner, Kacie			
Received:	Jun,17 2023 10:28:02			
Correspondence Type:	Web Form			

Correspondence: Haleakala National Park is home to endangered species. Are there any studies on how allowing tourism would affect these endangered species and their delicate habitat?

Haleakala is also sacred. Seeing helicopters in the unobstructed view of the heavenly sky hurts anyone who holds this area as sacred. I hold this area as sacred and i feel angry that this is being considered!

We need inalienable protections for sacred landscapes!

No means no!

Taking money to exploit sacred landscapes without concern endangered species and endangered habitats is wrong! It is antithetical to everything a National park stands for.

Please protect this delicate space from the rampant tourism that is destroying our island!

Kacie Turner

808.446.0418

Correspondence ID: 831 Project: 103365 Document: 128164
Name: Dunker, Regina
Received: Jun,17 2023 10:51:40
Correspondence Type: Web Form
Correspondence: This is truly the worst idea I ever heard and can come only from a person who doesn' know or doesn't understand Haleakala crater
.I hike through it at least 5 times a year. The tranquility is like on no other place on Earth, at least of the places that I have been.
This is sacred land. This is the source of creation. To imagine that it would get disturbed by the motorsound of a helicopter is heart breaking and quite unthinkable of.
You will create hatred and pain if you allow this to happen.

Correspondence ID: 832 Project: 103365 Document: 128164
Name: polinsky, destinee
Received: Jun,17 2023 13:10:59
Correspondence Type: Web Form
Correspondence: It was one of top favorite things to do and fly over

Correspondence ID: 833 Project: 103365 Document: 128164
Name: Ahrnsbrak, Gary R
Received: Jun,17 2023 13:38:47
Correspondence Type: Web Form
Correspondence: I, and my friends are frequent hikers into the crater. One of the standouts of those hikes is getting away from everything. No cars, no phones, very few planes flying over. This is a sacred place and should not be impacted by noise pollution. Please curb all commercial helicopter tours within any part of the National Park.

Correspondence ID: 834 Project: 103365 Document: 128164
Name: Mulcare, Katherine A.
Received: Jun,17 2023 14:33:03
Correspondence Type: Web Form
Correspondence: NO
NO
NO
NO
NO
NO

NO

NO

PEACE

LOVE

NATURE

ALOHA

HAWAIIAN

PONO

Correspondence ID:	835	Project: 103365	Document:	128164
Name:	Goossen, Rod			
Received:	Jun,17 2023 18:41:37			
Correspondence Type:	Web Form			

Correspondence: For comment on the proposed Air Tour Management Plan (ATMP) for Badlands National Park: The ATMP will hamper area small businesses' economic generation, prevent Americans from seeing and enjoying the taxpayer-supported parks they pay for and encourage further Federal Governmental encroachment and regulations on small business specifically and the American people in General.

I strenuously oppose the draft ATMP for Badlands National Park. I disagree with the elimination of Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not properly conduct due diligence to determine the true impacts to the operators, the public, and park resources in the ATMP process.

According to the NPS documents, on average, from 2017-2019, 1,425 commercial air tours occurred over Badlands National Park every year. Under this draft ATMP, commercial air tours will be prohibited within the ATMP boundary of Badlands National Park.

With air tours prohibited inside the park boundary, we believe that air traffic would be concentrated in other areas resulting in significant community impact. Those impacts include significant safety concerns that were not addressed in the preparation of the plan.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that so severely restricts overflights. This plan will take \$45 million out of the local economy over 10 years and destroy local institutions that have been in operation since the 1960s.

As the NPS and the FAA have released the draft ATMP it is very clear that the agencies have an agenda to eliminate the air tour industry. The real harm is not only to the air tour operators, but also to the National Park visitors, and the surrounding communities who support these operations. The ATMP is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. The Park benefits greatly from reduced impacts as a result of air tours. Air tours reduce traffic in the park, reduce emissions as a result, improve guest experience and lessen impacts on park infrastructure such as walking trails that are inaccessible for the handicapped or elderly.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits access to the elderly, very young, disabled, and others. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-

based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are constantly working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, many of which make more noise than a passing helicopter.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitors of all abilities to enjoy. Preservation is not achieved with elimination. While I oppose the draft ATMP, commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	836	Project: 103365	Document:	128164
Name:	Goossen, Rod			
Received:	Jun,17 2023 18:43:30			
Correspondence Type:	Web Form			

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

The ATMP will hamper area small businesses' economic generation, prevent Americans from seeing and enjoying the taxpayer-supported parks they pay for and encourage further Federal Governmental encroachment and regulations on small business specifically and the American people in General.

I strenuously oppose the draft ATMP for Badlands National Park. I disagree with the elimination of Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not properly conduct due diligence to determine the true impacts to the operators, the public, and park resources in the ATMP process.

According to the NPS documents, on average, from 2017-2019, 1,425 commercial air tours occurred over Badlands National Park every year. Under this draft ATMP, commercial air tours will be prohibited within the ATMP boundary of Badlands National Park.

With air tours prohibited inside the park boundary, we believe that air traffic would be concentrated in other areas resulting in significant community impact. Those impacts include significant safety concerns that were not addressed in the preparation of the plan.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that so severely restricts overflights. This plan will take \$45 million out of the local economy over 10 years and destroy local institutions that have been in operation since the 1960s.

As the NPS and the FAA have released the draft ATMP it is very clear that the agencies have an agenda to eliminate the air tour industry. The real harm is not only to the air tour operators, but also to the National Park visitors, and the surrounding communities who support these operations. The ATMP is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. The Park benefits greatly from reduced impacts as a result of air tours. Air tours reduce traffic in the park, reduce emissions as a result, improve guest experience and lessen impacts on park infrastructure such as walking trails that are inaccessible for the handicapped or elderly.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits access to the elderly, very young, disabled, and others. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are constantly working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, many of which make more noise than a passing helicopter.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitors of all abilities to enjoy. Preservation is not achieved with elimination. While I oppose the draft ATMP, commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	837	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,17 2023 21:34:10			
Correspondence Type:	Web Form			

Correspondence: I was just in Haleakala for one night. The serenity and quiet there is like no other place. Except when you hear the helicopters. Even when they aren't nearby their noise echos throughout the area. Please restrict all helicopter tours from all airspace above and near Haleakala National Park. It is a very special place that should not be disturbed from above.

Mahalo

Correspondence ID:	838	Project: 103365	Document:	128164
Name:	hickman, cliff j			
Received:	Jun,17 2023 22:11:51			
Correspondence Type:	Web Form			

Correspondence: No air tours over Haleakala, respect the sacred space!!

Correspondence ID:	839	Project: 103365	Document:	128164
Name:	Glenn, David			
Received:	Jun,18 2023 05:39:53			
Correspondence Type:	Web Form			

Correspondence: To Whom it May Concern, with the FAA and National Park Service: Please reconsider your proposed limiting the use of Helicopter tours at this attraction. This type of activity is the most optimum way for citizens to view this amazing Natural Wonder in it's entirety and does absolutely no harm to to it. No other way is as all-encompassing to Fully Appreciate it's beauty. I respectfully submit this statement for your consideration. Thank You.

Correspondence ID:	840	Project: 103365	Document:	128164
Name:	Jho, Harry			
Received:	Jun,18 2023 11:51:44			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount

Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was an incredibly educational experience for our children in understanding the geological formation of Hawaii.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	841	Project: 103365	Document:	128164
Name:	Gregory, Patricia			
Received:	Jun,18 2023 12:58:34			
Correspondence Type:	Web Form			

Correspondence: I'm writing to share my concerns about the National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaii on Kauai... it was a once in a lifetime experience. We are senior citizens and this was the only way we could see the natural beauty of the Napali Coast, otherwise accessible only by a difficult 12 mile trail.

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	842	Project: 103365	Document:	128164
Name:	Adams, Paula			
Received:	Jun,18 2023 13:55:25			
Correspondence Type:	Web Form			

Correspondence: Thank you for the opportunity to comment on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park.

Access to view national parks by air should be retained. It allows the grandeur of our parks to be seen from a wider perspective.

Air tours are an incredible service to Americans. If funding is an issue, park fees could be added on top of air fees, resulting in win win for all.

I strongly oppose the draft ATMP for Haleakal National Park. I disagree with the severe reduction in Interim Operating Authority (IOA) and believe that the National Park Service (NPS) and the Federal Aviation Administration (FAA) did not do due diligence to determine the true impacts to the operators, the public, and parks resources in the ATMP process. I also have safety of flight concerns with the proposed routing at Haleakal National Park.

According to the NPS documents, on average, from 2017-2019 there were 4,824 flights to Haleakal National Park every year. Commercial operators have IOA to fly up to approximately 26,000 flights per year. This draft ATMP, would cut flights in half to 2,412 commercial air tours authorized per year.

The NPS failed to reach out to the operators to determine the economic impacts from implementing a management plan that restricts overflights. Limiting the number of allocations does not allow for a profitable business nor the realistic prospect of becoming profitable if demand for air tours increases.

The draft plans flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS needs to respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP severely increases the cost of doing business. The ATMP requires air tour operators to install expensive satellite tracking devices and then pay for plans that report every 15 seconds. The ATMP further requires operators to submit detailed satellite tracking data to the agencies. This is burdensome and costly on a per flight basis considering the reduced number of allocations permitted. Placing this additional burdensome requirement solely on air tour operators does not meet any cost benefit analysis. The FAA recently updated their equipment to use satellite data (ADS-B) that is becoming standard equipment in all aircraft. Utilizing ADS-B technology accomplishes the same goal as satellite type tracking systems without the high cost. Where there are gaps in ADS-B coverage, the agencies can expedite installation of ADS-B transceivers. Doing so would enhance safety of flight for all aircraft, not just air tours.

The ATMP provides for quiet technology incentives, however, there is no definition of quiet technologies. The ATMP only notes that the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive. The ATMP additionally requires this technology on all aircraft flying in the park by 2033. Procuring new technology or a new fleet of aircraft is a significant investment by an operator. Making business decisions contingent upon agency approval on a case-by-case basis is not an efficient way to run a business.

While the ATMPs do real economic harm to the operators, it is discriminatory against visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a one-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the handicapped or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, disabled, and others to experience the park. Limiting flights over the Parks is discriminating to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise just to name a few efforts air tour operators are working to ensure they are responsible stewards of the nations parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed and rotary wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. I oppose the draft ATMP. Commercial air tour operators would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Correspondence ID:	843	Project: 103365	Document:	128164
Name:	Chaudhary, Joceliza			
Received:	Jun,18 2023 14:17:15			
Correspondence Type:	Web Form			

Correspondence: I am concerned about the plan to limit air tours over Volcanoes National Park. My family and I were able to experience the park on foot and from the air. I thought that having both perspectives were unique and amazing.

Please do not limit the air tours.

Correspondence ID:	844	Project: 103365	Document:	128164
Name:	Volobuev, Alex			
Received:	Jun,18 2023 14:50:36			
Correspondence Type:	Web Form			

Correspondence: I'm grateful for the chance to share my views on the proposed Air Tour Management Plans (ATMP) for Haleakal National Park. I object to this draft ATMP due to concerns over reduced Interim Operating Authority (IOA), potential safety issues, and a lack of due diligence by the National Park Service (NPS) and Federal Aviation Administration (FAA).

The proposal could halve the average annual flights, creating economic difficulties for operators. The ATMP doesn't consider market variations, operator limitations, and introduces significant operating costs through requirements like expensive satellite tracking.

Furthermore, "quiet technology incentives" are vague and decisions based on case-by-case agency approval are inefficient for operators. The ATMP seems to be discriminatory, limiting options for visitors, especially those unable to access the park in traditional ways. Air tours are vital, offering a unique visitor experience and generating revenue for the NPS without requiring extra infrastructure.

The proposed ATMP's safety aspects and route changes, which could impact communities and shift noise areas, also raise concerns. I firmly oppose this draft ATMP. Instead, I advocate for collaborative engagement with the FAA, NPS, and other stakeholders to ensure benefits for both the park and visitors.

Correspondence ID:	845	Project: 103365	Document:	128164
Name:	Freimuth, Leslie			
Received:	Jun,18 2023 16:04:06			
Correspondence Type:	Web Form			

Correspondence: OMG, no please don't allow this! We live in Launiupoko and the helicopters that fly each day into our valley are destroying one of the few places where we all can go and enjoy the sound of nature and silence. Please, no!

