

**Testimony of the New York City Economic Development Corporation
New York City Council Committees on Economic Development
Helicopter Oversight Hearing
April 16, 2024**

Good morning, Chair Farías and members of the Economic Development Committee. My name is Jennifer Sun and I serve as the Executive Vice President of Planning for the New York City Economic Development Corporation (EDC). I am joined by my colleagues Mikelle Adgate, Senior Vice President, in our Government and Community Relations department and Anton Fredriksson, Director of Aviation as well as Carleen McLaughlin and Mark Page from the New York City Department of Environmental Protection.

We appreciate the opportunity to testify about our work to reimagine our heliports with a focus on sustainability and innovation. As you know, EDC is charged with creating a vibrant, inclusive, and globally competitive economy for all New Yorkers, which includes, but is not limited to, promoting economic development and stewardship of the city’s waterfront assets. As one part of EDC’s waterfront management on behalf of the city, we are responsible for the management of both city-owned heliports – the East 34th Street Heliport and the Downtown Manhattan Heliport (DMH). At both heliports, EDC acts as a contract administrator for the concession agreements between the City and the heliport operators. EDC is not involved in helicopter operations originating from other locations, such as the West 30th Street heliport, which is operated by the Hudson River Park Trust, and airports in New Jersey.

Aligned with our commitment to combat climate change and reduce transportation emissions, we are actively pursuing initiatives to advance cleaner aviation technology and optimize sustainable freight distribution. For our aviation sector, this entails building the infrastructure to support electric alternatives to traditional helicopters, while for freight distribution, it involves transitioning goods from trucks to the City’s waterways and sustainable micro freight. There is significant potential at our waterfront assets, particularly the heliports, to creatively address sustainability challenges, enhance efficiency, and promote economic growth.

This past November, we announced our vision for a first-of-its-kind hub for sustainable transportation and deliveries at DMH. In connection with this announcement, we piloted demonstration flights of multiple electric vehicle take-off and landing (eVTOL) aircraft in an urban environment—a world first. As we look to the future of sustainable transportation and

infrastructure, we are readying our heliports for eVTOL aircraft, which have the benefit of being an efficient, sustainable, and quieter alternative to traditional helicopters. Under this plan, DMH will aim to become the first heliport in the world with the infrastructure to support electric flight while also incorporating last-mile maritime freight distribution and delivering major quality-of-life improvements for New Yorkers.

The innovation being introduced at DMH is emblematic of how EDC and the City are activating infrastructure assets to support our current and future transportation needs. Both DMH and the East 34th Street heliports are already critical NYC facilities used by a wide range of entities and for a broad array of purposes, including hospitals for organ transplants, news outlets for reporting, the New York City Police and Fire Departments responding to emergency calls, and other critical City operations, as well as chartered, private, and tour flights.

As the largest U.S. city and the U.S. capital for international business, our City operated heliports are essential to maintaining corporate competitiveness, ensuring life sustaining and emergency operations and maintaining our tourism sector. The heliports are also significant drivers of economic activity providing a total economic impact of \$78 million in the City and employing approximately 175 workers. As we envision the future role of our heliports in supporting the city's goals, it remains crucial to uphold their essential economic and logistical functions.

Aviation is subject to a complicated regulatory scheme under a variety of federal statutes and FAA regulations that limit our ability to impose restrictions on helicopters. Nonetheless, the heliports can be structured to incentivize the industry to adopt cleaner technologies where possible, and to administer our operating contracts to promote diverse uses at the heliport.

At both heliports, EDC acts as a contract administrator for the concession agreements between the City and the heliport operators. Day-to-day management of heliport operations is handled by Atlantic Aviation at East 34th Street and Saker Aviation Services at the DMH. The concession agreements set forth the terms and conditions under which each facility operates including the hours of operation, maximum annual flight volumes, insurance levels, and reporting requirements, including air quality monitoring and route compliance.

The East 34th Street Heliport serves a broad range of uses and is a base of operations for emergency services, essential organ transport to nearby hospitals, chartered and private flights, City operations, and media. The Downtown Manhattan Heliport, by design, is the only heliport

that permits tour flights. It also serves chartered and private flights, NYPD and other emergency services. DMH is also the only heliport in New York City that can accommodate Presidential flights by Marine One and its supporting aircraft. While the heliports offer important services for city hospitals, businesses, and emergency personnel, we recognize that community members have quality of life concerns regarding helicopter noise, and we are committed to leveraging our position in the space to address these.

We have and continue to work collaboratively with the FAA and industry to address noise challenges. As part of this collaboration, we have negotiated flight caps and established overwater tour routes with the FAA that fly at even higher altitudes than typically possible in highly complex airspace to mitigate noise. We have also worked in partnership with the Council and key stakeholders to improve transparency and address community concerns. We take our asset management responsibility very seriously, and we are committed to working with the Council to address noise impacts from helicopter operations and data reporting on helicopter flights.

To this end, EDC monitors public complaints related to all helicopter flights over New York City, not just flights to and from the two EDC-managed heliports. It is important to note at the outset that only four percent of all 311 helicopter complaints involve helicopter flights that are from either DMH or the East 34th Street Heliport. Under our process, after a member of the public lodges a complaint through the city's 311 portal, this data is transmitted to EDC and the DMH operator for review. The 311 data undergoes two rounds of analysis: first by our DMH operator and then by an independent third-party consultant with expertise in analyzing flight paths. Once both rounds of analysis are complete, EDC compiles monthly reports that are transmitted to the City Council, elected officials, and relevant community boards. We are committed to responding individually to each complaint received and welcome the opportunity to work with Council on how to best present the data in our monthly reports.

More recently, we have furthered our commitment to addressing quality of life concerns, beyond just noise complaints, through requirements and recommendations laid out in our ongoing procurement for a new DMH operating contract. The updated Request for Proposals (RFP) we released in November 2023 explicitly seeks proposals for an operator to advance a transition to eVTOL aircraft and operations, diversify revenue streams, and reduce helicopter tour operating hours. Moreover, a key requirement of the RFP is to create and operate a micro-

distribution center as part of the City's Marine Highway network that decreases the City's reliance on trucks. More specifically, the RFP requires:

- Upgrades to the DMH heliport to make it ready for eVTOL aircraft as soon as they are authorized for use by the FAA and incentivize eVTOL use when feasible;
- Reduction of tour hours by 30 percent, with the new tour hours changing to 10:00 am to 5:00 pm Monday through Saturday; maintaining no tour flights on Sunday;
- The construction and operation of a micro-distribution facility;
- An operating plan and schedule for DMH to facilitate inbound freight deliveries by water. This will integrate DMH into the city's wider Marine Highway network which will help push deliveries onto the waterways and reduce diesel truck trips – getting polluting and traffic-causing trucks off the roads and greening the City;
- Improved data collection and reporting on all flight activity in addition to 311 complaints;
- Plans to further reduce take-offs and landings of non-eVTOL tour and corporate and/or personal chartered flights;
- Introduction of greenhouse gas emissions reporting;
- MWBE participation goal of 30% for site development and construction work; and
- Standing up a workforce training program that improves access to available career pathways in aviation, maritime, transportation, logistics, and other relevant sectors.

We are currently evaluating the RFP submissions and hope to select an operator for the Downtown Manhattan Heliport by this fall.

We are very excited for the changes to come to DMH. By incorporating significant steps to improve operations at the heliport, lessen activities related to noise complaints, and continue to improve low- and zero-emission, energy-efficient transportation beyond helicopters, we hope to support sustainable aviation and transportation operations citywide. We are currently reviewing all the bills that are being heard today with our colleagues at the Law Department and look forward to continuing to work with the Council, including updating you on the DMH RFP

and continuing to refine and improve our helicopter data reporting. Thank you for the opportunity to speak with you today, and we are happy to answer any questions you may have.

Congress of the United States

Washington, DC 20515

April 18, 2024

Chair Amanda Fariás
New York City Council
Committee on Economic Development
250 Broadway
New York, New York

Dear Chair Fariás & Members of the Committee on Economic Development:

Thank you for your consideration of this testimony as you consider a number of consequential bills to address the problem of non-essential helicopters in New York City and the myriad issues they cause. This is of particular importance to me as my constituents, in both Manhattan and Brooklyn, are affected by the more than 40,000 non-essential helicopter flights originating from the East 34th Street and Downtown Manhattan Heliport.

As I'm sure you know, non-essential helicopter flights are a blight on quality of life for our communities on the waterfront. They cause significant pollution and generate excessive noise that harms the health, wellbeing, and sanity of my constituents. These problems have only gotten worse in recent years.

Each non-essential helicopter flight produces 43 times the amount of carbon dioxide per hour than the average car. The leaded fuel that many of these helicopters use spews harmful particles into our communities, adding to the already poor air quality over New York City. Further still, between 2017 and 2022, noise complaints regarding helicopters in NYC increased by more than 2,300 percent. This is simply unacceptable.

I am encouraged by the set of bills being considered today, which, together, present a comprehensive answer to these issues. For years, New Yorkers have been subjected to unacceptable levels of noise pollution, depleting air-quality, increasing asthma rates and other health consequences due to the thousands of non-essential helicopter flights traveling over Manhattan. I will continue to do what I can at the federal level to protect my constituents from these harms while supporting, in the strongest terms, local legislation that will put an end to these dangerous and disruptive flights.

Sincerely,

A handwritten signature in black ink, appearing to read 'Dan Goldman', with a stylized, flowing script.

Dan Goldman
Member of Congress

CHAIRMAN

BUDGET & REVENUE

COMMITTEES

CIVIL SERVICE AND PENSIONS

FINANCE

HIGHER EDUCATION

INVESTIGATIONS &
GOVERNMENT OPERATIONS

JUDICIARY

LABOR



**SENATOR
ANDREW S. GOUNARDES**

26TH SENATORIAL DISTRICT
STATE OF NEW YORK

ALBANY OFFICE

917 LEGISLATIVE OFFICE BLDG.

ALBANY, NY 12247

PHONE: (518) 455-3270

FAX: (518) 426-6782

DISTRICT OFFICE

497 CARROLL ST., STE. 31

BROOKLYN, NY 11215

PHONE: (718) 238-6044

FAX: (718) 858-8474

E-MAIL

gounardes@nysenate.gov

April 15, 2024

New York City Council
Committee on Economic Development Public Hearing
Intro 70 Testimony

Good morning all,

As the New York State Senator whose district sits directly across the East River from the Pier 6 city heliport, I write in strong support of Intro 70 which would prohibit non-essential helicopters from operating at heliports owned or operated by the city. I stand with a growing chorus of New Yorkers who are fed up with the disruption and pollution caused by non-essential helicopter traffic and believe that tourist, charter, and commuter helicopter use is unnecessarily damaging to the environment and quality of life.

The proliferation of non-essential helicopter flights is linked to tremendous community disruption across the city. For most of the 2010s, it was rare for 311 to receive more than 1,000 helicopter noise complaints a year. In 2020, that number had skyrocketed to 10,000 complaints, and in 2021, 311 recorded a staggering 26,000 helicopter noise complaints. By the end of last year, 311 was receiving 260 complaints per day, more complaints per week than they received for an entire year just a decade ago.

Excessive noise is more than a nuisance – it has serious health consequences. Many studies have established a clear link between noise pollution and an increased risk of hypertension, heart attacks, and strokes. One study found that every five decibel increase in noise over the average daily noise level was associated with a 34 percent increase in heart attacks, strokes, and other serious heart-related issues. The quality of life and health of our communities on the ground is not worth sacrificing so that a select few New Yorkers can avoid the traffic to the Hamptons or so that a select few tourists can see the city from above.

Non-essential helicopter traffic is at odds with our city and state's climate goals. The most popular model of tourist helicopter, the Airbus AS350, produces roughly 43 times more emissions per hour than the average passenger vehicle. Helicopters are significant sources of CO2 emissions and particulate air pollution, especially when idling on the ground. For years, this air pollution has been felt acutely by heliport adjacent communities including at 55 Water Street where workers have filed more than 1,200 complaints due to headache, nausea, and respiratory issues from idling helicopters at the Pier 6 heliport.

Lastly, non-essential helicopters have a checkered safety history. Since 1977, 32 people have died in helicopter crashes in New York City. The National Transportation Safety Board called the sightseeing helicopter in the 2018 East River crash a “death trap” in their investigation which uncovered eight major safety failures that

contributed to this tragedy. Operating over in the most densely populated city in America could be catastrophic, as it was when a helicopter crashed onto the roof of a Midtown building in 2019, killing the pilot. In an infamous 1977 incident, a helicopter on the Pan Am Building tipped over and careened down onto Madison Avenue, killing four individuals on the roof and a pedestrian on the street below.

Due to these safety, environmental, and quality of life based concerns, it is clear that we must rein in non-essential helicopter travel with Intro 70. I would like to thank my colleague in the City Council, Councilman Lincoln Restler, for introducing this critical legislation, and I look forward to standing beside him and supporting its passage into law.

Sincerely,

A handwritten signature in black ink, appearing to read "Andrew S. Gounardes". The signature is fluid and cursive, with a large, stylized initial "A" and a long, sweeping underline.

Andrew S. Gounardes
District 26



ROBERT CARROLL
Assemblymember 44th District

THE ASSEMBLY
STATE OF NEW YORK
ALBANY

CHAIR
Commission on Government
Administration
Subcommittee on Museums
& Cultural Institution

COMMITTEES
Cities
Codes
Election Law
Environmental Conservation
Corporations, Authorities
and Commissions
Tourism, Parks, Arts and
Sports Development

TESTIMONY BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON ECONOMIC
DEVELOPMENT

Oversight: Helicopter Noise and Safety
April 16, 2024

Thank you Chair Farías and members of the Committee for holding this important hearing. My name is Robert Carroll, and I represent the 44th District in the New York State Assembly, which includes the neighborhoods of Prospect Heights, Park Slope, Windsor Terrace, Kensington, Victorian Flatbush, Borough Park, Ditmas Park, and Midwood.

I think it is safe to say that we all understand that living in New York City comes with a certain amount of noise from any number of sources above what non-urban communities are exposed to, but New Yorkers have long been subjected to the especially noxious noise of tourist and commuter helicopter flights. With more people working at home than ever before this noise is creating even greater stress. My office receives frequent complaints about helicopter noise as the neighborhoods I represent are in the flight path from Manhattan to JFK. Having a helicopter fly over one's home is bad enough, but it is also very unfortunate to have helicopters flying over Prospect Park, which should be an oasis from the demands of urban living.

In addition to noise pollution, helicopters spew out particulate matter and carbon emissions at rates far higher than those of cars. The best solution would be to ban non-essential flights altogether and I am entirely in favor of the City Council legislation in this regard. Short of an outright ban, these luxury flights should be heavily taxed to account for externalities. My legislation, A.7638, would place a significant "noise tax" on non-essential helicopter flights in New York City of \$100 per seat or \$400 per flight whichever is greater. It would be ideal if absent an outright ban this tax would discourage a significant number of flights but at a minimum imposing a noise tax will send a clear message to operators and their customers regarding the negative impact these flights have on New York City residents. A.7638 also calls for any revenue generated to be dedicated to the State's Environmental Protection Fund and hopefully projects funded will help ameliorate adverse impacts of these flights on the environment.

With the State and City working together, the City is on the cusp of implementing congestion pricing for cars. I have been a consistent advocate for such a policy overall but also was one of the few voices calling for charges for what can only be characterized as luxury trips using services like Uber and Lyft within the congestion zone. The MTA responded to this advocacy by approving an increase to the existing surcharge on For Hire Vehicles. So at a time when we are moving forward to reduce the environmental and health harms caused by auto traffic and to improve public transportation, it is entirely consistent to also rein in what are exclusively luxury helicopter trips.

I am gratified that Council Member James Gennaro has introduced Res.85 in support of my bill, thank those Council Members who have already signed on, and encourage this Committee and the Council to move expeditiously to take action to ban and/or tax non-essential helicopter flights.



JO ANNE SIMON
Assemblymember 52nd District

THE ASSEMBLY STATE OF NEW YORK ALBANY

CHAIR
Committee on Ethics and Guidance

CO-CHAIR
Legislative Ethics Commission

COMMITTEES
Codes
Higher Education
Judiciary
Transportation
Ways and Means

May 3, 2024

To the Members of the New York City Council and the Committee on Economic Development:

As both an elected official and a resident of Brooklyn where much of the noise can be heard, I am deeply concerned about the urgent issue of helicopter noise and safety. I appreciate the opportunity to testify on T2024-1663, Oversight - Helicopter Noise and Safety, and I urge the Council and Committee to take immediate action to address the relentless safety and public health issues that helicopter traffic over our area causes. The problem is worsening, and my constituents are rightfully apoplectic. They regularly call, email, stop by my office, and speak with me in the community, begging the government to take action to address their concerns regarding helicopters overhead:

- Noise and Air Pollution
- Environmental Impacts
- Health & Safety
- Negative Impact on Parks
- Terrorism Risks

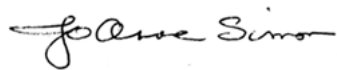
Helicopter traffic over many neighborhoods - Brooklyn Bridge Park, downtown Brooklyn, Carroll Gardens, Boerum Hill, Cobble Hill, Prospect Heights, Gowanus, Park Slope, and the Brooklyn Botanic Garden - especially the non-essential flight path from lower Manhattan to the airports and the east end of Long Island, is near-constant. Data collected by advocates confirms that helicopters often fly at altitudes too low (thus noisier & more unsafe/polluting) over neighborhoods when their flight path should be over water.

This is not just a near-constant annoyance, disruptive to sleep (the flights start early in the morning) and learning (children and schools are often negatively affected), but also totally in contravention of our climate goals. It is inconsistent with the CLCPA mandates, adding to the deterioration of our planet's environment.

Due to ever-increasing public complaints and numerous recent fatal helicopter crashes, elected officials have introduced legislation at all levels of government to ban or curtail non-essential helicopter flights. New York City for many years has pushed for legislation to curtail this issue. During this oversight hearing, Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, Res 0226-2024, and Res, 0233-2024 were discussed, which are all bills and resolutions which I wholeheartedly support.

On behalf of my constituents, I urge the City Council to take the necessary and proper steps to institute oversight of NYC heliports, reduce overall helicopter traffic over New York City, and ban non-essential helicopter flights from the skies over New York City.

Sincerely,

A handwritten signature in black ink that reads "Jo Anne Simon". The signature is fluid and cursive, with the first name "Jo Anne" and the last name "Simon" clearly distinguishable.

Jo Anne Simon
New York State Assemblymember



JUMAANE D. WILLIAMS

**STATEMENT OF PUBLIC ADVOCATE JUMAANE D. WILLIAMS
TO THE NEW YORK CITY COUNCIL
COMMITTEE ON ECONOMIC DEVELOPMENT
April 16, 2024**

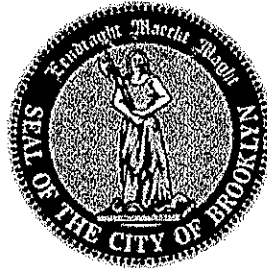
Good Morning,

My name is Jumaane D. Williams and I am the Public Advocate for the City of New York. Thank you to Chair Farías and members of the Committee on Economic Development for holding this hearing and for allowing me to share my statement. Thank you President & CEO Andrew Kimball of NYCEDC and the NYCEDC team for being here.

I am here today to represent constituents who are frustrated with how helicopters have operated in New York City. Approximately a year ago, I received many complaints about the frequency of helicopter noise and the impact on the health and safety of those individuals. Councilwoman Gale Brewer created a task force as the Manhattan Borough President and she told me that she received complaints about objects falling off tourist helicopter rides onto New Yorkers enjoying outdoor dining. It should be done as far away from land as possible. I now sporadically get a complaint about helicopter noise.

At the March 15th Preliminary Budget Hearing, President & CEO Andrew Kimball explained that NYCEDC's heliport leases to New York City-based helicopter tourism operators and now mandate that those helicopters only fly over the water. This may explain the decrease in complaints and I want to thank EDC for taking some measures to reduce the proliferation of helicopters flying above our neighborhoods. NYCEDC issues the RFPs for the use of heliports in the City of New York. I ask that NYCEDC review all heliport usage and minimize the use by non-essential helicopter companies like Uber-copter and ensure that emergency use copters (Hospitals, FDNY, and NYPD) and News-copters are prioritized for flying through New York City and landing in our heliports.

Furthermore, helicopters pollute far more than even the most carbon-emitting road vehicle and we should look to hybrid or electric copters as an alternative for the future. I look forward to hearing from NYCEDC about strategic opportunities to reduce non-essential helicopter travel and to reduce carbon emissions from existing helicopters. Thank you.



**City Council Committee on Economic Development
Oversight Hearing on Helicopter Noise and Safety
April 16, 2024**

Good morning Chair Farías and members of the committee. I am here today on behalf of Brooklyn Borough President Antonio Reynoso and Manhattan Borough President Mark Levine to again express their commitment to ridding our city's skies of non-essential helicopter travel. Helicopters are simply not necessary for either tourism or commuting, and their outsized impacts on noise and air pollution far outweigh any entertainment or convenience they may provide.

Even according to the helicopter industry, the noise that helicopters generate flying at 500 or even 1,000 feet over the city is well within the range considered dangerous by the Hearing Health Foundation. With thousands of non-essential helicopter trips around NYC every week, it's no wonder that helicopter noise complaints have risen more than 2000% in the last five years. This noise is disruptive to residents who live along the flight paths – including much of Manhattan and Brooklyn's waterfronts, as well as North and Central Brooklyn along the JFK routes – and the constant exposure can cause health impacts such as stress and anxiety, in addition to quality-of-life issues.

We appreciate the changes that the City has already implemented on the helicopter tourism industry, such as reducing the number of tourist flights, restricting flight patterns to over the waterways, and exploring new technologies. However, the presence of tourist helicopters along our waterfronts is still extremely disruptive. Among other issues, the noise negatively impacts the experience for residents and tourists enjoying relaxation in our city's open spaces, especially Riverside Park, Hudson River Park, Battery Park, and Brooklyn Bridge Park, where the noise from tourist helicopters is constant. New Yorkers have invested billions of public dollars into supporting and improving these parks, only to have their enjoyment of them diminished. Meanwhile, flights originating in New Jersey plague Manhattan communities and users of Central Park, and commuter flights to the airports and the Hamptons continue over Prospect Park and Brooklyn's residential neighborhoods unchecked.

Yet noise pollution is not the only issue, so efforts to curb it only address part of the problem. Commuter helicopters use approximately 20 times more fuel per hour than the average car (depending on the model). Again, with thousands of non-essential trips every day, the tourist and commuter helicopter industry is a major source of air pollution in our city. Allowing this to continue runs counter to the City's stated goal of reducing greenhouse gas emissions.

We are aware that this issue requires a regional solution with many levels of government at the table, and we recently joined with our federal colleagues to call on the Federal Aviation Administration (FAA) to more proactively regulate non-essential helicopter flights. The most

effective solution would be for the FAA to ban non-essential helicopter travel from NYC's airspace, as outlined in Council Member Brewer's Resolution 233. This would address concerns from NYCEDC that an NYC-only ban will push more traffic to heliports in New Jersey, which have less restrictive regulations. In 2016, the City undertook a collaborative effort between NYCEDC, the helicopter industry, the Downtown Manhattan Heliport operator, and tour flight companies, which resulted in updated regulations. They did it before, and they can do it again.

In the meantime, we must work with the tools that we have at our disposal. That is why we support Council Member Restler's Intro 0070, which would ban non-essential helicopters from operating at City-owned heliports. For all the reasons outlined, the City should not be supporting this industry in its current form. Notably, the concession license agreements that allow helicopter operators to use the City's heliports do not require a cause for termination, yet despite repeated calls for NYCEDC to ban non-essential helicopter flights, they instead renewed their agreement with the Downtown Manhattan heliport operator last year.

In conclusion, we don't believe our constituents should have to suffer from noise or air pollution for another day just so tourists can view the city from above or so commuters can pay exorbitant sums to get to the Hamptons faster. Until such time as the helicopter industry can sufficiently demonstrate that it can operate in a way that does not disrupt residents' quality of life, does not pose a threat to public health, and does not use fossil fuels that result in carbon emissions, we support a ban of non-essential flights from our City's heliports.

Thank you again for the opportunity to speak today. Our offices look forward to working with the Council and any other necessary partners to get to a solution.

CHAIRMAN
JUDICIARY

COMMITTEES
CHILDREN AND FAMILIES
CODES
CORPORATIONS, AUTHORITIES
AND COMMISSIONS
FINANCE
HEALTH
INVESTIGATIONS AND
GOVERNMENT OPERATIONS



SENATOR
BRAD HOYLMAN-SIGAL
47TH SENATORIAL DISTRICT
STATE OF NEW YORK

DISTRICT OFFICE:
322 EIGHTH AVENUE, SUITE 1700
NEW YORK, NEW YORK 10001
PHONE: (212) 633-8052

ALBANY OFFICE:
ROOM 310
LEGISLATIVE OFFICE BUILDING
ALBANY, NEW YORK 12247
PHONE: (518) 455-2451

e-mail:
hoylman@nysenate.gov

website:
hoylman.nysenate.gov

**Testimony of State Senator Brad Hoylman-Sigal
Before the New York City Council Committee on Economic Development
On Non-Essential Helicopter Flights**

April 16, 2024

Thank you, Chair Farías and all the members of the Committee on Economic Development, for the opportunity to testify. I am State Senator Brad Hoylman-Sigal, and I represent the West Side of Manhattan, from Christopher St. in the Village to W. 103rd St. on the Upper West Side, including the West 30th Street Heliport. For years, my constituents have been victim to the consequences of unnecessary helicopter flights, and, for years, I have worked with my colleagues in Manhattan to end unnecessary helicopter flights over and around New York City. I am grateful for the opportunity to weigh in on this issue again.

Every day, non-essential tourist and charter helicopter flights around my district emit repetitive high-decibel noise and disrupt quality of life in one of the densest urban areas in the world.¹ These helicopters are more than only a nuisance; they cost our communities in long-term health outcomes and harm the quality of our air and environment.

There is substantial evidence that aircraft noise can cause community annoyance, disrupt sleep, adversely affect academic performance of children, and increase the risk for cardiovascular disease of people living in the vicinity of airports and heliports.² These disruptions have been significantly heightened since the COVID-19 pandemic and the recent trend by employees to work from home.³ Moreover, helicopter noise has been cited by numerous of my constituents as interfering with outdoor activities,

¹Vincent Mestre, et al, *Helicopter Noise Information for Airports and Communities*, p. 5-6, nap.nationalacademies.org/read/23609/chapter/4

² Mathias Basner, et. al, "Aviation Noise Impacts: State of the Science," <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC5437751/>

³ Linus Yinn Leng Ang and Fangsen Cui, "Remote work: Aircraft noise implications, prediction, and management in the built environment," <https://www.ncbi.nlm.nih.gov/pmc/articles/PMC9398462/>

including recreation along the Hudson River Park and performances at the Delacorte Theater in Central Park.

Helicopter noise is the subject of tens of thousands of 311 complaints, at rates that have multiplied over the last five years. As of this testimony, there have been over 67,000 helicopter-noise complaints to the Economic Development Corporation processed since the beginning of 2023, representing a greater number of complaints than were received in 2020, 2021, and 2022 combined. I am encouraged by the attention the City Council is paying to remedy this longstanding and persistent issue.

In addition to noise and quality of life, helicopters are a significant source of carbon emissions, contributing to climate change, posing an additional barrier to the goals set forth by our NYS [Climate Leadership and Community Protection Act](#), and presenting yet another cost for the public to carry for something that offers them nothing in return. [One source](#) places the hourly carbon emissions of the Airbus AS350, one of the helicopter models most commonly used around New York City, at more than 40 times that of a passenger car.

In 2022, I passed legislation called the “Stop the Chop” Act (S7493A/ A8473A) that would have created a right of action against any person who creates an unreasonable level of sustained noise from helicopter flights, thus enabling victims to seek compensation. In addition, the bill would have amended the Hudson River Park Act to restrict the use of the West 30th Street Heliport. I was disappointed by the Governor’s veto of the legislation, who, in her justification, cited constraints on New York State’s ability to legislate in this area due to federal regulation.

Even though the Governor vetoed the Stop the Chop Act, we are not giving up on efforts to reduce helicopter noise. Following her veto, I introduced legislation (S6962/ A7277) with Assemblymember Tony Simone that would amend the Hudson River Park Act to fully prohibit a heliport within its boundaries. To restate the obvious, a heliport and a public park are incompatible uses.

I’m grateful for this latest effort by the City Council and the ongoing partnership among elected officials, our local community boards and advocacy organizations such as Stop the Chop who are all united in addressing this long standing problem.



421 Aviation Way
Frederick, MD 21701

T. 202-737-7950
F. 202-273-7951

www.aopa.org

15 April 2024

Committee on Economic Development
New York City Council
250 Broadway, Suite 1833
New York, NY 10007

TRANSMITTED VIA ONLINE SUBMISSION

Re: Oversight – Helicopter Noise and Safety: Int 0026-204, Int 0070-2024, Res 0085-2024, Res 0226-2024.

Chairperson Councilor Farias and members of the New York City Council Committee on Economic Development,

The Aircraft Owners & Pilots Association (AOPA) is the world's largest aviation membership organization representing the general aviation interests of 300,000 aircraft owners and pilots across the country, including nearly 10,000 from the state of New York. On behalf of these members, **AOPA opposes Int 0026-2024 and Int 0070-2024 – laws to amend the administrative code to restrict non-essential helicopter operations from the New York City (NYC) heliports.**

ECONOMIC IMPACT

With its strong economy and infrastructure, NYC is considered by many to be the business center of the world. As such, its heliports are a vital first link in a global network that connects the city to a broader state aviation system and beyond. A 2012 study on *Heliports and their Importance to NYC*, conducted by NYU Rudin Center for Transportation Policy and Management, determined that the three NYC heliports support 150 jobs and generate more than \$16 million in annual economic impact—numbers that have grown substantially in the twelve years following the study. More recently, a 2022 New York State Department of Transportation economic impact study determined that the state's general aviation industry supports more than 43,200 jobs statewide and generates \$8.6 Billion in annual economic activity.

INTRODUCTION OF NEW LAWS

The introduction of local laws to amend the administrative code of the city of New York, including *Int 0026-2024* and *Int 0070-2024*, which seek to prohibit “*non-essential helicopters from operating at heliports owned or operated by the city*” would, if passed, appear to violate the Airport Noise and Capacity Act of 1990, 49 U.S.C § 47521, (ANCA). Similar attempts to restrict aircraft operations at the East Hampton Airport on Long Island have resulted in lawsuits and a ruling that was upheld by the Supreme Court of the State Of New York, which affirmed

that publicly owned facilities are preempted by the Federal Aviation Administration's (FAA) exclusive oversight authority over the noise generated by aircraft. The courts generally have recognized that the powers assigned to the FAA by the Federal Aviation Act leave no room for state or municipal regulation of airport noise. Similarly, any effort by the state to establish a tax on *noise from non-essential helicopter and seaplane flights*, as called for in Res 0085-2024, would appear to be preempted by the federal Anti-Head Tax Act, 49 U.S.C. § 40116 ("AHTA"), which generally prohibits the taxation of air commerce by the states.

Enacting these types of laws would have a chilling effect on private investment in aviation industries and infrastructure across the city and state. In addition to the financial hardship that banning "non-essential helicopter" access would cause for the three NYC heliports, New York would be labeled hostile to the aviation community and its outcrop of growing technology sectors. New York State is home to one of seven FAA-designated unmanned aerial systems (UAS) test sites, with a 50-mile UAS traffic management corridor awarded through a competitive applications process overseen by NASA and the FAA. The passage of these proposals would incentivize high-technology aviation businesses to invest in other cities and states eager to support these growing sectors, including those involved with Advanced Air Mobility (AAM) and Urban Air Mobility (UAM).

WORKFORCE DEVELOPMENT

To continue as the world's center of business, NYC must continue to generate and attract a broadly skilled workforce. As more industries and companies look to unmanned aviation to improve their businesses, professional pilots are in increasing demand. There has never been a better time for young people to enter the aviation industry. The long-term outlook for aerospace-related STEM careers continues to be positive. In its [2022 Pilot and Technician Outlook](#), Boeing estimates that by 2041 North America alone will need 128,000 new pilots, 134,000 new technicians, and 173,000 new cabin crew members. At the same time, industry analysts have named drone pilots (those who operate unmanned aircraft systems) as one of the fastest-growing job markets. To help with this, the AOPA Foundation offers free of charge to all high schools and homeschool co-ops across the United States, a six-course, two-pathway (pilot and drone pilot) [High School Aviation STEM Curriculum](#). Fordham Preparatory School in the Bronx, and Gregorio Luperon High School in Manhattan comprise two of the six schools across New York State utilizing this 100% FREE aviation-themed STEM curriculum.

THE FUTURE OF AVIATION

Advancements in technology related to sustainable power and sound signature reduction are evolving quickly and will soon be certified, including Electric Vertical Takeoff and Landing (eVTOL) aircraft. It will be vitally important for airports and aviation authorities to plan for and adapt their facilities accordingly as these important technologies will serve to reduce the traffic burden on our highways and bridges while sustaining New York's place in the global economy. These advancements will serve to make many concerns of today obsolete as we progress into the near future. Although the industry's progress is inevitable, it will require continued investment by NYC to procure these coming advancements as efficiently as possible. Efforts to restrict access will only inhibit the NYC heliport's ability to generate revenue and invest in the future.

For these reasons and to prevent countless lawsuits, the aviation community of New York urges you to find these proposals unfavorable. If you have questions or require additional information, please contact me directly at 301-695-2090 or sean.collins@aopa.org.

Sincerely,

A handwritten signature in black ink, appearing to read "Sean M. Collins", is centered on a light-colored rectangular background.

Sean M. Collins, AOPA
Eastern Regional Manager

Good morning. My name is [Brittany Davies](#) and I am the Northeast Regional Director for the National Business Aviation Association (NBAA). NBAA is the leading organization for companies that rely on general aviation aircraft to help make their businesses more efficient, productive and successful. On behalf of our 11,000-member companies, I greatly appreciate the opportunity to submit testimony to you today.

Business aviation is a lifeline for communities across the nation and an essential tool for businesses striving to succeed in today's global economy. New York City is an international hub for commerce and intermodal transportation. The proposed restrictions on helicopter operations at the City's heliports would be devastating to New York City's economy, operators, business and workers that contribute to the creation of 43,200 jobs and generation of 8.6 Billion in total economic output.

The City-owned heliports are critical infrastructure as part of a much larger transportation network that supports public-use, emergency medical services (including transporting organ for transplant to local area hospitals), electronic news gathering, institutions of higher learning, non-profit organizations, law enforcement, and non-government organizations from all over the world.

As representatives of the general aviation community, we fully recognize the importance of prioritizing the safety and well-being of New York City residents. It is important to note that the business aviation industry is investing billions of dollars into technologies that will dramatically reduce noise levels and the carbon footprint of aviation. The industry is fueling research and development needed for sustainable solutions across a broad spectrum of applications. With a commitment to achieving net-zero emissions by 2050 and 40% reduction s in emissions over the past four decades, our industry is dedicated to environmental stewardship and innovation.

The general aviation community recently launched the CLIMBING. FAST. initiative to showcase the industry's many societal benefits. An incubator for sustainability solutions, business aviation manufacturers are at the forefront of advancing technological innovations that significantly reduce life-cycle carbon emissions, including developing and certifying electric, hybrid and hydrogen propulsion systems. Today, the industry is championing the development and broader adoption of sustainable aviation fuel (SAF), which is derived from sustainable feedstocks and can reduce life-cycle carbon emissions by 80% compared to conventional fossil fuel. This initiative will also make our energy supply chain more resilient, enhancing our national security.

While the industry is actively implementing measures to improve safety and community compatibility, we do not believe the City has the legal authority to regulate aviation operations at NYC heliports. As designated under the federal Airport Noise and Capacity Act (ANCA), only the Federal Aviation Administration has the authority to regulate aeronautical operations. The recent ruling of the Second Department involving East Hampton, ANCA also specifically applies to all publicly-owned facilities, and prohibits access restrictions absent FAA scrutiny. Accordingly, proposed ordinances no. 0026-2024 and 0070-2024 should not be adopted.

Likewise, the State also may not impose restrictions on operations, either directly or via indirect means, such as purported taxation, and accordingly the proposed resolutions nos. 0085-2024 and 0226-2024 should not be adopted.

NBAA strongly opposes all legislation to ban non-essential helicopter operations as well as any proposal to limit the use of New York City's heliport system. However, our industry looks forward to continued engagement to identify and implement effective solutions that address concerns while ensuring the highest levels of safety and environmental stewardship.



Robert S. Wiesenthal
Founder and CEO
BLADE Urban Air Mobility, Inc.
55 Hudson Yards, 14th Floor
New York, NY 10001

April 17, 2024

Council Member Amanda Farías
Chair of the New York City Council Committee on Economic Development

Dear Chair Farías:

I write to you as Founder and CEO of BLADE Urban Air Mobility, Inc. ("Blade"), regarding the New York City Council Committee on Economic Development Committee oversight meeting on helicopter noise and safety that took place on April 16, 2024. Thank you for convening a hearing on these important matters.

Founded in 2014 with headquarters in New York City, Blade is a technology-powered, global air mobility platform committed to reducing travel friction by providing cost-effective air transportation alternatives to some of the most congested ground routes in the U.S. and abroad. Today, the company's use of aircraft has provided the platform and assets to become the largest air medical transporters of human organs for transplant in New York and the United States overall. Our technology and terminal infrastructure has been designed to facilitate a seamless transition to Electric Vertical Aircraft ("EVA" or "eVTOL"), enabling lower cost air mobility to the public that is both quiet and emission-free.

The helicopter passenger business in New York subsidizes our organ movement services in New York as the same pilots and helicopters that fly passengers during the day fly organs and surgeons overnight. This has enabled us to be the lowest cost air provider to hospitals, reducing the costs of transplant and improving patient outcomes.

After safety, being a good neighbor is Blade's top priority – after all, we are also New Yorkers: Blade alone employs over 200 individuals—the majority of whom live right here in New York City—and the broader industry employs thousands more. Our company has continuously embraced many strategies to reduce the impact of noise on New Yorkers:

1. We do not conduct tours. Tours are designed to maximize the view for passengers by flying close to landmarks, buildings and parks. As transportation, our priority is safety, reducing impact on neighbors and speed to the destination—not views. This enables us to take all water routes around Manhattan avoiding and borough overflight as well.

2. We work closely with local air traffic controllers at John F. Kennedy Airport to minimize the impact of flight across the approach path to the airport which aligns with Brooklyn. JFK towers does its best to help our operators maximize the altitude they fly in addition to prioritizing industrial and commercial routes, and avoid flying over parks, which dramatically minimizes the impact of noise on people on the ground. While the ultimate routes and altitudes are determined by air traffic controllers whose priority is to maximize safety for all depending on the landing patterns of commercial jet travel, together we have successfully raised the altitudes of the average flight from Manhattan to JFK Airport and increased the use of routes over commercial industrial areas significantly. In addition, over the past few years we have repeatedly and voluntarily adjusted our schedules and changed flight paths in response to feedback from local community members and New York City public officials.

As you and the Committee on Economic Development hear several pieces of legislation, we urge you to consider the following points:

- Regarding Int. No. 26 (A Local Law to amend the administrative code of the city of New York, in relation to restricting non-essential helicopter operations at city heliports to helicopters powered fully by electric engines):
 - o Blade is fully committed to expediting the transition from conventional helicopters to quiet, electric, and emission-free Electric Vertical Aircraft. In fact, Blade has made significant financial commitments to manufacturers, on behalf of our operators, to start deploying these aircraft as soon as they are ready. While we support the transition to electric, as written, this legislation is not realistic in that it assumes a transition to electric sooner than anyone in the industry believes is possible. There will be a gradual introduction to electric aircraft in the coming years—likely the 2026-2027 timeframe. We anticipate a cohabitation phase with both conventional and electric aircraft to persist at least until the end of the decade. Some heavy, long distance, or specialty (fire, EMS, police) missions may not be replaced with electric aircraft in the near future. We commit to using these Electric Vertical Aircraft as soon as they are certified, deemed safe, and reliable and available for purchase.
- Regarding Int. No. 70 (A Local Law to amend the administrative code of the city of New York, in relation to prohibiting non-essential helicopters from operating at heliports owned or operated by the city); Res. No. 226 (Resolution calling on the New York State Legislature to amend the Hudson River Park Trust Act by banning non-essential use of its heliport); and Res. No. 233 (Resolution calling upon the United States Federal Aviation Administration to ban all non-essential helicopter travel, including tourist and chartered helicopter flights over New York City):
 - o The point A to point B passenger flights we arrange for our customers are what subsidizes our life-saving organ transplant flights – by providing more profitable flight hours to the operators and pilots who fly our missions. This, in turn, has dramatically reduced the cost of organ transportation for New York City area hospitals (NYU Langone, Mt. Sinai, and Montefiore) and has improved outcomes for patients by making air transport affordable rather than facing unpredictable ground traffic. The very flights this legislation deems “non-essential” are the flights that are essential to the lifeblood of our company’s ability to provide life-saving organ transplant missions to New Yorkers.

- Regarding Res. No. 85 (Resolution calling on the New York State Legislature to pass, and the Governor to sign, A.7638-A/S.7216-A, which would establish a noise tax on non-essential helicopter and seaplane flights in cities with a population of one million or more):
 - o As currently written, this legislation would impose an unprecedented, exorbitant, and completely cost-prohibitive tax on businesses like BLADE operating non-essential helicopter and seaplane flights in New York City. For example, the per person tax (\$400) being suggested would be more than twice as much as the price BLADE charges our fliers for a one-way airport transfer (\$195). This is not a tax but it would eliminate our passenger business in New York and dramatically raise the cost of our organ transport business to New York City hospitals. This would also eliminate a significant portion of Blade's New York workforce.
- In addition to the business impact this legislation would have, we are confident that if passed, this legislation would have the opposite impact of what is intended:
 - o It would create more noise in New York City and likely little to no tax revenue.
 - o Operators of tour flights would simply depart from their base of operations in New Jersey today (as the only, and largest, tourist flight operator that does not follow the EDC helicopter tourism rule, FlyNyon, currently does now.) There would also be no incentive for these operators departing from New Jersey to follow any New York City or State rules, including ones currently in place regarding the time of day and flight path helicopters can fly over Manhattan.

Blade is proud to be a New York City founded and headquartered company made up of entrepreneurial, hard-working, proud New Yorkers who want to help ensure this City remains competitive and the best city on earth. We urge you to take the above into account as you consider legislation that will have unintended harmful consequences not just for our business and our industry but for everyday New Yorkers.

I look forward to continuing an open dialogue with you and thank you in advance for your shared interest in finding solutions that keep in mind the needs of all New Yorkers.

Sincerely,

Rob Wiesenthal

Robert S. Wiesenthal



April 16, 2024

Good morning, my name is Stacy Sheard and I am representing the Eastern Region Helicopter Council (ERHC), an association of local helicopter professionals promoting safety, education, awareness and advocacy. The ERHC has a community outreach program and is actively working with the FAA to address concerns of the community and to preserve the last New York City Heliports for the future.

What we know from history, is that once small airports or heliports are restricted or closed, they do not re-open. Restricting them is similar to closing onramps and offramps on the interstate infrastructure. Access to and from NYC by air would cease, but aircraft flying overhead with limited places to land creates further problems with aviation congestion. New York City's Three Heliport System is essential to the aviation infrastructure in NYC. "Non-essential" or "noise" restrictions can inadvertently result in increased numbers of helicopters in holding patterns, waiting to land, above neighborhoods and sensitive sites in New York City.

Banning "non-essential" access to the last three remaining Heliports (West 30th Street, East 34th Street and Downtown Manhattan) could cause devastating effects. As we've seen in Washington DC, restricting airports and heliports forces the fixed base operators (FBOs) that maintain them to suffer financially and their businesses ultimately close as a result. Without aviation support services, heliports cannot exist. Restriction would ultimately impede life-saving operations, compromising public safety and security.

Heliports serve a purpose in the larger scheme of multimodal transport as key transportation hubs, and play a crucial role in supporting the local and global economy. Restricting heliports, without working together, would likely have a negative impact on the multifaceted system of transportation that connects New York City to the global economy. Industries that rely on future vertical aviation services, such as business aviation, passenger travel, aerial utility work, law enforcement, security, tourism, medical and disaster rescue evacuations. This will result in significant job losses, reduced revenue, and a decline in economic activity along with the loss of any economic and technological opportunities of tomorrow.

We recognize that there is room for continued improvement and that in a collaborative effort more can be accomplished. The ERHC's initiative to improve instrument flight routes in-and-out of New York City is a great example of that and a significant step towards mitigating aircraft sound signatures in NYC.

Until recently, technologically advanced helicopters did not have access to many of the procedures originally designed for airplanes. By partnering with the FAA and New York Terminal Radar Approach Control (NY TRACON), we are at the forefront designing new instrument flight routes for helicopters to utilize during inclement weather. These new routes reduce the sound signature of helicopters accessing New York. In the past, helicopters have not had access to these procedures out of Manhattan, and as a result, helicopters have had to fly lower in order



to transition in and out of NYC. The first helicopter instrument departure procedure will come online this summer, with more instrument routes being designed for follow-on release by the FAA.

Another example of ERHC's commitment to collaboration, is listening to our local, state and community partners to help alleviate helicopter sound signatures around NYC. The ERHC uses data provided by the FAA to devise higher altitudes and flight paths over and around the most heavily populated residential areas. We have also complied with revised heliport operating hours and procedures in a good faith measure to show our commitment to the community and the viability of vertical aviation as it continues to benefit the needs of our city.

Advancements in technology have led to the development of quieter and more environmentally friendly vertical aircraft. The plan for Downtown Manhattan Heliport to play a vital role in facilitating the first sustainable heliport with the infrastructure to support electric flight technology is absolutely ground-breaking. Mayor Adams and the New York City Economic Development Corporation are preparing the City for emerging technologies such as Electric Vertical Takeoff and Landing (eVTOL) aircraft. By keeping NYC heliports accessible, they are enabling the integration of these innovative technologies into affordable Advanced Air Mobility, leading New York City to more sustainable transportation solutions.

Technologies like sustainable power and the reduction of sound signatures, will be soon be certified to meet multimodal transportation needs, reducing ground traffic gridlock, and creating quieter and more affordable transportation - providing more accessibility to meet the transportation and environmental demands of the future. With a number of eVTOL manufacturers planning to receive FAA certification over the next two years, the fleet mix flying into New York City heliports is expected to change.

By improving flight routes and embracing quieter aircraft technology, stakeholders including the ERHC, NBAA, VAI along with the FAA are demonstrating a commitment to staying ahead of the curve through technology. As the aviation industry continues to evolve, it is essential for airports and aviation authorities to adapt to these changes proactively. Keeping the last three New York City heliports accessible is not only essential for technological advancements, noise reduction, and multimodal transportation needs, but also plays a significant role in sustaining New York's place in the global economy. By recognizing the value of heliports and supporting their continued operation, we can promote innovation, enhance transportation options, and drive economic prosperity, and accessibility for the community at large.

Thank you,
The Eastern Region Helicopter Council

**Testimony by Ken Coughlin, Manhattan Community Board 7
Committee on Economic Development Hearing**

April 16, 2024

My name is Ken Coughlin and I am here to speak on behalf of Manhattan Community Board 7 in support of Introduction 26 and other measures to eliminate or reduce nonessential helicopters over New York City. (I am also a Board Member of Stop the Chop NY/NJ.)

Community Board 7 encompasses the Upper West Side of Manhattan from 59th to 110th Streets.

On most days, the loud drone of helicopters passing overhead has become the new normal in our neighborhood. These are tourist and commuter flights traveling up and down the Hudson and crossing the district. Tens of thousands of these flights originate or land at the two City-owned heliports.

These tens of thousands of flights have been matched by tens of thousands of complaints to 311. Between 2022 and 2023, helicopter noise complaints in our district nearly doubled, from more than 11,000 to more than 21,000.

In January 2020, Community Board 7 voted unanimously to support our elected officials' efforts to reduce helicopter traffic in the city, including support for a federal bill that would prohibit nonessential flights within New York City airspace. One year later, again by unanimous vote, we called on the City to stop promoting helicopter sightseeing tours on its marketing website, NYC & Company. This promotion subsequently ended thanks to the efforts of Gale Brewer. I am submitting those CB7 resolutions here.

Manhattan Community Board 7 strongly supports the current Council bills to end nonessential flights at the two City-run heliports, as well as the other proposals and resolutions to reduce or ban tourist and commuter traffic over our district and city.

RESOLUTION

Date: January 5, 2021

Committee of Origin: Transportation

Re: Ending Taxpayer Support for Marketing of Helicopter Tours Over Manhattan.

Full Board Vote: 45 In Favor 0 Against 0 Abstentions 0 Present

The following facts and concerns were taken into account in arriving at our conclusions:

- Tourist and photo-excursion helicopters originating in New Jersey and Westchester County regularly fly over Manhattan neighborhoods, including the Upper West Side, as part of their tours. Many of the photo-excursion flights take place in helicopters with side doors either open or removed. Central Park is one highly attractive sight both during the day and after sunset, both for views of the Park itself and to frame the skyscrapers beyond. These helicopters hover, sometimes two at a time, for extended periods over the Park, disrupting the experience of the Park and the surrounding neighborhoods for those on the ground. Helicopters also hover over Central Park and the Upper West Side to await clearance to enter airspace proximate to or regulated by LaGuardia Airport.
- Tourist helicopter flights have increased in recent years, with a particularly sharp spike in the past six months, according to a recent BetaNYC presentation to Manhattan Borough President Gale Brewer's Helicopter Task Force.
- These increased flights have been accompanied by a dramatic upsurge in helicopter noise complaints. According to an analysis by the news site The City, complaints about helicopter noise have gone up more than 130 percent since 2019, rising to 7,758 as of November 13, 2020, compared to 4,400 for all of 2019. The complaints are concentrated in Community Districts 5, 7 and 8, according to BetaNYC.
- On January 7, 2020, CB7's full board voted unanimously to support "our elected officials' efforts to reduce helicopter traffic in the city, including the enactment of the Improving Helicopter Safety Act of 2019." This Act (HR 4880) would prohibit nonessential helicopter flights from flying within New York City airspace, ending tourism helicopter flights, among others. Introduced by Reps. Jerrold Nadler, Nydia Velazquez and Carolyn Maloney, the measure has the support of many of Manhattan's City and State elected representatives.
- Despite the impact of non-essential helicopter flights on the quality of life of those living, working and visiting the space below them, tourist and non-essential helicopter flights are listed on the website of NYC & Company, the taxpayer-supported official destination marketing organization for the five boroughs of New York City. These flights are listed under "Tours" alongside sightseeing cruises and walking tours, and discounts are offered.
- The website of one helicopter tour company listed on NYC & Co. proclaims: "With trees starting to get their leaves and flowers blooming, taking a helicopter trip NYC visitors will never forget over Central Park is simply the most amazing experience."
- Another company website boasts: "You'll fly right by the Statue of Liberty and can even fly across Central Park on our City Lights Experience!"
- In a recent Gotham Gazette article, Julia Vitullo-Martin writes: "It's hard to make the intellectual leap from out-of-town helicopter flights to benefits for New York's tourism industry."
- The use of a New York City taxpayer-supported marketing and media facility to promote businesses that are not reasonably expected to create tax revenues or other benefits to our City, and which disrupt our communities, is inappropriate, unfair and inefficient.

THEREFORE, BE IT RESOLVED THAT Community Board 7/Manhattan calls on NYC & Co., the Mayor and City government to cease using taxpayer funds to promote helicopter tours that are the cause of escalating community noise complaints and other concerns, and we urge that NYC & Company cease listing and promoting such tours.

RESOLUTION

Date: January 7, 2020

Committee of Origin: Transportation

Re: Improving Helicopter Safety Act of 2019.

Full Board Vote: 22 In Favor 0 Against 1 Abstentions 0 Present

Committee: 6-0-0-0. Non-committee Board members: 3-1-0-0.

BE IT RESOLVED THAT Community Board 7/ Manhattan **supports** our elected officials' efforts to reduce helicopter traffic in the city, including the enactment of the Improving Helicopter Safety Act of 2019.



**Testimony of Central Park Conservancy
New York City Council Committee on Economic Development
April 16, 2024**

Good morning, my name is David Saltonstall and I am Vice President for Government Relations, Policy and Community Affairs at the Central Park Conservancy. I am here today to testify in support of the Council's proposals to restrict non-essential helicopters from flying over our city.

Central Park is a sanctuary from the pace and pressures of city life, designed for people to relax and enjoy the restorative powers of nature.

But that sense of peace is shattered every day – multiple times a day -- by loud, low-flying and non-essential helicopters flying over Central Park, most of them tourist flights from New Jersey.

The Park is like a magnet for these helicopters, which don't just disrupt the Park experience for visitors and wildlife alike. They also pollute our environment and pose a needless safety risk over one the most crowded cities in America.

The net result is that a small, endless series of joy riders – each paying upwards of \$300 for a 2-minute flyover around the Park – are allowed to destroy the tranquility of the Park for all those who stroll through its gates every year, most of them New Yorkers who are just looking to run, walk, bike, play, think or simply breathe. It's not fair, and it needs to end.

It's important to understand that this is not just about recreation, it is also about economic development. Central Park is the City's top tourist destination, attracting 42 million visitors a year from around the globe, who in turn book hotel rooms, eat in restaurants and enjoy everything the City has to offer. We should not allow such an iconic destination to be bombarded every day by thundering noise, any more than we should allow our Broadway theaters or world-class museums to be similarly disrupted.

I want to especially commend the leadership of City Councilperson Gale Brewer on this issue. Councilperson Brewer not only represents all of Central Park, she has been a tireless advocate for responsible regulation on these helicopters for years, if not decades.

Central Park is a New York City Scenic Landmark and a National Historic Landmark, which are government designations created at the highest levels to protect the Park from encroachment. But those protections are powerless in the face of the current regulatory scheme related to non-essential helicopters.

We would urge the Council to pass these bills and begin to correct the imbalances that for too long have allowed the desires of a few to up-end the rights of the many to enjoy Central Park and the tranquility it was intended to provide.

Hudson Classical Theater Company is a nonprofit theater company that offers to the public free theatrical performances in Riverside Park. We have been performing on the north patio of The Soldiers' & Sailors' Monument in Riverside Park for 21 years. We produce three full productions, each running one month long, in June, July, and August. We offer these productions to the public and don't charge tickets. Roughly 3,000 audience members attend our shows every summer and we employ around one hundred artists, actors, and production staff every summer. So far, we have produced 70 shows.

We are an outdoor theater company and the helicopter traffic that crosses overhead all summer long has been a long running problem and severe disturbance for our actors and our audiences. It is extremely difficult to perform with the incessant helicopter noise. We perform in the park from 6pm – 8:15pm, all summer long, and during that time, the onslaught of helicopter traffic is non-stop.

We believe The Soldiers' & Sailors' Monument is a prominent & easily identifiable marker that helicopter pilots use because the helicopters fly directly over the Monument and over our audiences & actors. The noise is deafening and we have to stop our show and wait for the helicopters to pass – or, the actors have to literally shout over the droning noise. Dozens and dozens of helicopters fly over our shows, at every performance.

This is such a disservice to the actors and production team who work so hard to put up these shows – and for the audiences who come from all five boroughs and the tri-state area, to enjoy our shows.

The helicopter traffic noise pollution makes producing and enjoying outdoor theater exceedingly difficult and we are in full support of all bans of non-essential helicopter traffic in New York City.

Thank you.

Susane Lee
Executive Artistic Director
Hudson Classical Theater Company



MOTION PICTURE ASSOCIATION

Chair Fariás and Council Members Avilés, Bottcher, Gutiérrez, Salamanca, Riley, and Vernikov. My name is Josh Levin, and I am the Vice President of Northeast State Government Affairs for the Motion Picture Association (MPA). Thank you for the opportunity to submit testimony to the Economic Development Committee.

The MPA serves as the global voice and advocate of the motion picture, television, and streaming industries. Its members are Netflix Studios, Paramount Pictures Corporation, Sony Pictures Entertainment, Universal City Studios, Walt Disney Studios Motion Pictures, and Warner Bros. Discovery. The MPA works in every corner of the globe to advance the creative industry, protect its members' content across all screens, defend the creative and artistic freedoms of storytellers, and support innovative distribution models that expand viewing choices for audiences around the world. I am testifying to request language exempting film, television, streaming, and commercials in Int. 26-2024 and Int. 27-2024, like newsgathering organizations.

When New York City gets its closeup, it is often through a single aerial sequence, or an establishing shot set on a heliport with an actor boarding a helicopter. The spans of East River Bridges, Coney Island, and Yankee Stadium all help directors, writers, and producers tell a more vivid story of the city we love. And like the newsgathering organizations, our productions create first amendment works that sometimes require unique footage to tell a story.

Yet showcasing these stories take days of planning, incurring costs, which very often limits the use and scope of helicopters. In fact, across our member studios, helicopters are used sparingly in film or television productions, largely due to the costs associated with helicopters. The proposed legislation would create barriers to access in New York City and would compromise creative works that bring economic opportunity. Creating flexibility for the industry ensures options remain viable for production.

For instance, greater flexibility would still permit scenes on a heliport or utilizing helicopters in production but could also include drones hovering above to collect footage instead of loud helicopters. We welcome the opportunity to use drones, but current NYPD drone rules require a minimum 30-day permit processing time. A 30-day permit window is not feasible for production schedules that operate on quick turnaround times over several days, not several weeks. Other cities like Los Angeles and Chicago have responded with four-day and five-day application timelines respectively.

Without flexibility, heliport use, and greater aerial footage options will remain out of reach and be an additional cost burden for NYC production, further increasing budgets and potentially driving away job opportunities that, according to MOME, support 185,000 jobs and \$18.1 billion in wages. We hope the Economic Development Committee weighs our concerns when determining the final text for "non-essential flight."

We appreciate the opportunity to express our concerns and welcome the chance to work with you on specific language or further background on our industry. Thank you for your time.



**STATEMENT OF THE NATURAL RESOURCES DEFENSE COUNCIL
BEFORE THE NEW YORK CITY COUNCIL COMMITTEE ON ECONOMIC
DEVELOPMENT
REGARDING HEALTH AND ENVIRONMENTAL PROBLEMS FROM UNNECESSARY
TOURIST HELICOPTERS**

APRIL 16, 2024

My name is Michael Hannaman. I am a legal extern at the Natural Resources Defense Council (“NRDC”) and a student at NYU School of Law. NRDC is a not-for-profit legal and scientific organization active on a wide range of environmental health, natural resources protection, and quality-of-life issues across the country, around the world, and here in New York City, where our main offices have been located since NRDC’s founding in 1970. NRDC Senior Attorney Eric A. Goldstein is in Albany today and unable to attend this hearing. NRDC has long advocated for noise pollution reduction measures in the nation’s largest city, and among other actions issued a comprehensive report on helicopter noise in New York more than two decades ago.¹ Thank you for the opportunity to testify today at these important hearings.

Excessive noise threatens the health and quality of life of New York City residents. Exposure to heightened transportation noise increases the risk of arterial inflammation and major heart problems, and research has indicated that it does so independently of other environmental, socioeconomic, and behavioral factors.² Helicopter noise is especially harmful to human health, because it is intermittent and exceptionally loud. Researchers have found that intermittent noise is associated with higher rates of heart disease, stroke, and death as compared to comparable levels of background noise.³ And chopper noise is especially piercing: the FAA and NASA have both found that “the public perceives helicopter noise to be twice as loud as comparable-decibel fixed-wing aircraft.”⁴ The noise from these gratuitous helicopter flights is inescapable in New York City: it bombards residents multiple times per day in their own homes, in their workplaces, and in the City’s public parks.

¹ CAROLYN CUNNINGHAM & RICHARD KASSEL, NRDC, NEEDLESS NOISE: THE NEGATIVE IMPACTS OF HELICOPTER TRAFFIC IN NEW YORK CITY AND THE TRI-STATE REGION (1999).

² Michael T. Osborne et al., *A neurobiological mechanism linking transportation noise to cardiovascular disease in humans*, 41 EUROPEAN HEART J. 772 (2020), <https://academic.oup.com/eurheartj/article/41/6/772/5643958>; Emily Baumgaertner et al., *Noise Could Take Years Off Your Life. Here’s How*, N.Y. TIMES, June 9, 2023, <https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html> (“[R]egular exposure to even a few more decibels of noise above moderate levels can trigger reactions that are harmful to health.”).

³ Danielle Vienneau et al., *Transportation noise exposure and cardiovascular mortality: 15-years of follow-up in a nationwide prospective cohort in Switzerland*, 158 ENV’T INT’L 106974 (2022), <https://www.sciencedirect.com/science/article/pii/S0160412021005997?via%3Dihub>.

⁴ NEEDLESS NOISE, *supra* note 1, at v.



Noise is not the only environmental hazard imposed by unnecessary helicopter flights. Tourist helicopters also produce approximately 950 pounds of carbon dioxide emissions every hour—over 40 times the average hourly emissions of a passenger car containing the same number of people.⁵ Some helicopters still burn toxic leaded aviation fuel. The NYCEDC-owned East 34th Street Heliport and Downtown Manhattan Heliport produce 58,000 helicopter flights annually,⁶ and 95 percent of these flights are tourist joyrides.⁷ It makes little sense to allow these highly polluting and unnecessary flights to continue at a time when this City is also spending billions of dollars on climate change resiliency projects.

For these reasons, NRDC supports each of the three bills under consideration today: Int. No. 26, which would prohibit all non-essential, non-electric helicopter operations at heliports owned or operated by the City; Int. No. 70, which would prohibit all non-essential helicopter operations from such heliports, regardless of whether they are powered by combustion or electric engines; and Int. No. 27, which would mandate sound monitoring in areas of the City that commonly experience helicopter noise and public reporting of such data. These bills would cut polluting helicopter air contaminants, help achieve City and State global warming emissions reductions goals, and reduce noise levels across the city—improving the quality of life for hundreds of thousands of New Yorkers.

NRDC also supports the three resolutions that are the subject of today's hearing: Resolution No. 85, calling upon the New York State Legislature to establish a noise tax on nonessential flights in the City; Resolution No. 226, which calls upon the New York State Legislature to ban non-essential use of the Hudson River Park Trust's heliport; and Resolution No. 233, which calls upon the FAA to ban all non-essential helicopter travel over the City.

Thank you for your attention to this important matter.

Michael Hannaman

⁵ Adrian Benepe & Merritt Birnbaum, *A Plague of Helicopters is Ruining New York*, N.Y. TIMES, Jan. 30, 2016, <https://www.nytimes.com/2016/01/31/opinion/sunday/a-plague-of-helicopters-is-ruining-new-york.html>.

⁶ Alexandra Tremayne-Pengelly, *New Yorkers are Fed Up with Helicopter Noise*, OBSERVER, June 23, 2022, <https://observer.com/2022/06/new-yorkers-are-fed-up-with-helicopters-noise-from-tourists-and-the-rich-flying-to-the-hamptons-a-new-law-may-curb-it/>.

⁷ Jerrold Nadler, *Going in Circles: Laws to Tame Helicopters Struggle to Take Off*, STREETS BLOG NYC, Dec. 12, 2022, <https://nyc.streetsblog.org/2022/12/12/going-in-circles-laws-to-tame-helicopters-struggle-to-take-off>.

THE NEW SCHOOL FOR SOCIAL RESEARCH

NSSR, Liberal Studies Program

Dominic Pettman
University Professor of
Media and New Humanities

pettmand@newschool.edu

April 18, 2024

To the Committee on Economic Development,

I write today in favor of a ban on nonessential helicopter traffic at city-run heliports, and throughout the region. I am a college professor, living on the Upper West Side of Manhattan. Working often from my apartment, the noise of helicopters over the neighborhood – shuttling between heliports and Central Park – is almost constant. It often interferes with my writing, online teaching, zoom meetings and so on. (W 81st St. seems to be a corridor from the Hudson River to the Park.)

I am most frustrated by helicopter traffic, however, when in the Park itself: a supposed sanctuary for countless people every day. Central Park is described as “New York City’s backyard.” And yet how are citizens expected to enjoy this magical space with constant aerial motorbikes drowning out their conversations, contemplations, and recreations? I constantly see impromptu weddings, marriage proposals, children’s parties, family picnics, etc., drowned out by sky jalopies. In my mind it is unethical to allow a handful of companies – and a few dozen tourists a day – to ruin the pleasures and peace of mind of literally tens of thousands of New Yorkers, taxpayers, and well-meaning visitors.

Noise pollution is a serious problem throughout the modern world and has been linked to declining health and shortened life-spans.¹ Helicopter noise is surely one of the worst offenders, and least necessary activities, in an already noisy city.

I do hope the committee seizes this opportunity to reverse the sonic menace above our heads.

Respectfully submitted,



Dominic Pettman

¹ <https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html>



New York City Council's Committee on Economic Development Committee Hearing on April 16, 2024

Testimony supporting bills to prohibit helicopters and to restrict helicopter noise in NYC

To: The Honorable City Councilmember Amanda Farias, Chair, Committee on Economic Development

From: Jessica Wilson and Dustin Partridge, PhD, New York City Audubon

Date: April 16, 2024

Dear Council Member Farias,

We appreciate the opportunity to submit written testimony to the Committee on Economic Development regarding bill Int. 26-2024 which would ban all nonessential fossil fuel-based helicopters from the two City-owned heliports, and the Council resolution supporting a noise tax on nonessential helicopter flights from NYC.

We submit this testimony on behalf of New York City Audubon, our 10,000 members, and the tens of thousands of wildlife enthusiasts and sustainability advocates we engage annually. NYC Audubon is a nonprofit organization that works to protect wild birds and habitat across the five boroughs, improving the quality of life for all New Yorkers. **We are in support of both the bill and the resolution, and are testifying about the dangerous impacts of helicopter noise on the City's bird populations.**

New York City is critical to the conservation of birds. More than 400 bird species have been recorded in the city, and each year 15-25 million birds migrate through this urban area. Birds play a critical role in a healthy ecosystem, providing essential ecological services including pollinating native plants, dispersing seeds, controlling pests, and sequestering carbon. Birds also provide economic services to New York City; the state receives \$1.6 billion annually in ecotourism revenue from birdwatching, much of it flowing to the City.

However, bird populations are disappearing: half of bird species in the U.S. are in decline — with three billion birds lost in the last 50 years — due to human-induced threats including climate change and habitat loss. Noise from helicopters is one of those dangers to birds.

Several scientific studies have shown that aircraft noise, including helicopters, hinders birds' acoustic communications and affects their reproductive success. New York City serves as a breeding location for a significant portion of the 251 bird species that breed in NY State, including the Northeast's largest nesting population of wading birds such as herons and egrets. However, helicopter noise puts that at risk. Helicopter noise causes songbirds in natural and protected areas to change their singing, resulting in song that's less effective in establishing territories and

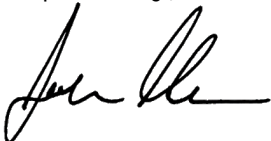
finding mates (Gallardo et al. 2021). Birds near airports respond to noise by singing earlier and differently, altering the effectiveness of their vocalizations (Sierro 2017); similarly, aircraft noises can cause birds to drastically increase the amount of time that they sing to be heard over the noise, potentially reducing their fitness because the birds are forced to spend energy singing and spend less time foraging (Injaian et al. 2021). Even stress hormones increase in birds in response to chronic noise caused by humans, reducing their ability to produce offspring that survive (Kleist et al. 2018).

Just as dangerously, the noise from helicopters can reduce biodiversity and the climate resiliency benefits that come from it. Airports, for example, lead to biotic homogenization, meaning only a subset of species can survive or use the space (Alquezar et al. 2020). Air traffic from Manhattan's busy heliports has the same effect on species diversity as air traffic in and out of airports. Similarly, anthropogenic noise has been shown to dramatically reduce biodiversity (Bayne et al. 2008).

NYC Audubon is in support of the bill Int. 26-2024 and resolutions that the Committee on Economic Development is currently considering to ban nonessential helicopters from the City's heliports, to prohibit nonessential helicopter traffic over the city, and reduce helicopter noise with a noise tax. Doing so will protect the City's birds and make the City more sustainable for both wildlife and people.

Thank you for considering this testimony and the proposed restrictions on helicopters.

Respectfully,



Jessica G. Wilson
Executive Director
New York City Audubon



Dustin Partridge, PhD
Director, Conservation and Science
New York City Audubon

Scientific Literature Cited

Gallardo Cruz, K.V., Paxton, K.L. & Hart, P.J. "Temporal changes in songbird vocalizations associated with helicopter noise in Hawai'i's protected natural areas." *Landscape Ecol* 36, 829–843 (2021). <https://doi.org/10.1007/s10980-020-01179-2>

Sierro, Javier, et al. "European blackbirds exposed to aircraft noise advance their chorus, modify their song and spend more time singing." *Frontiers in Ecology and Evolution* 5 (2017): 68.

Injaian, A.S., Lane, E.D. & Klinck, H. "Aircraft events correspond with vocal behavior in a passerine." *Sci Rep* 11, 1197 (2021). <https://doi.org/10.1038/s41598-020-80380-4>

Kleist, Nathan J., et al. "Chronic anthropogenic noise disrupts glucocorticoid signaling and has multiple effects on fitness in an avian community." *Proceedings of the National Academy of Sciences* 115.4 (2018): E648-E657.

Alquezar, R.D., Tolesano-Pascoli, G., Gil, D. et al. "Avian biotic homogenization driven by airport-affected environments." *Urban Ecosyst* 23, 507–517 (2020).
<https://doi.org/10.1007/s11252-020-00936-0>

Bayne, E.M., Habib, L., and Boutin, S. "Impacts of Chronic Anthropogenic Noise from Energy-Sector Activity on Abundance of Songbirds in the Boreal Forest." *Conservation Biology*, 22: 1186-1193 (2008). <https://doi.org/10.1111/j.1523-1739.2008.00973.x>



Nader Moazami, MD

Professor of Cardiothoracic Surgery
Chief Division of Heart and Lung
Transplantation and Mechanical
Circulatory Support
Department of Cardiothoracic Surgery
NYU Langone Health

April 16, 2024

Council Member Amanda Farías
Chair of the New York City Council Committee on Economic Development

Dear Council Member Farías:

I am Nader Moazami, I am also Chief of the Division of Heart & Lung Transplantation & Mechanical Circulatory Support at NYU Langone Health and a member of the faculty at New York University (NYU) Grossman School of Medicine.

My expertise is in treating people who have end-stage heart failure and performing related surgical procedures, including heart transplants, at the NYU Langone Transplant Institute. Our heart transplant program is one of the top-ranked in the nation, and I am especially proud of our short wait times and excellent post-transplant survival rate.

Since August 2019, our partnership with BLADE MediMobility group has enabled us to successfully and rapidly accomplish nearly 2,100 life-saving transplants. In 2022, our heart transplant program maintained a 100 percent 1-year survival rate, and our lung survival rates were the best across Northeast centers.

BLADE dramatically improves the efficacy of our transplants by reducing organ travel times by up to 75%. Simply stated, much of the work we do at the NYU Langone Transplant Institute would not be possible without BLADE.

Our proximity to each other has played a vital role in our successful partnership. Via our partnership, BLADE arranges on-demand helicopter and jet missions for our transplant teams and donor organs. Our partnership, as well as the partnerships BLADE has with other hospitals in New York City, has made BLADE the largest point-to-point organ transplant transport service in the United States.

BLADE leverages its 24/7 availability of dedicated aircraft to reduce travel times between our hospital and common donor hospitals by up to three hours. Expedious transportation is critical for organ transplantation; for every hour an organ is outside of the human body, surgical success rates decrease materially.

After retrieving an organ from the donor hospital, the hospital transport team takes a BLADE-arranged jet, followed by a helicopter to the New York City Heliports, nearby NYU Langone, eliminating travel from N.J. airports to Manhattan. To the extent the organ does not need to be accompanied by medical staff, BLADE will send its own staff to retrieve and deliver organs to hospitals when appropriate.

The West 30th Street Heliport is a critical piece of transportation infrastructure used to transport human organs by BLADE's MediMobility division. The West Side heliport is the only heliport in New York City open 24 hours a day, 7 days a week, 365 days a year. This is of critical importance as it is the only heliport in our city that is open and available at any moment with the availability of dedicated aircraft to

provide local hospitals, including NYU Langone, the ability to have cost-effective, rapid movement of organs and transplant teams to improve patient outcomes—in addition to other emergency services, such as MedeVac that save lives.

New York City's West Side and East Side heliports are a key part of a city network of resources we utilize every day to save lives. The point A to point B passenger flights Blade arranges for its fliers are what subsidizes the life-saving organ transplant flights they operate for us and other area hospitals – by providing more flight hours to the operators and pilots who fly their missions. This, in turn, has dramatically reduced the cost of organ transportation for hospitals in the New York City area and has improved outcomes for patients by utilizing air transport rather than facing unpredictable ground traffic. Any legislation that prohibits Blade from continuing its non-medical passenger flight operations would in turn have a detrimental impact on our vital partnership. I urge you to take this into account as you consider legislation that would limit Blade's ability to operate in New York City – whether it be via legislative actions that would ban “non-essential” flights out of heliports in New York City or ones that would create cost-prohibitive and excessive taxes.

Please let me know if I can provide any additional information. I look forward to hearing from you.

Sincerely,

A handwritten signature in black ink, appearing to read "Nader Moazami", with a stylized flourish at the end.

Nader Moazami, MD
Professor of Cardiothoracic Surgery
Chief, Division of Heart & Lung Transplantation & Mechanical Circulatory Support
Department of Cardiothoracic Surgery
New York University (NYU) Langone Health

**Testimony of Morgan Monaco, President, Prospect Park Alliance
Economic Development Committee Oversight Hearing: Helicopter Noise and Safety
Tuesday, April 16, 2024**

I am Morgan Monaco, President of Prospect Park Alliance, the non-profit organization that operates Prospect Park in partnership with the City. I am here today to voice the Alliance's support of the bills being introduced today to address environmental and noise concerns of nonessential helicopter traffic.

Prospect Park is Brooklyn's Backyard. We welcome more than 10 million visits each year from residents from every zip code in Brooklyn and beyond. The park is home to nearly 350 acres of woodlands and natural areas, including Brooklyn's last remaining forest, more than 30,000 trees and a 60-acre lake. In a recent community survey conducted by the Alliance, 87% ranked nature as what they enjoyed most about the park; 84% ranked nature as their top reason for visiting the park; and 82% of respondents cited the park as the key reason they live in their neighborhood. We are bordered by some of the most diverse neighborhoods in the city, from Little Caribbean in Flatbush to Little Bangladesh in Kensington.

Our 585 acres provide fresh air and respite to Brooklyn residents, home to neighborhoods with some of the lowest amounts of green space per resident, and are for many of our visitors their only interaction with nature. Prospect Park is where community members come to decompress, recharge and connect with friends and loved ones. The serenity and community connections offered by our park are negatively impacted by air and noise pollution caused by helicopter traffic. This is detrimental to the quality of life of Brooklyn residents, and counteracts the positive benefits of the park to both the environment and health of our community. The park is also home for more than 250 species of wildlife, which are also negatively impacted by noise and air pollution.

Helicopters produce 950 pounds of carbon dioxide per helicopter per hour. With the City's strong focus on environmentally friendly means of transportation, nonessential helicopters are the antithesis of years of hard work by the City to advance green modes of transportation. With the extreme negative effects of climate change looming for coastal cities such as NYC (eg., rising sea levels and ensuing floods; deadly heat waves), we must end the use of carbon-intensive means of transportation for non-essential purposes. Non-essential helicopters also negatively impact our health through noise pollution. Noise pollution has been found to increase the risk of mental and physical health issues, including heart disease and hypertension.

The pandemic made it resoundingly clear that parks and open spaces are essential to the well-being of our communities. We encourage the Council to recognize the negative health and environmental impacts of non-essential helicopter traffic by passing these bills, and thank you for your leadership on this issue.

Written Testimony of Dr. Daniel Fink, M.D.
NY City Council, Committee on Economic Development
Hearing on Banning Nonessential Helicopters
4/16/2024

My name is Dr. Daniel Fink. I am a subject matter expert on noise and the public for the National Center for Environmental Health at the Centers for Disease Control, and I am an Expert Consultant to the World Health Organization on its *Make Listening Safe* program. I am recognized nationally and internationally as a leading expert on the adverse effects of noise on the public. My new definition of noise - *noise is unwanted and/or harmful sound* - opens the revised American Public Health Association's 2021 policy statement, *Noise as a Public Health Hazard*, and was adopted in 2023 by the International Commission on Biological Effects of Noise.

Non-essential helicopter flights are a disruptive acoustic intrusion in too many New York neighborhoods. Tourist helicopters may allow sightseers to survey many of the city's spectacular sights quickly and from an aerial perspective, but at the cost of unnecessarily disturbing the peace and quiet of those living, working, and studying under their flight paths and near the heliports.

Commuter helicopters allow the uber-wealthy to travel quickly from downtown Manhattan to JFK, or to their weekend homes, avoiding the crawling traffic or public transit most people rely on. These flights may have a practical reason, but they also contribute to deadly noise pollution, climate change, and air pollution.

All non-essential helicopter flights are by definition unneeded. Taxing them heavily to pay for whatever mitigation measures are possible, or better yet banning them entirely, will both clean and quiet the air.

The federal government has established no-fly zones in Grand Canyon National Park to protect animals and people in those zones. New York City and New York State should do the same for the five boroughs.

A quieter city with cleaner air will be a better and healthier city for all.



Written Testimony

NY City Council, Hearing on Banning Nonessential Helicopters

4/16/2024

My name is Jamie Banks, President of [Quiet Communities Inc.](#) (QC), a national nonprofit organization focused on reducing harm from noise and related pollution. I am a health and environmental scientist and also chair the Noise and Health Committee of the American Public Health Association. These comments are in support of restrictions on nonessential helicopter traffic.

By definition, nonessential flights are unnecessary. More than 30,000 helicopter tourist flights take off from heliports in the greater NYC metro area each year, averaging more than 80 per day. The sound energy levels are 4 to 8 times greater than those considered safe by the EPA and World Health Organization. The noise has a strong low frequency component that allows loud sound to travel over long distances and easily penetrate walls and windows, intruding on the privacy of homes, schools, and workspaces. The repetition, impulsivity, and tonality of the noise contribute to the stress and adverse effects.

Aircraft noise disrupts activities and sleep and causes stress responses that increase high blood pressure, and the risks of heart disease, stroke, metabolic disease, and mortality. It contributes to anxiety and depression. Low frequency noise and nighttime aviation noise are especially hazardous. Noise also impairs children's learning and cognitive development. The adverse impacts of aviation noise in general, and helicopter noise in particular, have been recognized by for decades.¹ Many of these issues are discussed in the FAA's report to Congress in 2004, entitled "Nonmilitary Helicopter Urban Noise Study."² In addition, helicopters emit harmful air pollution as well as carbon dioxide.

Noise and air pollution are not only detrimental to human health, but also diminish environmental quality, damage fragile ecosystems, and contribute to loss of biodiversity.

These issues need serious consideration. The preferences of a few should not be allowed to affect the health and welfare of so many.

Thank you.

¹ Federal Aviation Administration, US Department of Transportation, Advisory Circular #91-66, June 4, 1987.

² Federal Aviation Administration, US Department of Transportation. Report to Congress. Nonmilitary Helicopter Urban Noise Study. Washington, DC. December 2004.

Good morning, my name is Merritt Birnbaum, and I am the President and CEO of Riverside Park Conservancy. I am here to voice our emphatic support for the passage of these bills that would FINALLY limit non-essential helicopters from operating out of NYC-owned heliports. Together with the proposed Federal and State legislation, this Council has an opportunity to drastically improve the quality of life for NYC residents in every single district.

Riverside Park Conservancy works through an agreement with NYC Parks to help the City care for 450 acres spread across five parks, along 6 miles of waterfront in upper Manhattan from West 59th Street to West 181st Street.

In other words, we care for the precious public green space directly adjacent to the massive helicopter highway that is the airspace above the Hudson River.

For decades, non-essential helicopter traffic has traversed this river with impunity, providing tourists with a 15-minute joyride, while saddling our parks with extreme noise pollution, carbon emissions, and environmental degradation.

The incessant noise from helicopter traffic disrupts the tranquility of our parks, shattering the peace and serenity that these natural spaces are meant to provide. Families seeking respite from the hustle and bustle of city life are instead met with the relentless roar of rotor blades overhead. It's not just an annoyance; it's an attack on our mental well-being and enjoyment of these public spaces.

And it isn't just noise: On a sunny Saturday morning in 2007, when Riverside Park's ballfields are typically filled with hundreds of young children, a tourist helicopter made an emergency landing right on the infield at 77th Street. Thankfully, this happened in July, after the regular baseball season had ended, or the result could have been catastrophic.

Beyond noise and safety concerns, as stewards of waterfront parks, we cannot overstate the environmental impacts of constant helicopter traffic. The carbon and pollutant emissions from these gas guzzlers contribute to air and water pollution, further jeopardizing the health of our communities and the ecosystems we rely on.

Knowing that I am speaking to the Economic Development Committee, I urge you to consider the tens of millions of dollars that park concessions bring into

the City coffers each year, relative to the paltry \$2.7 million the City earns from its three commercial heliports.

As advocates for the well-being of our communities, we cannot idly stand by while the negative impacts of non-essential helicopter traffic continue to erode our quality of life. By limiting non-essential helicopter traffic, we can reclaim our parks as sanctuaries of peace and natural beauty. We can ensure that all residents, regardless of zip code or income level, have access to clean, quiet, and safe outdoor spaces where they can relax, play, and connect with nature.

Let's put the health and well-being of everyday New Yorkers on the ground above the desires of a tiny special interest in the sky. Thank you.



April 16, 2024

To the Members of the City Council:

I am Susan Steinberg, president of the Stuyvesant Town–Peter Cooper Village Tenants Association. I am testifying against commercial helicopters and seaplanes on behalf of tenants who reside in at least eight buildings along Avenue C from East 20 to East 23rd Street, facing the East River. These residents have expressed concerns about noise, safety, and the environmental impacts resulting from the increasingly frequent helicopter and seaplane landings and take-offs.

Helicopters take off and land in Manhattan hundreds of times each week, flying over and near people's homes, emitting high decibel noise, and guzzling fossil fuels. Many New Yorkers can no longer work from home comfortably, enjoy a walk along the waterfront, or keep a napping child asleep because of the incessant noise and vibrations from non-essential helicopter use.

According to the Federal Aviation Administration, not only do commercial helicopter flights create incessant noise pollution they can also create negative health effects, such as hearing loss, stress, and memory impairments, high blood pressure, muscle tension, sleep disturbances and stress-related conditions such as ulcers.

New York City is investing millions to create what essentially is a green necklace around Manhattan: verdant, pedestrian-friendly oases to provide residents an opportunity for quiet enjoyment of the rivers east and west. One Friday, while waiting at the 34th Street ferry terminal, I watched in astonishment as four seaplanes and one helicopter landed and took off in a *20-minute period*. The noise was deafening. