

Proposed Resolution:

The LNDHY ONE ARR arrival and the RNAV (RNP) Z RWY 2 approach are very well constructed and are extremely efficient. They would be highly desired to be used by the aviation community. The only challenge created by this Arrival and approach comes from the noise pollution produced by the Jets flying over the Haiku community. In particular, the leg on the arrival from MANJU waypoint to the waypoint HOMAI.

The previous arrival HAIKU ARR was higher and required the jets to go further over the ocean on the south shore. This approach was far less efficient or desirable to Airlines, controllers and the pilots. As a result, controllers tended to bring the aircraft a mile or two west of the HAIKU ARR routing. This was done in order to set the pilots/aircraft up for a visual approach RWY 2 or to direct pilots for Radar Vectors for the ILS RWY 2, both these cases were more efficient than the old HAIKU ARR. The older HAIKU ARR was rarely flown as published, because of its inefficiencies. As an example, the HAIKU ARR called for at or above 6,000 feet at HOMAI. The Aircraft might have been at 8,000 feet over HOMAI, for they flew way out over the ocean on the south shores part of the approaches inefficiency. The current LNDHY ONE ARR has crossing HOMAI at 5000 feet. The tract from MANJU to HOMAI crosses directly over the community of Haiku and creates substantial noise pollution for our community. The best way to mitigate the noise is to create a waypoint west of MANJU, so as to cross the North shoreline west of Maliko gulch (LAT/ LONG 20 56 14N 156 20 46W). It might be prudent to chose a point a mile or so further west. Designers would have to measure the impact on the aircraft in the departure corridor and balance the noise impact on the communities of Kuau/Paia. with Haiku

My suggested routing is from waypoint LNDHY to Maliko LAT/LONG 20 56 14N 156 20 46W to waypoint HOMAI.... 20-53-32.3300N 156-20-23.4700W.) This would reduce noise pollution over the Haiku community. It would allow for the RNAV Z approach to OGG to remain intact, maintaining a highly efficient and desirable approach RNAV Z RWY2. The draw back for aviation community would be less than 2 nm would to be added to the current LNDHY 1 ARR routing, the pilots would have to change the heading bug 2 more times, and fares might have to increase a few cents/ passenger to cover the extra 2 nm.

Note: The Maliko LAT/LONG is approximately 3.5 Statute miles form the extended centerline of RWY 02 @20 56 14 N) I believe 3 miles is required separation for Departures and Arrivals at OGG. Altitude restrictions could

be applied to Departures and Arrivals if separation issues arise.

Another options would be to cross the shoreline and HOMAI significantly higher, but this would be less preferable.

As the air traffic would continue to cross the community and I'm not sure for example 2000' is going to reduce the noise level substantially, with aircraft having to lower flaps to meet the 210 airspeed restriction at HOMAI.

Cross HOMAI at or above 10,000, would help with the noise, but that would adversely affect the current approach, and seems impractical.

Further, I believe it would be preferable to make a small change in routing of the LNDHY 1 ARR to HOMAI, then to change the crossing Altitudes at the various waypoints and perhaps eventually having to rework the entire approach for minor relief from the jet noise. The RNAV(RNP) Z RWY 2 approach could remain the same by shifting the north shoreline crossing back to the west. This would bring the community of Haiku out from under the shadow of the majority jet traffic coming from the mainland on a normal trade wind day.

The last option is to have time restrictions for use of this particular arrival. Use the ARRIVAL between 8am and 8pm. I've been woken by early flights, like the Fed ex flight from ONT after 1 am, Delayed United flights out of SFO, etc which again could easily be vectored to the west of Maliko and cleared to start the approach at HOMAI. But this option doesn't address the majority of the noise pollution.

Note: Currently an Aircraft can also be cleared for a visual approach and descend to 3500' which is the MVA(Minimum Vector Altitude) for the area over Haiku. If the aircraft is on the LNDHY 1 ARR and is cleared for visual approach, it allows aircraft even lower over the Haiku community and even more noise.

In summary, The new arrival and approach(July 2019) are popular with Pilots and is efficient for controllers, airlines and is the best choice for aircraft Arrivals from the mainland to Maui. That being said the arrival also creates a huge amount of pollution for the Haiku community, it lowers property values, and creates a previously unforeseen nuisance of noise for the community. The aviation community should bear part of the burden by shifting the arrival routing west a few miles. It'll have no effect on the highly efficient RNAV approach, and give substantial relief to the residents who have always lived here. The FAA telling the Haiku Community the number of flights, and the altitudes have not changed is a bit of an insult, and tells me the people responding to our complaints really don't understand how

the old routing was used by their controllers or how things have recently changed, creating a huge impact on our lives. I guess it's easier to tell me and the community I'm imagining things, or everything is legal than it is to take an impartial look at the challenges they have created and fix it. It's hard to believe an environmental impact report was developed prior to the implementation of the new arrival and approach.

I've heard there are complaints about the early morning departures from OGG to Hilo and Kona, These routes have not changed to my knowledge in the last 20 years. The 737-200 flown by Aloha and Transair, make a lot of noise, but they're legal, they have the stage 3 conversions on the engines. I'm not sure how to address this issue, and hope it's treated as a separate issue from the LNDHY ARR flying over Haiku.

Best Regards,
Craig Hanson