Correspondence ID:	846	Project: 103365	Document:	128164
Name:	Lindbergh, Erin E			
Received:	Jun,18 2023 16:04:31			

Correspondence Type:

Web Form

Correspondence: To Whom it May Concern,

I have been a full time resident of Kipahulu, Maui for 20 years. My grandparents lived here before me. My family maintains a reverence for the unique and fragile beauty of this valley. Kipahulu and the surrounding area is sacred to the Hawaiian people; past, present and future. My understanding is that Haleakala National Park's objective is to protect and maintain this rare environment that provides a home for diverse and threatened native species. This rare ecosystem is unique in this world. Experiencing this valley is not an entitlement, but an honor. Park visitors and local folks alike appreciate the sanctity and abundance of its natural, majestic beauty; mauka to makai.

It is our kuleana to honor and uphold this special place to the best of our abilities. Recreational helicopter tours are a sensation for few, and a menacing detriment for the rest of life. Commercial tours in no way enhance or contribute to the environment or the experience most visitors and inhabitants are fortunate enough to enjoy. Many species are directly impacted by air traffic. Native birds, for example, are tragically few; their numbers are diminishing daily. They must hear the song of their kind in order to communicate and survive against all odds. Helicopters emit tremendous noise pollution, obscuring these songs. Ideally, helicopters should be piloted for emergency use, scientific research and park maintenance only. Tours, if allowed, should be infrequent and discrete in their flight patterns and proximity to natural habitat and human habitations.

I am in strong opposition of commercial helicopter flights frequenting the park, coastline and surrounding areas. We worked hard to make this understood in years past, and it is truly discouraging to see this issue has returned to the table. I appreciate the effort and care that went into planning the ATMP of past years, and feel appropriate guidelines were put in place to good effect. Please continue to protect and honor this irreplaceable treasure; Kipahulu Moku. Respectfully, Erin Lindbergh

Correspondence ID:

847 Project: 103365 Document: 128164

Name:

Northcutt, Kristan

Received:

Jun,18 2023 16:41:28

Correspondence Type:

Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was once in a life time experience!

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:

848 Project: 103365 Document: 128164

Name:

Adara, Rowan

Received:

Jun,18 2023 19:56:45

Correspondence Type:

Web Form

Correspondence: I oppose commercial air tours at Haleakala National Park. I feel it would be best to preserve the integrity of the park as a sanctuary for wildlife, native Hawaiian spiritual practices, and nature lovers who are looking for a quiet, unbothered experience at this sacred mountain. There are very few wild places left on Maui that have not been developed or harmfully altered by humans in some way. I believe the noise would be disruptive and stressful to wildlife, particularly birds, and could impact their well-being long-term. Maui's native birds are

already going extinct due to human activity. At this point we should be doing everything we can to preserve and not harmfully impact the wild species that remain.

The only way that I would support this program is if the Park were in dire need of funding and about to close entirely without this program. That is the ONLY way. But, assuming that you have federal funding along with visitor revenue, I oppose all commercial air tours at Haleakala National Park.

Thank you,

Rowan Adara

Correspondence ID:	849	Project: 103365	Document:	128164
Name:	law, corey			
Received:	Jun,19 2023 10:52:30			
Correspondence Type:	Web Form			

Correspondence: As a 27 year resident of Kipahulu, living adjacent to the Natl Park here, I can attest to the disturbingly loud and disruptive impacts of the overhead helicopters. It completely changes the nature of life down on the ground when they fly over us, and not for the better. The only people that could possibly like it are the companies profiting from these privacy invasions and noise producing flights. There is zero benefit to any of us down on earth that must listen to these loud machines whine above us. They disturb our privacy also. I'd ban all commercial flights of the helicopters if it were up to me they are load, invasive, disturbing, and just gross all around. So I urge and plead for your understanding and support in at least greatly limiting these flights.

Correspondence ID:	850	Project: 103365	Document:	128164
Name:	Parker, Scott K			
Received:	Jun,19 2023 13:32:46			
Correspondence Type:	Web Form			

Correspondence: I am opposed to the plan that includes the first segment of the route entering the ATMP boundary at the southern 147 boundary of the State Kahikinui Forest Reserve at a minimum altitude of 2,000 ft. 148 AGL.

My opposition is grounded in the premise that this area occupies native Hawaiian homestead residences and flights above Kahikinui which would then descend to 2,000 ft prior to entering the ATMP boundary would be disruptive to the quality of life for native Hawaiian's who reside in the area, as well as the farming homesteads that they occupy.

Second, my opposition is also grounded in the premise that the ATMP boundary, abuts the State Nākula Natural Area Reserve where current efforts are underway to potentially reintroduce the critically endangered Kiwiku to a reestablished habitat. Any disruption to this habitat by overflights, particularly aircraft who are beginning their descent to achieve the 2,000 ft entry into the ATMP boundary would be extremely disruptive and contribute to the demise of this species.

This "Nu'u Region" segment of the ATMP should be eliminated completely.

Finally, while I appreciate that the National Park has established restrictions for "Particular Events," I feel that they have failed to recognize two days with significant historical relevance for native Hawaiians. Lā Ho'iho'i Eā (Sovereignty Restoration Day) on July 31 and Lā Kū'oko'a (Independence Day) on November 28. Both of these dates should be added to the ATMP no-fly days for commercial air tours and both of these dates should be considered significant Hawai'i holidays (whether officially recognized by the State or not).

These dates should be added, in addition to the six no-fly days that follow the Hawaiian Moon Calendar and Makahiki Season as well as the already listed two no-fly days based on Hawai'i State holidays, bringing the total number of no-fly days for commercial air tours to ten (10).

Correspondence ID:	851	Project: 103365	Document:	128164
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Name: Skei, Evan

Received: Jun,19 2023 13:39:38

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

As a frequent guest to our national parks, I do not want the option of seeing the parks from the air taken away. This is a short sighted proposal.

Correspondence ID: 852 Project: 103365 Document: 128164

Name: Wyrick, Chris

Received: Jun,19 2023 14:04:19

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with Blue Hawaiian and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID: 853 Project: 103365 Document: 128164

Name: Schurtz, LuAnne

Received: Jun,19 2023 15:37:32

Correspondence Type: Web Form

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Thank you,

Correspondence ID:	854	Project: 103365	Document:	128164
Name:	Moyes, Helen J			
Received:	Jun,19 2023 16:17:33			
Correspondence Type:	Web Form			

Correspondence: To whom it may concern,

Absolutely no noise over Haleakela National Park.

It's a national park, it's sacred, it's quiet. Locals and tourist visit there and the last thing we want to hear is helicopters buzzing over head. I'm speaking also for those that don't get a voice in this, birds and all wildlife in this natural space. There is enough buzzing going on around it all, leave the park in silence.

I don't know why this discussion is even being had, it should not be considered! Maui and the national park are already in over tourism mode.

Please do not permit helicopter or small planes over the airspace of Haleakela National Park.

Regards,

very concerned resident of Haiku Maui. Helen Moyes

Correspondence ID:	855	Project: 103365	Document:	128164
Name:	Privitera, Melaine			
Received:	Jun,19 2023 16:24:51			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	856	Project: 103365	Document:	128164
Name:	Doldo, Jennifer			
Received:	Jun,19 2023 17:04:04			
Correspondence Type:	Web Form			

Correspondence: I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount

Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [blue Hawaiian tours] and it breathtaking to see all of the views

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks

Correspondence ID:	857	Project: 103365	Document:	128164
Name:	Wordeman, Matt			
Received:	Jun,19 2023 18:00:47			
Correspondence Type:	Web Form			

Correspondence: The Friends of Haleakala NP believe that the proposed ATMP does not sufficiently protect the visitor experience and does not sufficiently protect the Wilderness character of Haleakala National Park from both audio and visual pollution caused by commercial air tours that are allowed by the proposed ATMP. Also, the proposed ATMP does not sufficiently protect historic and culturally sensitive properties and locations in and near the park from visual and noise disturbance from air tours. Specifically, air tours should not be allowed to fly over or near historic trails that are a part of or extensions of the Park's wilderness trail system. The plan should provide the maximum protection allowed to protect Haleakala National Park.

Correspondence ID:	858	Project: 103365	Document:	128164
Name:	Larson, Amanda J			
Received:	Jun,19 2023 23:59:05			
Correspondence Type:	Web Form			

Correspondence: I'm writing to support preferred alternative #2: no flights over the park. One of my favorite aspects of visiting the park several times a year is how quiet it is. It is the quietest place I've ever been which adds such a layer of beauty to the experience. There are so few places left on earth where you can be so fully present in nature. I appreciate how the sky is clear, uninterrupted by anything flying over or nearby. There are plenty of other ways to enjoy the park, in my opinion flights are not necessary. Thank you for the opportunity to let the public and residents of Maui, like myself, provide our input on this process.

Correspondence ID:	859	Project: 103365	Document:	128164
Name:	Medeiros, Al K			
Received:	Jun,20 2023 09:48:07			
Correspondence Type:	Web Form			

Correspondence: Why do we need to have helicopter tours above Haleakala? There's no reason to do so and commercial tourism is plaguing our home and the people of Hawai'i are fed up with it being a priority over the local people and those of this land. Haleakala is a sacred place, it is a special place and if those not from here would like to see it, they can go online and Google it. It's already being tortured by the tourism industry, as there's too many that go up there by driving, walking, etc. and we need to talk more about preserving and protecting our Haleakala, instead of promoting it as a show or event that everybody should see. . .it should be shutdown from visitors at least 6 months out of the year to keep it pristine and in it's natural state. Enough is enough, please listen to the people of this land and stop catering to the visitors of our home. . .we should have first say and priority over tourism!

Correspondence ID:	860	Project: 103365	Document:	128164
Name:	Boland, Anna			
Received:	Jun,20 2023 10:28:48			
Correspondence Type:	Web Form			

Correspondence: Hello,

I am writing to raise concerns about the U.S. National Park Services decision to create air tour plans over all the National Parks, including Haleakala and Volcanos National Park in Hawaii and Mount Rushmore National Memorial and Badlands National Park in South Dakota that could eliminate access to our national parks via air.

Access to our national parks by air tours should not be eliminated as that is one of the most magnificent ways to see the park. Plus, for many, including those who are disabled, that may be the only way for them to experience the beauty.

I had the opportunity to experience an air tour with [Name of Operator] and it was [please provide your experience and why you shouldnt be restricted from the experience].

The National Parks should be available for all visitors to see. I ask that you please do not limit or eliminate air tours over our nations national parks.

Correspondence ID:	861	Project: 103365	Document:	128164
Name:	Furtado, Trinette			
Received:	Jun,20 2023 13:18:53			
Correspondence Type:	Web Form			

Correspondence: Aloha Mai!

Mahalo for the opportunity to comment on the proposed "regulation" of air tours over Haleakalā.

`O Trinette Furtado ko`u inoa. Ma Kula noho au. I am a longtime student and cultural practitioner as well as cultural advisor to a conservation nonprofit here on Maui.

For years, I have tirelessly spoken for the mauna; defended the mauna; maintained long-standing `ohana connection with the mauna atop the mauna and want to reiterate an `olelo no`eau here that is very important: HE ALI`I KA `ĀINA, HE KAUWA KE KANAKA. The `Āina is chief; man, its servant.

I do NOT support ANY air tours over Haleakalā. If people want to experience its sacredness and splendor, they can see it by land or as they fly over it coming into or flying out of, Maui. There is no good reason for allowing air tours or unnecessary flights of ANY KIND, above Haleakalā. It is a sacred space. ALL of it. The only reason to fly over is to profit from those who want a different experience than everyone else, at the expense of silence, habitat, flora, fauna and cultural significance.

No amount of "mitigation" or "incidental take" allowance will excuse the aberration of commercial tours over/in Haleakalā. The disturbance of ua`u and other animals and insects are not entirely known. The visual and aural disturbance due to air traffic is outright pollution, which no amount of taxation or mitigation can properly address.

In closing, I reiterate my opposition not only of additional flights over Haleakalā, but also of the current amount of flights over Haleakalā that have no business making a business off of the mountain.

Mahalo.

Trinette Furtado

Kula

Correspondence ID:	862	Project: 103365	Document:	128164
Name:	Law, Mary			

Received:

Jun,20 2023 13:34:02

Correspondence Type:

Web Form

Correspondence: Aloha,

I am a resident living in Kipahulu next to the Haleakala National Park. Residents were greatly impacted by helicopter noise when the flights were more frequent than now, whether they live mauna or makai. It was clearly disturbing for us all, especially for war veterans and the animals. I am glad to see in Proposal 3 that you have identified the concern of detrimental effects on the endangered species.

I agree that proposals to make no change are not acceptable. The existing possibilities have too great a potential to snowball.

Also, without altitude and flight path restrictions, any plan is unreasonably lacking.

It is important to acknowledge the strengths of Preferred Alternative 3, even while considering to make it further restrictive. There are many excellent points that are made in this alternative which led to the proposed restrictions.

A weakness of this preferred alternative is that although it accounts for Wed and Sun off, and different times for quiet technology over louder helicopters, Native Hawaiian events, altitude restrictions and flight paths, no circulating or hovering, etc, there is still no other quantification of how many flights actually flew say in 2014-2017, or 2011-2013 etc. I strongly recommend taking at least half of the lowest range, because it is difficult to comment because 2017 was so long ago without a reference point as such. I can say for certain that the park helicopter tours in Kipahulu District from 2000- at least 2015 or so were too numerous, esp compared to now. Also no number is referenced for current flights, even just as a point of information. It is simply discounted as unimportant.

People can still fly Maui helicopter tours without having to fly over the park and people can watch fantastic drone footage no doubt. I therefore question the importance, considering the weight of all the concerns of trouble from flights, including (God forbid) risk of permanent environmental and other damage due to crashes.

The preferred alternative states that environmental assessments of a potential helicopter tour crash are unquantifiable. However, it is a given that minimally the damages of helicopter fuel spillage, and possible fire/toxic smoke would be permanent, and include risking rescue personnel in the recovery operation.

I think it is safe to say we all realize that it is difficult to hold a helicopter pilot to height and flight pattern restrictions because

1. we cannot get information about who is flying at any given moment because the number we are supposed to report from the aircraft is illegible because when they move so quickly you don't have time to grab your binoculars and when they are too low they speed by even faster.
2. Tour operators are pressured by tourists to give them better and closer views. We see this with the tour vans that randomly stop in the middle of the Hana highway obstructing traffic in order to give clients a better photo op. They also have been seen to pull into the oncoming traffic lane and even stop in the middle of the highway.
3. Different pilots take the restrictions more or less seriously. Over the last quarter century, I have had a great variety of small aircraft flights around the islands, and anyone else who has done so knows that when certain hotshot pilots think they can get away with dipping too low or going closer, then they will. Helicopters are dramatically more risky to fly than small aircraft.

There are already many frequent supply and rescue flights over the park and yet none of these have been considered as numbers of flights per year, yet the records clearly exist. Most of these flights may be unavoidable, but should be added to the overall total of flights. The other day there were at least 7 flights back and forth from the staging area makai to the mauna area where the endangered birds are.

I have seen native species of birds in the area just above the Olahonua Bamboo Farm. It seems like much much lower elevation than the 4000' described as the threshold for native birds. I would guess more like 1000'-1200'. Do you actually have surveys in the proposed flight paths or is this simply a guess?

Fuel odors actually do blow in the breeze, even into our home, such as this morning's helicopter flights at 50 dB measured on my phone at 9:27am June 20, 2023. It smells like an airport.

For these above stated reasons I would say you should reconsider the restriction of no helicopter tours over the National Park, esp over difficult to access areas, or areas that would be unacceptably damaged by a helicopter fuel spill/fire/ rescue operation. And consider no noisy helicopters by a certain date say 5 years in the future? And the various flight zones near populations should be kept to a minimum.

Thank you,

Mary Law

resident of Kipahulu since 2000

Correspondence ID:	863	Project: 103365	Document:	128164
Name:	,			
Received:	Jun,20 2023 14:10:40			
Correspondence Type:	Web Form			
Correspondence:	Prohibit helicopters from flying over residential areas. Their noise scares the dogs in town. If airplanes have a corridor to fly in why not helicopters?			

Correspondence ID:	864	Project: 103365	Document:	128164
Name:	Law, Mary			
Received:	Jun,20 2023 14:10:45			
Correspondence Type:	Web Form			
Correspondence:	Aloha,			
PS				

And by the way, cutting the number of flights from 2017-2019 in half is rather random, not preferred.

16 flights per day is simply too many. Would you like 16 helicopter flights including the smog over you while you are on a hike or working outside or visiting friends or a bird trying to simply live your life surviving in the wild against all odds?? Almost every single day of your life?

Try 8, even that is one per hour.

Mahalo, Mary Law

Correspondence ID:	865	Project: 103365	Document:	128164
Name:	Spotts, Richard A			
Received:	Jun,20 2023 15:35:13			
Correspondence Type:	Web Form			
Correspondence:	Kudos to NPS staff for this excellent EA and draft ATMP.			

I reviewed these informative documents and I am grateful to those who prepared them.

While I appreciate the positive components of the NPS Preferred Alternative 3, I vigorously support the NPS EA Alternative 2. I hope that NPS will approve and implement this much stronger and necessary Alternative 2 in the ATMP to prohibit future commercial air tours.

I've heard and seen commercial air tours while visiting national parks. I found them to be annoying and incompatible with an appropriate park experience. Most park visitors cannot afford these tours and yet they are subjected to their impacts while visiting parks. This is unfair.

If people want to view national parks from the air, I think that NPS should consider taking some high-quality videos from an NPS administrative flight to show in the park visitor center and/or to sell DVDs in park visitor center gift shops. This would make such aerial park views available to a wider audience, and without the continued adverse impacts in the park. This would also reduce the burning of fossil fuels by aircraft over time, where such burning would contribute to the worsening climate crisis.

I commend NPS for this important work. Thank you very much for considering my input.

Correspondence ID:	866	Project: 103365	Document:	128164
Name:	Hingson, Dickson J			
Received:	Jun,20 2023 17:41:43			
Correspondence Type:	Web Form			

Correspondence: Thank you for providing comment opportunity on the proposed Air Tour Management Plan for Haleakala National Park.

I have visited/hiked extensively in Hawaii; and in this park and Hawaii Volcanoes, both, on occasion, over the past fifty years; have gained much feel on the value of the state and national parks there; what they mean in terms of the larger environment, and specifically in terms of aviation noise management concerns.

Our Hawaii Chapter's comments are the official Sierra Club comments. But I offer some ideas, from individual expertise, following the suggested template within the Request for Comments.

1. What Will or Won't Work - no particular comment

2. Assumptions:

- Quiet Technology - Helicopters

In general, there is still no such thing as a truly "quiet" helicopter. This is common knowledge; however, one notes modest, quantitative noise -improvement within the EA Appendices' Detailed Analyses, resulting from introducing so called "quiet" helicopters, so as always: value what we get.

- Innovative Aircraft Technologies (involving quieter electric motors), are, however, surging suddenly, permanently, into Prominence see FR 2023-11497.pdf (govinfo.gov): (signaled by the extraordinarily lengthy, June 14, 2023, FAA Notice for Comment, re air taxis' new technology, operations and law; comments due in August.) One would expect the Record of Decision on the HALE ATMP may annotate and refer to this Notice, with additional predictive content, data, and consequent regulations, in light of that data/regulation's status, at time of the ROD final issuance.

- A fifteen year overview statement/plan, as to phasing out conventional helicopters will be needed with the ROD, and FEA, possibly tied to next three five-year planning periods: updating what to expect in each phase. The ROD should state to what extent any of the noise data in the draft EA drew on improved, up-to-date forecasts and noise science for electric-powered aircraft.

3. Factual Information to insert or to Modify

Draw upon and expand upon, wherever as relevant, re *air taxis*, from this past week's (June 14) 160-page "FAA Publication for Comment", comments due August 13, in Federal Register FR Document: 2023-11497 (referenced above)

4. Reasonable Alternatives: Alternative for Air Tour Ban: *supported by the Sierra Club*.

(If even not finally selected, as per the Club's position it should be retained as baseline Contingency Alternative, as new information arises; and, at minimum, its periodic re-consideration should be stated to occur at five-year intervals until the ATMP is revised or withdrawn. The five-years' intervals would in turn facilitate and integrate consideration of the innovative aircraft technology described above in the June 14, 2023 Federal Register.)

5. Important Elements of the HALE Alternatives

- Both alternatives drastically reduce air tour noise intrusion, as seen from Lmaxes, Time Above, etc. (the Ban Alternative nonetheless achieves this more extensively, absolutely, than Reduced Routes or Flying Time Allowances!
- The "BAN" alternative is great in knocking down noise and GHG emissions most efficiently and completely. (But both alternatives do that commendably, if compared against current operations (2017-2019), and particularly against the unseemly high IOA based on late 90's flights.)
- Use of a single, isolated, reconfigured, Coastline Flight Corridor, thereby annoying to no or very few casual visitors - being along mostly inaccessible beachfronts or ridges, and only then for very brief intervals. (Greatly simplifies environmentally required NEPA analysis as well.)
- "Respite" Hours from tour aircraft noise: expansive, respecting Sunrise and Sunset in both alternatives

CONCLUDING COMMENT:

Thank you, to Park Service and FAA, in recognition of the enormous amount of time, effort, money, and negotiation that had to take place over the past twenty years in reaching this extraordinarily detailed outcome. I thank NPS in particular for arranging a hike with a Ranger across Haleakala Crater for me some fifteen years ago while I was in Hawaii for a meeting of the Acoustical Society of America. EA's The detailed sections on DOT 4(f) and Sec. 106, *place by place*, were novel to (finally) see, and set a tone and level of detail worthy of what the law was meaning to accomplish.

Correspondence ID: 867 Project: 103365 Document: 128164

Name: Ching, Anthony

Received: Jun,20 2023 19:58:16

Correspondence Type: Web Form

Correspondence: June 20, 2023

Volpe National Transportation Systems Center

Kaitlyn Rimol, V-326

Attn: Haleakalā National Park ATMP

55 Broadway

Cambridge, MA 02142

RE: Comments on potential alternatives for the Haleakalā National Park Air Tour Management Plan (ATMP) environmental assessment

The Nature Conservancy (TNC) is a global non-profit organization dedicated to the preservation of the lands and waters upon which all life depends. TNC has helped protect more than 200,000 acres of natural lands in Hawai'i and Palmyra Atoll. TNC manages the 8,951 acres of the Waikamoi Preserve on the slopes of Haleakalā, adjacent to Haleakalā National Park. As a neighboring stakeholder, TNC supports Alternative 2 in the Federal Aviation Administration and National Park Service's Draft Environmental Assessment for an Air Tour Management Plan for Haleakalā National Park.

Quiet is an important resource that the National Parks provide, and noise from air tours present concern over how it affects and interferes with resource management activities. Indeed, Haleakalā National Park has been deemed "one of the last great quiet places," of which there are only 12 in the U.S. (Nuwer, R. 2014. "The last place on Earth without human noise." BBC Future.

<https://www.bbc.com/future/article/20140117-earths-last-place-without-noise>.) This quiet is an incredibly rare and special resource, and one that the native fauna has evolved with over millennia, and rely upon. Of particular concern are Hawai'i's endangered forest birds, and seabirds that nest in the Park's cliffs. According to research cited in the scoping newsletter, frequent helicopter noise changes avian vocalizations and could affect breeding success, territory size, and physiology. We have so few of the two endangered birds whose habitat are found within Haleakalā National Park and the surrounding landscape, ākohekohe and kiwikiu, that we should avoid

adding to the stressors that are causing them to decrease in number so rapidly. Additionally, the National Park is also monitoring the endangered birds using acoustic devices. The sound of helicopters could interfere with that monitoring.

TNC is currently working with NPS at Haleakalā to recover the endangered forest birds on East Maui. These concerted efforts are needed to prevent extinction in the next few years. The precarious situation of these bird species require that we take steps to provide the most protection possible, which is why TNC supports Alternative 2, the most restrictive option.

Mahalo for the opportunity to share our comments.

Correspondence ID:	868	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,20 2023 20:51:03
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Correspondence Type:	Web Form
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Correspondence: June 20, 2023

National Park Service and Federation Aviation Administration

c/o Volpe National Transportation Systems Center

Kaitlyn Rimol, V-326

Attn: HAVO/HALE ATMPs

55 Broadway

Cambridge, MA 02142

Re: Opposition to the preferred alternatives (Alternative 3) in the Air Tour Management Plans for Hawai'i Volcanoes and Haleakala National Parks

Dear NPS Director Chuck Sams and FAA Administrator Billy Nolen:

On behalf of the National Parks Conservation Association and the National Trust for Historic Preservation, and our nearly 2.6 million members and supporters nationwide, we submit these comments on the Air Tour Management Plans (ATMP) for Hawai'i Volcanoes and Haleakala National Parks.

Since 1919, National Parks Conservation Association (NPCA) has been the leading voice of the American people in protecting and enhancing our National Park System. The National Trust for Historic Preservation in the United States is a private nonprofit organization chartered by Congress in 1949 to "facilitate public participation" in the preservation of our nation's heritage, and to further the historic preservation policy of the United States.

We believe the National Park Service (NPS) and Federal Aviation Administration's (FAA) should have prohibited air tours in both parks in order to protect natural sounds, visitor experiences, Indigenous sacred sites and ceremonial areas, natural and cultural resources, wildlife, and wilderness resources and values. We assert the preferred alternatives allowing commercial air tours 1) result in unacceptable impacts to the aforementioned resources and people and 2) do not support the management objectives of the parks.

The agencies incorrectly applied the National Air Tour Management Act (49 U.S.C. 40128) and National Park Service laws (54 U.S.C.) in the ATMPs for both parks. These laws are intended to protect national parks, not promote commercial air tours.

The NPS Organic Act and the Redwoods Amendment Act together create a clear conservation mandate, and that use of national parks cannot derogate from the values and purposes for which those protected areas were established. The NPS's 2006 Management Policies create a binding interpretation of the Organic Act (*Greater Yellowstone Coal. v. Kempthorne*, 577 F. Supp. 2d 183, 196). The NPS Management Policies explain that the Organic Act creates two independent mandates: a conservation mandate and a prohibition on impairment. Those mandates require NPS to "seek ways to avoid, or to minimize to the greatest extent practicable, adverse

impacts on park resources and values" but also "allow impacts to park resources and values when necessary and appropriate to fulfill the purposes of the park, so long as the impact does not constitute impairment of the affected resources and values." § 1.4.3. Further, where there is conflict between conserving resources and values and providing for enjoyment of them, conservation is to be predominant.

In Hawai'i Volcanoes and Haleakala National Parks, the NPS has identified the protection of natural sounds as a primary purpose for each park. The NPS 2006 Management Policies define the natural soundscape as a park resource. § 1.4.6. The policies also define "unacceptable impacts" as "impacts that, individually or cumulatively, would... unreasonably interfere with... the natural soundscape maintained in wilderness and natural, historic, or commemorative locations within the park." § 1.4.7. There is no doubt natural sound is a resource protected under the NPS Organic Act.

Furthermore, NPS 2006 Management Policies' section on "soundscape management" states, in part, that "The National Park Service will preserve, to the greatest extent possible, the natural soundscapes of parks" (§ 4.9) and a section on "cultural soundscape management" provides that "The Service will preserve soundscape resources and values of the parks to the greatest extent possible to protect opportunities for appropriate transmission of cultural and historic sounds that are fundamental components of the purposes and values for which the parks were established" (§ 5.3.1.7).

Air tours are and will continue under the preferred alternatives to cause unacceptable impacts to park resources including natural sounds, visitors and Indigenous communities that utilize the parks. Existing air tours are already impairing park resources and conditions per the NPS Organic Act.

Furthermore, when implementing the Wilderness Act (16 U.S.C. 1131-1136), NPS is obligated to choose Alternative 2 which offers the "greatest protection" for the designated, eligible and proposed wilderness for both parks. In a case involving snowmobile noise near wilderness, *Izaak Walton League of America, Inc. v. Kimbell*, 516 F. Supp.2d 982 (D. Minn. 2007). Conservation organizations sued U.S. Forest Service challenging the decision to construct a snowmobile trail connecting lakes adjacent to Boundary Waters Canoe Area Wilderness. The plaintiffs claimed that the trail at issue would project the sights and sounds of snowmobiles into the wilderness area in violation of § 4(b) of the Wilderness Act.

The court held, inter alia on cross motions for summary judgment: (1) fact issues existed as to whether the agency's actions degraded the wilderness character of designated wilderness area; (2) the Environmental Assessment (EA) failed to properly analyze noise impact resulting from snowmobile use on the trail; and (3) the EA did not conduct any quantitative measurements of the sound impact in the wilderness. The court concluded:

"[T]he analysis of sound impact contained in the EA is inadequate to support the [Finding of No Significant Impact]. The EA provides no quantitative evidence or analysis of decibel levels projected by the South Fowl Trail into the adjoining wilderness... As discussed above, agency activity that results in sound that is louder, more constant, more frequent, or of a different quality, than the sound that presently exists within the wilderness, is more likely to degrade the wilderness character from its present condition and thus result in a violation of § 4(b) of the Wilderness Act. Id. at 995-96. (Emphasis added.).

Notably, the court also observed that "an agency's duty to preserve the wilderness character under § 4(b) of the Wilderness Act may apply to agency activity that occurs outside of the boundaries of the wilderness area." Id. at @989. Footnote #1.

[footnote #1: But note: The court also stated that: "In other words, where the agency activity does not increase or exacerbate the existing sound impact on the wilderness area, such activity would not degrade the wilderness character of the area. On the other hand, agency activity that results in noise that is louder, more constant, more frequent, or of a different quality, is more likely to degrade the wilderness character from its present condition and thus violate § 4(b)." Id. at 989-990.]

We raise this specific issue because both parks are considering commercial air tour management within and near federally designated wilderness.

For both parks units, we believe the National Environmental Policy Act (42 United States Code (U.S.C.), 4321 et seq.) has not been correctly applied. The starting point of the analysis should be the natural ambient sounds of each park unit, and the impact analysis must judge the noise impacts of commercial air tours while they are taking

place in each park--specifically which areas will be impacted by noise from air tours in each park. We encourage the agencies to apply this approach to every ATMP.

Hawai'i Volcanoes National Park

NPS created foundational documents for every park unit. They are grounded by each park's enabling legislation and provide guidance for planning and management decisions. Foundation documents speak to the purpose, significance, fundamental resources and values, and interpretive themes for each park.

NPS describes fundamental resources in the following way:

The fundamental resources and values are those features, systems, processes, experiences, stories, scenes, sounds, smells, or other attributes determined to warrant primary consideration during planning and management processes because they are essential to achieving the purpose of the park and maintaining its significance. Fundamental resources and values are closely related to a park's legislative purpose and are more specific than significance statements.

Fundamental resources and values help focus planning and management efforts on what is truly significant about the park. One of the most important responsibilities of NPS managers is to ensure the conservation and public enjoyment of those qualities that are essential (fundamental) to achieving the purpose of the park and maintaining its significance. If fundamental resources and values are allowed to deteriorate, the park purpose and/or significance could be jeopardized.

The following fundamental resources and values have been identified for Hawai'i Volcanoes National Park:

- Volcanoes and Associated Volcanic Features and Processes. Two active hot-spot shield volcanoes, dynamic geologic processes, and volcanic features demonstrate the effects of the forces of nature and record the geologic history.
- Body of Scientific Knowledge and Investigations. Documents, collections, and observations contribute to scientific discovery and range from early first-hand accounts of eruptive events to current scientific research and museum collections.
- Opportunities for Scientific Research and Monitoring. The park serves as a world-class living laboratory for geologic research, conservation biology, ecosystem development, island biogeography, and evolution that continues to build on the existing body of scientific knowledge for resource protection, public safety, and environmental understanding.
- Biological Diversity. The park contains an extraordinary assemblage of native plants and animals--more than 90% of which are endemic to the Hawaiian Islands and many of which are rare, endangered, and threatened with extinction.
- Ecological Integrity. The park perpetuates native ecosystems and communities, many of which are unique to the park, and provides a refuge for endemic plants and animals that span seven ecological zones ranging from seacoast to alpine. The park also supports the continuation of natural processes and interactions among species and between the biotic and abiotic environments.
- Natural Sounds. Park soundscapes are protected from many human-caused sounds and are dominated by the sounds of wind, ocean, volcanic activity, and native species.
- Night Sky and Scenic Vistas. The unobscured night sky is characterized by an absence of artificial light and scenic vistas are unobstructed by development and human-caused air pollution.
- Remote and Challenging Experiences. The park promotes opportunities for visitors to experience solitude, primitive conditions, and challenge.
- Natural Landscape Character. From mauka (toward the mountain) to makai (toward the ocean), vast expanses of the park's wilderness have been affected primarily by the forces of nature--retaining their primeval character.
- First-hand Volcanic Experiences. The park provides opportunities for visitors to approach and experience active volcanic eruptions including fountains, fissures, and flows.

- Pelehonuamea. Volcanic landscapes and all active flows and products of eruptive events are the representation of Pelehonuamea, deity of Hawaiian volcanoes.
- Wahi Kapu (Sacred Places) and Wahi Pana (Celebrated Places). The entire park landscape and all of its inhabitants and features, including the sky as a layered extension of the landscape, are sacred to Native Hawaiians, particularly Halema'uma'u Crater (home of Pelehonuamea), Mauna Loa's Moku'āweoweo caldera (a focal point for the greater Hawaiian relationship to the universe-stars, sun, moon), and mauka forested areas.
- Opportunity for Traditional Cultural Use. Native Hawaiian traditional uses in the park perpetuate traditional practices, knowledge, and the cultural importance of this area. These practices, including chants and dances, depend upon natural sounds, unobstructed views of mountain summits, and an environment that has not been greatly altered by human-caused changes.
- Cultural Resources. The park's rich and varied cultural resources, including objects, archeological sites, cultural landscapes, historic structures, and ethnographic resources are preserved and contribute to interpreting and understanding the greater Hawaiian culture and the more recent human history within the park.

As described above, Hawaii Volcanoes is national park with many unique resources and attributes. From active volcanoes to rare, endemic species, this wilderness is enjoyed by over a million visitors a year. The park is sacred to many Native Hawaiians and part of their centuries-old culture. Commercial air tours are not a fundamental resource or value and create unacceptable impacts to those resources and values.

In the Environmental Assessment, the agencies conclude that Alternative 2 prohibiting commercial air tours will best protect the fundamental resources identified by the NPS in its foundational document. It states:

Noise: "Alternative 2 would provide 365 days per year without noise from air tours within the ATMP planning area and would reduce noise in the most noise sensitive regions of the Park resulting in direct beneficial effects compared to the No Action Alternative and Alternative 3." (page 39)

Biological Resources: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area which would eliminate this source of noise from the planning area. Therefore, there would be a direct beneficial effect on biological resources since the intensity and likely presence of noise from commercial air tours would be less than under the No Action Alternative." (page 73).

Cultural Resources: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area. The elimination of commercial air tours from the ATMP planning area would reduce the noise and visual intrusions from directly impacting the feeling and setting of cultural resources within the APE and result in beneficial impacts to ethnographic resources and sacred sites, TCPs, archeological resources, cultural landscapes, historic districts, and prehistoric and historic buildings and structures compared to current conditions." (page 93).

Wilderness: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area, which would offer the greatest protection to Wilderness. Compared to current conditions, this would enhance Wilderness character by reducing the intensity of noise and number of noise events over Wilderness areas. There would be direct beneficial impacts to the natural quality of Wilderness and the opportunities for solitude under Alternative 2." (page 105)

Visitor Use and Experience: "Under Alternative 2, commercial air tours would not fly within the ATMP planning area which would eliminate this source of noise from the ATMP planning area. Therefore, there would be a direct beneficial impact to Park visitor use and experience since the intensity and presence of noise from commercial air tours would be less than under the No Action Alternative. Alternative 2 offers the greatest protection of visitor use and experience." (page 115).

It is obvious the ATMP should have recommended eliminating commercial air tours as it provides the "greatest protection" and "direct beneficial impact" for the park. Both the ATMP and Environmental Assessment provide evidence that the current commercial air tours as well as Alternative 3 that would continue to allow air tours, will harm visitors, natural and cultural resources, wilderness, and wildlife. The agencies found that, "The Park has the highest visitor use among the nine NPS units in Hawai'i. Noise from low flying air tours can have notable impacts on visitor experience. A 2007 survey conducted at the Park found

that the majority of people who reported hearing aircraft considered it either unacceptable or annoying and reported negative emotions or feelings associated with aircraft sound." (ATMP at page 11). These broad statements about noise impacts to visitor experience have been ignored for decades by NPS and FAA. Now that the agencies have an opportunity to address this direct conflict by prohibiting commercial air tours, this ATMP recommends continuing this conflict in areas of the park.

Knowing several species could be harmed by noise, the agencies propose mitigation measures that will not guarantee the best possible conditions for them. The ATMP states, "Helicopter noise detrimentally affects physiology, pairing and breeding success, and territory size of birds by limiting communication between individuals. These effects could have a greater impact on critically endangered Hawaiian endemics, which already face a number of additional stressors." (page 11). This careless approach to ensuring the survival of many species violates NPS laws and policies.

We continue to be baffled by the ATMP's recommendations allowing helicopters to hover over the park. On one hand the ATMP states, "Hovering, loitering and/or circling on the Kahuku Route and the Coastal Route are prohibited because they could negatively impact visitor experience and cultural and natural resources, including sensitive sites." (page 12). As a general matter, we agree that hovering over an area is hugely disruptive for visitors and resources. Yet, the ATMP allows hovering where it states, "Hovering, loitering, and/or circling for up to five minutes is permitted on the Pu 'u 'o 'o Route and in the Pu 'u 'o 'o QT Zone. Circling aircraft must turn away from the advancing blade as much as possible minimize noise." (at page 7). The flight path where hovering is allowed is directly adjacent to a state protected area, Kahauale'a Natural Area Reserve and close to the East Rift Designated Wilderness in the park. As we mentioned earlier, the Wilderness Act's protections apply to activities inside and outside of a wilderness area. Allowing commercial air tours is already problematic in the park, adding up to five minutes of hovering and loitering only adds to the violation of laws and policies.

Haleakalā National Park

The following fundamental resources and values have been identified for Haleakalā National Park:

- Natural Sounds, Viewsheds, and Dark Night Skies - Natural sounds, panoramic views, and dark night skies greatly contribute to Haleakalā's unique sense of place. Ambient sound levels in the Haleakalā Crater are so low that they approach the threshold of human hearing, and the crater and summit offer world-renowned stargazing opportunities. Visitors flock to the summit to witness spectacular sunrises over the park's natural landscape--this and other views in the park are supported by its excellent air quality. In addition to being highly desired values for visitors, dark night skies and natural soundscapes are vital components of a healthy, intact, biological community. Each plays an important role in wildlife communication and behavior. The preservation of natural sounds, viewsheds, and dark night skies is also critical to effective wilderness management.
- Kīpahulu Moku District (including 'Ohe'o Gulch and Palikea Stream) - Handed down over the centuries through oral tradition and practice, the 'Aha Moku system is the traditional Hawaiian system of natural resource division and management for ocean and land resources. The undiverted free-flowing Palikea stream and 'Ohe'o Gulch are part of an intact East Maui watershed that begins at the piko, or navel, of the island. The park is fortunate to protect nearly all of the Kīpahulu moku, including intact ahupua'a (smaller land divisions) within it. The Kīpahulu Biological Reserve is discussed and analyzed as part of the Native Hawaiian Biological Diversity fundamental resource and value.
- Wilderness - Approximately 24,000 acres of Haleakalā National Park is federally designated wilderness. The wilderness area includes the majority of the Haleakalā Crater and the Kīpahulu Biological Reserve, which protects one of the most intact rainforest ecosystems in the Hawaiian Islands. The wilderness area also has cultural and spiritual significance to Native Hawaiians, who have used these lands since ancient times, and continue to visit sites and features within the wilderness for traditional practices. Visitors have opportunities to participate in wilderness experiences--from expansive views across undeveloped lands to primitive recreation and solitude.
- Ongoing Connections to Living Hawaiian Culture - Haleakalā National Park has cultural and spiritual value for Native Hawaiians who have used particular places, sites, and resources in the park for a broad range of activities from ancient times to the present. Among these traditional cultural activities are ritual ceremonies, spiritual training, and practices related to birth and burial. For Native Hawaiians, traditional uses and connections between people and all things spiritual and physical are incorporated in the ancient, sacred tradition of the Kumulipo that

has been passed down orally for generations in the form of a mele ko‘ihonua or chant of more than 2,000 lines. The Kumulipo recounts the origin of the universe and the beginnings of the Hawaiian world; it inventories and explains the existence of all resources so that proper care and respect is applied through kuleana (responsibility). Sustaining the connections and interrelationships between Native Hawaiians and culturally significant park resources and places is an important objective of park managers.

- Outstanding Geological Resources, Including the Haleakalā Volcano and Crater - Rising to 10,023 feet in elevation, the Haleakalā volcano--also known as the East Maui volcano--is the primary geological feature of the park, and preserves a record of Maui's volcanic history. At the volcano's summit is the enormous depression known as Haleakalā Crater--described by Congress in the 1916 enabling legislation as the "largest and most spectacular crater in the world." In truth, the label "crater" is somewhat of a misnomer, as this impressive depression was not shaped solely by volcanic activity, but also by water and erosion. Northeasterly tradewinds collided with the great volcano, producing rainfall, and over time streams cut channels down the slopes of the mountain. Eventually, two streams that eroded their way up the mountain joined, ultimately creating the long and deep depression that survives today. Later, volcanic vents in this area formed richly colored cinder cones and young lava flows--major scenic features of the park. Lava at Haleakalā National Park includes lower viscosity "ropy flows" (also called pāhoehoe) and the higher viscosity "rough and jagged flows" (also called 'a'ā). There are at least 24 known lava tube caves in the park.

- Archeological and Historic Resources Associated with Native Hawaiian Culture - Haleakalā National Park preserves a high density and variety of precontact and historic archeological resources. These resources exist in many locations and include Native Hawaiian temples (heiaus), trails, altars, fishing shrines, house platforms, and other features. Historic resources such as historic agricultural sites and astrological shelters are also preserved by the park. Some of these resources are still used today as part of the vibrant Hawaiian culture. The upper Kīpahulu Valley, on the park's windward side, exemplifies this rich biodiversity - With its wet rainforests and bogs, the upper Kīpahulu Valley is a key refuge for native Hawaiian plant and animal species that are disappearing elsewhere. The park manages this area as the Kīpahulu Biological Reserve. Within the reserve, no trails or roads are planned in order to prevent nonnative species, which are capable of rapidly spreading and outcompeting native rainforest plants, from penetrating the valley. Entry to the reserve is allowed only to resource managers and scientists who are conducting research and management essential to understanding and protecting this rare relict ecosystem.

- Native Hawaiian Biological Diversity - Haleakalā, rising from sea to summit, and exposed to both the windward moist tradewinds and leeward drying air, features a striking variety of ecosystems that support a tremendous range of native biological diversity. The park protects endemic and iconic species including the nēnē (Hawaiian goose), 'ahinahina (Haleakalā silversword), 'akohekohe (the critically endangered crested honeycreeper), and many other threatened and endangered species. The park's remarkable ecological diversity is recognized by its designation as a United Nations International Biosphere Reserve. Haleakalā serves as a scientific laboratory for studies in climate history and change, classification of species, and taxonomy.

The upper Kīpahulu Valley, on the park's windward side, exemplifies this rich biodiversity - With its wet rainforests and bogs, the upper Kīpahulu Valley is a key refuge for native Hawaiian plant and animal species that are disappearing elsewhere. The park manages this area as the Kīpahulu Biological Reserve. Within the reserve, no trails or roads are planned in order to prevent nonnative species, which are capable of rapidly spreading and outcompeting native rainforest plants, from penetrating the valley. Entry to the reserve is allowed only to resource managers and scientists who are conducting research and management essential to understanding and protecting this rare relict ecosystem.

- Kuleana - The Native Hawaiian concept of kuleana is generally recognized as the responsibility passed down from the kūpuna (ancestors) to present and future generations for stewardship and respect for all things spiritual and physical. Under the traditional 'Aha Moku system of regional boundary management based on observational knowledge and sense of place, certain people had kuleana for site specific management and families had certain roles within their moku (land division). The Pōhaku Pālaha (the place where the moku boundaries converge) marks the beginning of the interconnected system linking the heavens to the depths of the ocean. How kuleana is managed affects other moku outside park boundaries as well as ocean resources. The National Park Service has accepted kuleana for the management of Haleakalā National Park. The National Park Service and the individuals

who serve as konohiki (managers and stewards) represent the kia'i, or guardians of this sacred place for Hawaiian people.

There is no doubt Haleakala is a celebrated national park because of its spectacular natural resources from the volcano, rainforest, desert to its rich biodiversity. The cultural traditions and resources are abundant, park managers embrace stewardship concepts handed down by generations of Native Hawaiians. The ATMP should have chosen the most protective management for such a special place. The Environmental Assessment validates the best, most protective management for the park is Alternative 2 which would prohibit commercial air tours, it states:

Noise: "Alternative 2 would provide 365 days per year that are free of noise from air tours within the ATMP planning area and would reduce noise in the most noise sensitive regions of the Park resulting in direct beneficial effects compared to the No Action Alternative and Alternative 3." (page 39).

Biological Resources: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area which would eliminate this source of noise from the planning area. Therefore, there would be a direct beneficial effect on biological resources since the intensity and likely presence of noise from commercial air tours would be less than under the No Action Alternative." (page 64).

Cultural Resources: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area. The elimination of commercial air tours from the ATMP planning area would reduce the noise and visual intrusions from impacting the feeling and setting of cultural resources within the APE and result in beneficial impacts, including ethnographic resources and sacred sites, TCPs, archeological resources, cultural landscapes, historic districts, and prehistoric and historic buildings and structures compared to current conditions." (page 81).

Wilderness: "Under Alternative 2, commercial air tour aircraft would not fly within the ATMP planning area, which would offer the greatest protection to Wilderness. Compared to current conditions, this would enhance Wilderness character by reducing the intensity of noise and number of noise events over Wilderness areas. There would be direct beneficial impacts to the natural quality of Wilderness and the opportunities for solitude under Alternative 2." (page 93).

Visitor Use and Experience: "Under Alternative 2, commercial air tours would not fly within the ATMP planning area which would eliminate this source of noise from the ATMP planning area for up to 1.05 million Park visitors each year. Therefore, there would be a direct beneficial impact to Park visitor use and experience since the intensity and presence of noise from commercial air tours would be less than under the No Action Alternative. Alternative 2 offers the greatest protection of visitor use and experience." (page 102).

NPS and FAA should be choosing the alternative that had a "direct beneficial impact" and offers the "greatest protection" for Haleakala.

According to the ATMP's "justification for measures taken," "The number of flights authorized per year was selected to reduce impacts to noise sensitive areas in the Park including those with Wilderness values, cultural resources, natural acoustic environment, wildlife, and visitor experience while also providing expansive views of the coastal areas to commercial air tour customers. These are noise sensitive areas of the Park where a quiet setting is a generally recognized feature or attribute." (page 14). This is a subjective goal determined by the agencies in the ATMP, but this does not comport with the National Park Air Tour Management Act (NPATMA), the law that governs this process. The National Park Air Tour Management Act does not guarantee "customers" anything, in fact, allowing commercial activity in a park is a privilege and not a goal under NPATMA or any other the law. The law states:

Objective.--The objective of any air tour management plan shall be to develop acceptable and effective measures to mitigate or prevent the significant adverse impacts, if any, of commercial air tour operations upon the natural and cultural resources, visitor experiences, and tribal lands.

The agencies continuously admit in the ATMP that natural and cultural resources, visitor experiences and Native Hawaiian cultural sites and interactions will be negatively impacted by commercial air tours. The current noisy conditions in the park are violating laws and policies, slight management changes will not protect the park. The ATMP seeks to minimize flights to one path, but this is guidance and likely won't be strictly enforced. This is just a

shell game rather than a true comparison of the ideal protection for the park. The “reduction” noted above is not significant enough to justify continuing commercial air tours. In fact, on page 13 of the ATMP, the agencies pick winners and losers where they identify some areas that will have less noise than others. More specifically, in the Environment Assessment appendices (at Table 8. Location point results for Alternative 3), there are a total of 44 locations surveyed for noise, of those, 21 locations report some level of noise above 35 decibels during the day.

We disagree with the NPS and FAA approach comparing noise impacts among the alternatives studied by the agencies. Instead of using the ambient natural sounds (a fundamental resource) as a baseline for judging noise impacts, it compares the alternatives with the current conditions that include thousands of noisy air tours. The ATMP chooses Alternative 3 as its preferred alternative for future air tour management. Using this approach, the Environmental Assessment states, “Time Audible Natural Ambient: Compared to the No Action Alternative, the overall time audible noise footprint for Alternative 3 potentially is only 1% smaller than the No Action Alternative...” (page 42). This means noise will continue to permeate the park under the agencies' chosen alternative.

The Environmental Assessment states, “Native Hawaiians have consistently noted that the persistent air tours over the Park unreasonably interfere with the silence needed to perform ceremonies conducted by Native Hawaiian practitioners at these sacred sites, some of which rely on hearing natural sounds. Under the No Action Alternative, these impacts to ethnographic resources would continue to occur.” (page 80). There is no mention of Native Hawaiian views of continued commercial air tours under Alternative 3, the ATMP chosen management direction.

The forest birds in Haleakala require proactive protection to ensure their survival. The ATMP states, “At least two federally endangered forest bird species within the Park, the kiwikiu and 'akohekohe, are at imminent risk of extinction, with fewer than 200 and 1800 individuals, respectively, left in the wild. In addition to impacts to the birds themselves, aircraft noise adversely impacts the NPS's ability to monitor federally protected Hawaiian forest birds, which is done primarily by acoustic-based surveys to detect birdsongs.” (at page 13). If the NPS cannot conduct the studies, the agency could be violating several laws from those governing the NPS to the Endangered Species Act. We would urge the agencies to use the precautionary principle, do not put the forest birds at risk in order to allow commercial air tours.

The ATMP has a prohibition on hovering or circling. The Environment Assessment provides the following reason for this restriction where it states, “This alternative would prohibit hovering and circling because it could negatively impact visitors, cultural, and natural resources, including sensitive sites.” (page 22). We appreciate the consideration of visitors and resources, but we find it baffling air tours are allowed at all when the agencies know they have a negative impact.

General concerns that apply to both parks

As described above, only Alternative 2 meets the Park management objective to protect natural sounds. Alternative 3 does not achieve this objective. Similarly, only Alternative 2 meets management objectives to protect wilderness character. Alternative 3 does not achieve this objective. Had the ATMPs taken as the starting point of the analysis the natural ambient sounds of each park unit, this would have been obvious.

Moreover, the ATMPs EAs for both parks failed to account for the indirect and cumulative impacts of air tour noise in their assessment of the Alternative 3s. In particular, there are a number of entirely foreseeable adaptations to the Alternative 3s that operators will make that will significantly impact park resources, but that were not analyzed, including flights outside the ½ mile ATMP buffer around national parks, the use of larger, noisier equipment, and the use of slower flights that extend the time and noise exposure over the park. Also, the policies to implement the Quiet Technology incentives are too weak and ill-defined to actually mitigate impacts. Each of these is further described below. By not properly analyzing each of these, the assessment of Alternative 3 understates the actual impacts that will result.

Flights outside the ½ mile buffer

As the EA notes in several places, with fewer permitted operations within the ATMP planning areas, some operations will be displaced outside the ½ mile boundary. This could be particularly problematic when the noise

of the ATMP routes is added to the noise from the non-ATMP flights. Consequently, the EA understated the noise impact on the park of the ATMP flights because it did not address the cumulative impact of the non-ATMP flights. There are numerous locations where the Park Objectives concerning wilderness character and natural sounds are not met by Alternative 3, and additional noise will further degrade those resources. The Hawaii Volcanoes Coastal Route provides one example, where the ATMP route is only 640 feet from the ATMP planning boundary. Footnote #2.

[Footnote #2: The Coastal Route is 2000 lateral feet from the wilderness area, while the half mile ATMP planning area is 2640 feet from the wilderness area, a difference of only 640 lateral feet.]

The noise of aircraft flying 640 feet further from the Wilderness Area was not analyzed.

The noise from non ATMP tours should have been modeled by the EA where such occurrences are predictable. In the case of the Coastal Route, it is likely that two flights outside the ATMP planning area would have similar noise impacts to one flight on the ATMP Coastal Route. Moreover, it is likely that not only will operations be displaced, but in order to meet Quiet Technology incentives, it is likely that operators will use Quieter Technology flights within the park and noisier technology outside the park. The noisier equipment on the "half mile" coastal route could have a greater impact than the actual ATMP Coastal Route. The expected cumulative adverse effects of the "half-mile" coastal route, coupled with the lack of analysis in the EA, make the ATMP Coastal Route severely deficient.

Even without considering the cumulative impacts, the Coastal Route is extremely problematic. It should be noted that the ATMP Coastal Route does not provide an adequate buffer for the adjacent Wilderness Area. The Coastal Route is 2000 feet off shore but extends ¼ mile (1,320 feet) on either side, leaving only a 680 foot buffer to the wilderness area. According to the EA, "The Coastal Route runs bi-directionally offshore along the edge of the Park boundary, but within ½-mile of the Park boundary. Air tours on the Coastal Route would maintain 2,000 ft. lateral distance from shore and a minimum altitude of 2,000 ft. AGL" (EA, 21). But the EA for both parks also notes that "Air tour routes within the ATMP planning area are represented by a line with a ¼-mile buffer on either side of the route that indicates the acceptable range of deviation that would not trigger enforcement action" (EA, 20).

Flights 680 lateral feet from a wilderness area provide negligible additional buffer than what is provided by the 2,000 foot minimum height. The noise path following the hypotenuse of a triangle with legs of 2,000 feet (height) and 680 feet (lateral distance) is only 112 feet longer than a direct overflight path. The lateral distance to the Wilderness Area is not sufficient.

The cumulative impacts of non-ATMP and ATMP routes, including the Coastal Route and other routes where displaced flights may impact the parks, and particularly wilderness areas, must be quantified and analyzed.

Larger, noisier aircraft

Larger, and likely noisier, aircraft are another possible indirect impact not considered. Given that operations are allocated, and not the number of passengers, it is entirely foreseeable that operators will seek to maximize the number of passengers with possibly noisier aircraft to increase the number of paying passengers. This outcome will change the mix of aircraft modeled by the EA. The only protection is the unspecified (by the EA and AMTP) Quiet Technology and replacement requirements (see below for a further discussion concerning the insufficient Quiet Technology policy). The replacement and Quiet Technology policy must be updated as described below.

Longer time in the ATMP area

It is almost certain that the EAs' noise modeling has understated the time aircraft will spend in the ATMP planning areas. Given that only operations are allocated, and not time in the ATMP planning airspace, it is entirely foreseeable that operators will seek to lengthen flights or increase revenue generating hours of flights, by flying at a slower rate, increasing noise exposure in the Park. Footnote #3.

[Footnote #3: It should be noted that we have heard concerns from helicopter operators who feel that the sharing of routes by fixed wing and helicopters, due to their different speeds, creates safety hazards. While we are not in a position to judge the level of hazard, there is no need to create multiple routes for each aircraft type. The aircraft can be segregated by simple time of day or day of week schedules for each aircraft type on a particular route.]

This scenario, which the ATMP allows for, would make the impacts analysis in the EAs inaccurate and inadequate. The ATMPs and EAs should have included time limits to routes in the form of an annual time budget for the year. The annual time over the ATMP planning areas that was modeled should have been disclosed. That time was the basis for the EAs' decision and should have been described in the EA as a condition of the operations granted. Instead, the time over the ATMP planning areas was not disclosed. It is not possible to know if the time assumptions were reasonable and what impact operations of greater time might have, as the ATMPs allow for aircrafts to spend greater time in the ATMP planning areas than the EAs analyzed. The lack of this information makes the ATMPs and EAs analysis of Alternative 3 inadequate.

The FAA and NPS relied on numerous time-above metrics in assessing the impact of noise, and more time in the ATMP planning area is directly related to more impacts. To achieve the impacts shown in the Alternative 3 analysis, the time operators are over the ATMP areas must be limited to those times in the modeling. Footnote #4.

[Footnote #4: time-above metrics (e.g. time audible, time above 35dba, time above 52dba)]

Consequently, Alternative 3 needed to contain an annual noise budget as much as it needed to limit operations to the number modeled. The budget should be based on the assumptions in the EA noise modeling, and if the budget is exceeded before the permitted operations are used, no further operations shall occur that year or those operations shall deducted from the following year's allocation. Footnote #5.

[Footnote #5: An annual time budget, based on the cumulative time each operation was modeled in the ATMPs planning areas in the EA, would provide operators with flexibility due to weather, traffic, and other factors throughout the year, yet ensure that impacts are no greater than those modeled by the EA. If operators were to claim that the annual budget developed from the modeling assumptions is not sufficient due to safety or some other consideration, this would mean that the initial EA modeling assumptions were wrong and understated the noise impact of flights, and would need to be recalculated with operations further limited to limit impacts on park resources.]

It should be noted that the total time an operator is over the ATMP planning areas is currently required to be tracked and is part of the required reporting data, so determination of compliance with the operations would be no different than for the time.

Moreover, without a time limit within the ATMP planning areas, the ATMP's no hovering or circling rules are ineffective. Not only are these terms not defined, but operators could easily evade the no hovering rule by simply flying slower at specific locations, and possibly during the entire flight. Consequently, without adding a time limit, the EA modeling almost certainly understates the noise impacts.

In addition to prescribing annual operations, the ATMPs Alternative 3 should have prescribed the annual time permitted in the ATMPs planning areas. Otherwise operators will just fly slower and increase impacts to resources beyond those described in the EA. The impact of operations is directly related to the time those operations are over the park.

Quiet Technology Policy

Neither the EAs nor the ATMPs define or describe Quiet Technology. Consequently, the proposed Quiet Technology policy is insufficient to protect park resources from increasing impacts. The current plan treats quiet technology as a static condition and will not encourage further reductions in noise levels; it rewards quieter technology with more times to fly (extending hours during the day and on Wednesdays), but does not incentivize future gains. In fact, as more quiet technology aircraft are integrated into the fleet mix, the "quiet technology times" will only get louder as more aircraft take advantage of those times.

The proposed incentives for Quiet Technology are poorly designed and do not reflect a serious effort to reduce adverse impacts from operators. Had the agencies taken this aspect seriously, they would have proposed and analyzed incentives in the ATMPs and EAs that create a competitive marketplace for quiet, not incentives that expand operating times and days.

For example, a much more effective Quiet Technology incentive would be to reserve 25% to 50% of operations for the operators who fly the quietest technology. To implement such a policy, the FAA/NPS, based on the reporting data submitted by operators, would determine the rank of each operator in terms of their use of Quiet

Technology equipment. In the first and second year of the ATMP, the distribution of operations would be the same as currently proposed in the ATMP, with the 25% -50% reward for Quiet Technology incentive being awarded as in the current ATMP. In the third year, the 25%-50% would be allocated to operators in proportion to their rank during the first year. In subsequent years, the 25% - 50% Quiet Technology incentive would be redistributed based on the next calculation year. Effectively, this would create a 1 year lag to allow the NPS/FAA time to collect and analyze the reporting data and allow operators to adjust their schedules based on the new allocation.

The AMTP does not define Quiet Technology, but the definition is critical to the minimization of impacts on park resources. We propose a very simple definition of Quiet Technology aircraft. Quiet Technology aircraft are those aircraft with the least noise impact on the park.

Before exploring this definition, however, it is important to recognize that previous work by the FAA published in Advisory Circular AC-93-2, is not helpful or appropriate for application in AMTPs. This document lists aircraft meeting a “noise efficiency standard” that reduces noise per seat.

The Advisory Circular is outdated and a “noise efficiency standard” is a poor definition of Quiet Technology because it may or may not correspond to a lesser impact of overflight noise on parks. The simple reason is because noise efficiency and quiet technology are not the same thing. Less noise per passenger seat does not equate to less noise and fewer impacts per operation on the park. Therefore, noise efficiency does not measure the effectiveness of quiet technology on parks.

It is actually impossible to determine which technology is quietest using AC-93-2 criteria, because the Advisory Circular employs five different equations (see below), three different metrics (EPNL, SEL, and LAmax), and 5 different methodologies.

$$\text{EPNL(H)} = 80 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

$$\text{SEL(J)} = 77 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

$$\text{LAmax(F)} = 69 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

$$\text{LAmax(G)} = 74 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

$$\text{LAmax(G)} = 77 + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

The FAA AC-93-2 noise efficiency or per passenger seat noise metric, as expressed by the equation

$$\text{Noise Threshold} = X \text{ dB} + 10\log(\# \text{ PAX seats}/2) \text{ dB}$$

is not a useful metric to identify technology that has the least impact on a national park. If it were used as the criteria, it would be very problematic and exacerbate the problem discussed above in the section entitled “Larger, noisier aircraft.” It is a metric suited for minimizing the noise per passenger, not the noise imposed on the park. Only if the park were allocating passenger seats would it be a viable option. But since parks allocate operations and not passenger seats, the metric has the perverse effect of maximizing aircraft noise impacts on the park per operation. Footnote #6.

[Footnote #6: It should be noted that it maximizes noise impacts within a given bound, the set of aircraft meeting the A-93-2 criteria. It encourages operators to use the largest/noisiest equipment the market can sustain, and therefore incentivizes those aircraft with the most noise.]

Consider, for example, Figure 1 from AC-93-2

(https://www.faa.gov/documentLibrary/media/Advisory_Circular/AC_93-2.pdf).

The vertical axis is the noise level; the horizontal axis is number of passengers. Aircraft that fall below the pink line qualify as quiet technology. The pink line defining quiet technology is actually a function of the number of passenger seats on the aircraft. In the equation, the independent variable is passenger seats while the dependent variable is the noise level experienced in the park. The greater the number of passenger seats, the greater the noise impact on the park that qualifies as quiet technology.

The curve of the pink line results from the logarithmic component of the equation (ten times the logarithm of the number of passenger seats divided by 2). The shape of the curve seems to be based on an equal energy hypothesis.

The rationale for the initial threshold value (the initial starting value for 1 passenger in Figures 1-4 of AC-93-2) is not given.

The assumption underlying this equal energy hypothesis is that the combined impact of aircraft noise events on the park is related to the combined sound energy of those individual noise events on a per passenger seat basis. Consequently, each doubling of the number of passenger seats allows the addition of 3 dB to the permitted level, just as each doubling of the number of equal noise events (flights for example) adds 3 dB to the total noise level. For example, a helicopter with 4 passengers is permitted to be 83 dBA, a helicopter with 8 passengers is permitted to be 86 dB, and two operations of the 4 passenger helicopter have the same combined noise level as one operation of the 8 passenger helicopter.

The major problem with the AC-93-2 equal energy hypothesis is that it would be an effective metric only if the parks allocated passenger seats, not operations, to operators. Footnote #7.

[Footnote #7: There are additional problems with the AC-93-2 quiet technology designation that should also be noted, including:

1. The use of multiple non-comparable noise metrics.
2. The use of a threshold for quiet technology designation.

The threshold actually is a disincentive for the development of future quiet technology and a disincentive for the use of the quietest technology currently since there is no reward for being quieter than the threshold.]

If parks allocated a limited number of passenger seats, then any distribution of those seats among aircraft would have the same noise impact on the park. Footnote #8.

[Footnote #8: If for example, 16 passenger seats were allocated, then that allocation can be accomplished for the same approximately 89 dB with either one 89 dB 16 seat aircraft, or two 86 dB 8 seat aircraft, or perhaps a 83 dB 4 seat aircraft]

In this case, the impact on the park is dependent on the number of seats allocated, and independent of the number of operations used to meet the allocation.

The ATMPs, however, allocate operations instead of allocating passenger seats. In this real world condition, the noise in the park is dependent on the size of the aircraft conducting the allocated operations: the larger the aircraft, the more the impact on the park.

Instead of all configurations of seats among operations resulting in the same noise impact when allocating passenger seats, when operations are allocated using the A-93-2 equations, the incentive is to increase the noise effect on the park. For example, if the limit were four operations, that could be met with either four 4-passenger seat operations which combine to 89 dB, or four 8-passenger operations which combine to 92 dB, or four 16-passenger operations which combine to 95 dB. Clearly, the impact on the park in the above example is dependent on, and increases with, the number of seats per aircraft. With limited operations, the operator will have an incentive to use the largest aircraft the market can sustain, causing the largest noise impact on the park.

The reason for quiet technology incentives in the ATMPs is to promote the use of quieter equipment. But the currently proposed incentives, and particular, if they are combined with the AC definition of Quiet Technology, will instead, incentivize larger noisier aircraft. There are other incentives that more effectively promote the use of quiet technology, such as rewarding operators with operations for their use of quiet technology, that we outline but which were not studied and presented in the ATMPs and EAs.

Because quieter technology exists and is constantly being developed, and that today's quietest technology is tomorrow's noisy technology, it is important to define quiet aircraft technology in terms of the quietest aircraft. Footnote #9.

[Footnote #9: For example, Stage II commercial aircraft are now considered noisy but, were once considered quiet technology.]

Static definitions, such as those in AC-93-2 become outdated and disincentives that discourage future technology improvements beyond the minimum threshold. Once the threshold for quiet technology is met, there is no

incentive to develop even quieter equipment and no differentiation between aircraft meeting the threshold.

Footnote #10.

[Footnote #10: Moreover, it should be noted that “quiet technology” is really a misnomer, since these “quiet technology” aircraft are still very loud. Quietest available technology is a better term.]

A better alternative to the AC method of identifying quiet technology equipment is to use the AEDT model to determine which operators used the quietest equipment, but such a process is very time and labor intensive, and ultimately unnecessary.

The simplest and most relevant measure of Quiet Technology for national parks is the Sound Exposure Level (SEL) of an aircraft in level flight at 2,000 feet, and it can easily be employed to determine which operators used the quietest equipment. The SEL metric provides a good comparison of noise between aircraft. Footnote #11.

[Footnote #11: “The Sound Exposure Level (SEL) metric represents all the acoustic energy (a.k.a. sound pressure) of an individual noise event as if that event had occurred within a one-second time period. SEL captures both the level (magnitude) and the duration of a sound event in a single numerical quantity, by “squeezing” all the noise energy from an event into one second. This provides a uniform way to make comparisons among noise events of various durations.” (FAA, Fundamentals of Noise and Sound, https://www.faa.gov/regulations_policies/policy_guidance/noise/basics/)]

The other possible metric, the LAmax provides the highest decibel level and measures the impact when it is most intrusive, but it lacks a measure of the duration of the event. Footnote #12

[Footnote #12: LAmax is the maximum A-weighted sound level of an event such as an overflight.]

The SEL metric combines both magnitude and duration in one metric. The 2,000 foot height is the most common operation permitted by the ATMP. Footnote #13.

[Footnote #13: The FAA and NPS should develop criteria beyond just the A-weighted SEL to account for other acoustic characteristics such as frequency and sound quality that also determine the intrusiveness of the noise.]

The SEL noise level can be measured from overflights or derived from the FAA's AEDT noise model, either through modeling or the so called “Noise Power Distance” curves. Once the SEL of each aircraft used in overflights is known, the aircraft can be ranked from quietest to noisiest. From that, a simple weighted average of the “noise rankings” based on the number of operations of each operator will allow comparison between operators to determine their relative rank. For example if there were two operators, and one flew 75 operations with the quietest aircraft and 25 with the second quietest aircraft, and the other operator flew 50 operations with the quietest aircraft and 30 operations with the second quietest aircraft, their weighted average noise ranking would be:

Operator 1: $[(75 \text{ ops} \times 1 \text{ rank}) + (25 \text{ ops} \times 2 \text{ rank})] / 100 \text{ Total ops} = 1.25$

Operator 2: $[(50 \text{ ops} \times 1 \text{ rank}) + (30 \text{ ops} \times 2 \text{ rank})] / 80 \text{ Total ops} = 1.375$

The operator with the lowest weighted average ranking is the operator with the least impact on the park, and the one entitled to the greatest reward or incentive for quiet technology.

After the Quiet Technology rankings of each operator are calculated, and each operator is ranked, the 25% - 50% of operations reserved for operators with the quiet technology can be distributed using a formula such as:

Rank of Operator in Use of Quiet Technology Incentive (Percentage of Quiet Technology Operations Awarded)

1 30%

2 25%

3 20%

4 15%

5 10%

The ATMPs and EAs analysis of Alternative 3s failed to adequately define Quiet Technology and provide meaningful incentives for use of Quiet Technology.

Conclusion

In order to protect and preserve Haleakala and Hawaii Volcanoes, the agencies should adopt Alternative 2 (prohibition on air tours).

The ATMPs and EAs for these parks do not propose a serious attempt to address the significant adverse impacts from air tours to the natural and cultural resources and the visitor experiences. A serious attempt would have studied and presented alternatives that include features such as no new entrants, elimination of the Coastal Route at Hawaii, the consideration of cumulative impacts of non-ATMP air tours, the establishment of time in ATMP airspace allocations, and the establishment of an effective Quiet Technologies incentives program.

Sincerely,

Neal Desai Elizabeth Merritt

Senior Program Director, Pacific Region Deputy General Counsel

National Parks Conservation Association National Trust for Historic Preservation

Correspondence ID:	869	Project: 103365	Document:	128164
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Name:	,
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Received:	Jun,20 2023 21:05:53
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Correspondence Type:	Web Form
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Correspondence: In the comments just submitted, by National Parks Conservation Association and National Trust for Historic Preservation, Footnote #8 should read in full the following:

[Footnote #8: If for example, 16 passenger seats were allocated, then that allocation can be accomplished for the same approximately 89 dB with either one 89 dB 16 seat aircraft, or two 86 dB 8 seat aircraft, or perhaps a 83 dB 4 seat passenger aircraft and a 88 dB 12 passenger aircraft (or any other combination of aircraft with seats that add to 16).]

Correspondence ID:	870	Project: 103365	Document:	128164
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Name:	Manning, Treg
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Received:	Jun,20 2023 22:17:58
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Correspondence Type:	Web Form
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Correspondence: I write to you today on behalf of Airbus Helicopters to echo the comments of Helicopter Association International and other industry stakeholders in opposing the draft ATMP for Haleakalā National Park. We disagree with the severe reduction in Interim Operating Authority (IOA) and urge the National Park Service (NPS) and the Federal Aviation Administration (FAA) to do more due diligence to determine the true impacts to the environment, operators, the public, and parks resources of this proposed reduction in flights in the ATMP process. We also have flight safety concerns with the proposed new routing at Haleakalā National Park.

According to the NPS documents, from 2017-2019 there were 4,824 flights per year on average to Haleakalā National Park. This draft ATMP would aggressively cut flights in half to 2,412 commercial air tours authorized per year.

We encourage the NPS to reach out to the operators to determine the economic impacts of implementing a management plan that so severely restricts overflights. We are concerned that limiting the number of allocations will not allow for a profitable business nor the realistic prospect of becoming profitable, if demand for air tours increases.

The draft plan's flight allocation numbers do not take into consideration fluctuations in the market and fluctuations in unforeseen and temporary operator limitations. Additionally, industry marketing trends change and NPS should respect that dynamic, as visitors alter their destinations according to those trends.

The ATMP provides for "quiet technology incentives", however, there is no definition of quiet technologies. The ATMP only notes that "the quiet technology incentive for air tours conducted with quiet technology aircraft is only applicable to those aircraft that the agencies have determined, on a case-by-case basis, qualify for the quiet technology incentive". To incentivize operators to invest in quiet technology, Airbus recommends defining "quiet technologies" to provide operators with greater certainty prior to making their investment decisions.

At Airbus, we are committed to reducing the sound levels of our helicopters to ensure they are smoothly integrated into citizen's everyday lives. Complying with existing industry-wide sound regulations is no longer enough: our goal is to go beyond them. Therefore, we continuously look at ways to make our rotorcraft even quieter and invest in technologies to do so. Today, our H130 (predominantly used by tour operators), H135, H145 and H160 helicopters are industry-wide benchmarks for low sound levels in their respective classes.

While the ATMPs do real economic harm to the operators, we are also concerned about the impact on visitors who choose to experience the National Parks by aerial sightseeing.

As we move past the pandemic years, many National Parks such as Hawai'i Volcanoes National Park saw their resources strained by the large number of visitors as the public began to travel again. Air tours are an important option for many visitors conducting a once-in-a-lifetime trip to see famous natural landmarks. Visitors taking advantage of air tours benefit by avoiding traffic, wait times, and walking trails that are inaccessible for the disabled or elderly, while reducing congestion and demand on park infrastructure.

The National Parks should be available for all visitors to see. Limiting flights over the park unfairly limits the elderly, very young, handicapped, and others to experience the park. Limiting flights over the Parks is discriminatory to those who might not have the time, resources, or physical ability to see the park any other way.

Like ground-based tours, air tours are a valid part of our visitor experience, providing a unique window from which we can share our cultural, historical and environmental sites with the world. Air tours require no ground-based infrastructure at the park, which allows visitors accessibility without the need for roads, trails, signs, bathrooms, garbage cans, or other services.

By further restricting an already limited number of allowable air tours, we are reducing opportunities to access our parks in a way that leaves little to no environmental footprint or disturbance. Through carbon-offset efforts and strict altitude requirements to control noise - just to name a few efforts - air tour operators are working to ensure they are responsible stewards of the nation's parks. There are currently no restrictions or mitigation efforts for loud vehicles operating in the park, some of which make more noise than a passing helicopter.

Additionally, the operator pays a fee each time an air tour flies within the park boundary. The National Park Service collects hundreds of thousands of dollars in revenue each year from air-tour flights. Air tours require no park infrastructure, leaving the bulk of overflight fees to go toward supporting services that benefit the public.

On safety, the current route structure of set routes and altitudes is cause for concern. Strict corridors with fixed- and rotary-wing at the same altitude along with the changing weather patterns in the Hawaiian Islands is a very real safety concern.

Also of concern, the proposed routes now move air tour operations over communities the industry has worked with over many years to avoid flying over. Moving routes will also move the sound of operations over new areas. Air tour operators are committed to flying responsibly and flying neighborly.

Undoubtedly it is essential to preserve the National Parks, yet still enable visitations for all to enjoy. Airbus opposes the draft ATMP. Commercial air tour operators and industry partners, such as Airbus, would welcome collaborative engagement with the FAA, NPS, and all interested parties to benefit the park and the visitors.

Sincerely,

Treg Manning

Name: Meidell, J. Scott
Received: Jun,22 2023
Correspondence Type: Letter

Correspondence: April 26, 2023

United States Department of Transportation

Federal Aviation Administration

Office of Policy, International Affairs, and Environment

Office of Environment and Energy

800 Independence Ave, SW Suite 900 West

Washington DC 20591

To Judith Walker and the larger ATMP Team,

Haleakalā Conservancy does not concur with the finding of no impact, as presented within the Section 106 Consulting Party Meeting for the Haleakalā National Park Air Tour Management Plan on April 20th, 2023. Haleakalā Conservancy is the philanthropic partner to Haleakalā National Park, with our philanthropy focused on ways to improve the Park for our community and support projects that protect and provide access to the varied resources of the Park. We believe that we share a common goal of preserving and protecting our natural resources and cultural heritage for future generations. It is for this reason that we support a full ban on commercial air tour flights over the Park's air space, as the proposed plan still includes an allowance of 2,412 flights annually, for the following reasons:

1. The vast majority of Haleakalā National Park is formally designated as Wilderness Area wherein there are strict prohibitions against any kind of motorized activity - ranging from vehicles to battery-powered hand tools. While this designation, when originally created, did not contemplate commercial air tours, it should be understood in the context of its fundamental intent to protect our most fragile ecosystems in the face of evolving impacts.
2. Commercial air tour overflights profoundly compromise one of the documented and cherished hallmarks of Haleakalā National Park - its silence.
3. Allowing commercial overflights of Haleakalā National Park will demonstrate a complete dismissal of and disregard for the concerns expressed by the community and Kānaka Maoli about the disastrous impacts of overflights to sacred lands and disrupt cultural practices that are integral to the vitality of Hawaiian culture. Two additional moments from the call show the lack of adequate review during the assessment period, leading to our belief that this proposal needs to be revisited from the beginning and the proposal for a no-fly zone over all of Haleakalā National Park reconsidered.

The two instances were:

1. The Area of Potential Effect was not appropriately expanded to include sacred cultural sites like the Loaloa Heiau, which had been brought up in prior stakeholder calls as an area of impact but was summarily forgotten, leading to a general mistrust of the nature of the entire assessment.
2. A request for information by a Kanaka Maoli cultural practitioner as to how to add other dates to the no-fly calendar was dismissed by the FAA representative. The questioner and the rest of the participants were told they should hold on submitting any such requests for the future NEPA review. This directive from the FAA is incorrect, as clearly, this review was the most appropriate time to submit this type of request. The unavoidable conclusion from this unfortunate exchange was that the Kānaka Maoli were, once again, asked not to comment.

Thank you for your time and review of our comments. We appreciate your commitment to formalizing the plan for air tours above Haleakalā National Park and want to ensure that due diligence has been given to the comments of its stakeholders.

Mahalo,

J. Scott Meidell, President of the Board of Directors

Erik McLellan, Vice President

Donne Dawson

Donna Howard

Wendy Rice Peterson

Jamie Woodburn

Olena Alec, Executive Director

Correspondence ID:	872	Project: 103365	Document:	128164
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Name:	Hussey, Sylvia M
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Received:	Jun,22 2023
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Correspondence Type:	Letter
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Correspondence: Aloha e Ms. Walker:

The Office of Hawaiian Affairs (OHA) is in receipt of your March 27, 2023, letter continuing National Historical Preservation Act (NHPA) Section 106 consultation and providing a Finding of No Adverse Effect for the Haleakalā National Park (HALE) Air Tour Management Plan (ATMP). The Federal Aviation Administration (FAA) is preparing this ATMP in cooperation with the National Park Service (NPS) for all commercial air tours flown at or below 5,000 feet above ground and within a half mile of the HALE park boundaries. Absent an ATMP, commercial air tour flights over HALE would continue virtually unrestricted under the FAA's Interim Operating Authority (IOA) with no limits on flight routes, altitudes, or times of day. Consultation was first initiated in March 2021 via a letter from the FAA, with various virtual meetings and updates occurring between October 2021 and present.

The current letter indicates that Alternative 3 has been selected as the preferred alternative and that there would be no adverse effect to historic properties from its implementation. This Alternative would include a single flight route that moves air tours away from the most sensitive cultural resources in the area of potential effect (APE) and avoids direct overflights of most resources, including Haleakalā. Set flight times would occur between 11AM to 2PM for non-quiet tech flights and 11AM to 4PM for quiet-tech (QT) flights. Sundays and Wednesdays would be designated as no-fly days. 6 no-fly days will also be observed during the Hawaiian moon calendar and Makahiki season. 2 additional fly no-fly days will be observed for Hawai'i State holidays of historical importance with prior notice to operators.

The FAA argues that implementation of Alternative 3 would reduce existing air traffic by at least 50%, minimizing flights from an annual average of 4,824 to 2,412. Further, the Noise Technical Analysis conducted by the FAA establishes specific noise level decibel thresholds that would interrupt the outdoor experience and interpretive programs. It is believed that the implementation of QT flights per the ATMP would keep noise within these thresholds and greatly reduce existing aircraft related noise. Soundscape monitoring would be conducted by NPS to ensure thresholds are met.

Background on OHA Section 106 Involvement

Previously, OHA participated in NHPA Section 106 consultations for the ATMP and did submit formal comments on November 28, 2022. As noted in our letter, a member of the Kīpahulu and Lind 'Ōhana had indicated that the Kīpahulu Kupuna Council, originally formed in cooperation with NPS,¹ has adamantly been against helicopter tours in the area since 1998. The Kīpahulu Kupuna Council has argued that all of Haleakalā is sacred and that there are significant adverse effects caused by low flying commercial flights impacting the use and serenity of the vast cultural landscape of Kīpahulu. We further observed complaints from consulting parties alleging that flight operators were flying below minimum altitudes.

Our letter strongly recommended that a traditional cultural property (TCP) study be done to better understand cultural resources within the park and to ensure that adequate vertical buffers were implanted to protect cultural practitioners and the cultural landscape. Through follow up conversations between OHA and the Lind 'Ohana, there was a concern over "poor consultation" conducted by NPS under current leadership. They generally felt as if they were not being listened to and that prior HALE Superintendents were more involved in NPS related consultation efforts. OHA believes that a proper TCP study with an extensive consultation component has the potential to help mend any fractured relationships with cultural practitioners and re-establish some level of trust with them.

OHA Comments on FAA Finding of No Adverse Effect

1) Traditional Cultural Property Study

OHA certainly acknowledges that the current preferred Alternative would indeed greatly reduce the number of flights occurring per year and likely reduce the amount of existing flight related noise. However, we believe, that the determination of no adverse effect is still premature, as it is solely based on improving current flight conditions without a full understanding of the cultural resources within HALE. Since our initial comments, it has been our stance that such knowledge could be obtained through a TCP study. The FAA has opted not to do one and further fails to even acknowledge the utility of completing such a study. OHA maintains that a TCP study be done first prior to issuing an adverse effect determination and that appropriate vertical buffers be established given the abundance of cultural concerns presented during Section 106 consultations. It is simply not enough to make an adverse effect determination based on a reduction of the current number of flights without fully understanding the cultural needs of the Native Hawaiian people and cultural resources within HALE.

2) No-Fly Days

As stated above, the current Alternative will include 6 no-fly days during the Hawaiian moon calendar and Makahiki. However, it is unclear to OHA how this number was derived and who was consulted to obtain it. During the most recent consultation meeting on April 20, 2023, members of the Lind 'Ohana had expressed a desire to increase the number of no-fly days during Makahiki to 12. In response, the FAA stated that this could be addressed through the National Environmental Protection Act (NEPA) process that still needs to be initiated.

OHA points out that the amount of no-fly days during Makahiki was not initially included in the Alternative options when Section 106 consultations began. As it is based on cultural needs and something that changed during the consultations, OHA had assumed it came about through the Section 106 process. However, it seems the FAA was not able to answer where the idea to have 6 no-fly days came from. OHA believes the amount of no-fly days is directly related to the current Section 106 effort as it pertains to mitigating adverse effects to ongoing cultural practices. Thus, adjusting it should not have to be deferred to the NEPA process. As such, OHA asks that the FAA and NPS reconsider the amount of no-fly days as requested by the Lind 'Ohana as part of the Section 106 process and that an explanation be provided as to how the no-fly days during Makahiki was developed.

3) Possible Impacts to Lo'alo'a Heiau in Kaupō

It is OHA's understanding that following comments that the FAA and NPS received from consulting parties in November 2022, the APE was expanded to include the entire Kaupō area south of the "Kaupō Gap" to the Denman Parcel near the shoreline. During the April 20, 2023, consultation meeting, residents of Kaupō had noted that the Lo'alo'a heiau is in this area and that helicopter noise has been disturbing cultural practices. OHA notes that this heiau is in fact recognized as being on the National Register of Historic Places (NHRP) by NPS and also the Noholoku archaeological sites.² Yet, it would appear that these sites were not included in the FAA's list of historic properties within the APE.

The FAA claims that the current flight route for Alternative 3 was chosen to move air tours away from the most sensitive areas. However, this decision appears to have been prematurely made as it does not account for Lo'alo'a heiau within the expanded APE area. OHA requests that Lo'alo'a heiau and Noholoku archaeological sites be included as part of the list of historic properties in the APE and a re-evaluation of the current flight route in light of this information.

Closing Remarks

Mahalo for the opportunity to comment. OHA looks forward to continuing consultation and seeing that the FAA fully consider our recommendations. Should you have any questions, please contact OHA's Lead Compliance Specialist, Kamakana C. Ferreira at (808) 594-0227 or by email at kamakanaf@oha.org.

'O wau iho nō me ka 'oia 'i'o,

Sylvia M. Hussey, Ed.D.

Ka Pouhana, Chief Executive Officer

SH:kf

CC: Natalia Gates, Super Intendant, Haleakalā National Park

Carmen "Hulu" Lindsey, OHA Chairperson and Maui Island Trustee

Correspondence ID:	873	Project: 103365	Document:	128164
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Name:	Carse, John
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Received:	Jun,22 2023
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Correspondence Type:	Other
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Correspondence: Dear ATMP Team Members,

I do not concur with the Federal Aviation Administration's finding that the proposed Air Tour Management Plan for Hawai'i Volcanoes National Park will have no adverse effects on historic properties. I feel the FAA's Section 106 conclusions have ignored the community's concerns and questions regarding the air tour nuisance problem in the park and surrounding neighborhoods. Implementation of the plan presented will clearly effect historic areas outside of the park boundaries, which the ATMP is required to consider according to 40 Code of Federal Regulations, Section 1508.8. Why does this plan continue to ignore this rule that both the FAA and NPS have been made aware of? Just citing the definition of air tours and the specific regions mentioned in the Air Tour Management Act of 2000 does not relieve the FAA from the responsibility of obeying federal NEPA regulations concerning indirect effects.

Also, all the lists, routes, rules, and regulations in the world are worthless without monitoring and enforcement. This was pointed out to the NPS and FAA by the Government Accountability Office back in 2006 after an audit of the ATMP for HVNP that is still under development. When asked about this in 2010, FAA ATMP Administrator Keith Lusk wrote: "We are not that far along in the development of the air tour management plan for Hawaii Volcanoes National Park to provide any specifics regarding your question about possible monitoring methods." Now, thirteen years later, this obvious flaw in the ATMP and Section 106 documents still has not been addressed. And this is despite the facts that both the FAA and NPS have been made aware that the FAA's recently installed, state-of-the-art, ADS-B tracking system does not function over many of the historic properties listed and that the NPS has no flight tracking equipment.

I am also very concerned that no videos of the recent Section 106 Zoom meetings are made available to the public, despite that being the standard procedure for all other government agencies. A review of the November 12, 2022 consulting party meeting would show, if it were available, that many Native

Hawaiian elders - - whose ancestors have been here for over 40 generations - - felt that there should be absolutely no air tours over the park, while the vast majority of air tour operation owners - - who have only been profiting from this destruction of the park for a bit over two decades - - are Caucasian males. How can allowing these extremely noisy and disruptive businesses to continue polluting our precious island environment be considered anything but the codification of white colonial imperialism into the HVNP regulations for perpetuity?

Please take the time to consider these comments.

Aloha,

John Carse

Correspondence ID:	874	Project: 103365	Document:	128164
Name:	NA, NA			
Received:	Jun,23 2023			
Correspondence Type:	Petition			

Correspondence: Dear National Park Service and Federal Aviation Administration,

National parks are places I go to appreciate scenery and history, watch wildlife, and enjoy interpretation. Air tours should be prohibited over Hawaii Volcanoes and Haleakala National Parks.

For both parks, commercial air tours have been shattering the natural sounds that visitors come to enjoy. Air tours are in direct conflict with hiking trails, visitor centers, and the wilderness experience.

Noise generated by air tours severely impacts wildlife, including birds that only live in Hawaii. Both parks are home to over 50 endangered and threatened species--many only live on these islands.

We go to national parks to escape the hustle and bustle of our everyday lives--to appreciate nature and learn about our culture. Noisy air tours should not be allowed to ruin visitor experiences and harm wildlife. The National Park Service says the choice (Alternative 2) to eliminate air tours "offers the greatest protection of visitor use and experience" in Hawaii Volcanoes and Haleakala. We shouldn't pick anything less than the "greatest protection" for our parks.

Sincerely,

Demographics - Demographics Report - PEPC ID: 103365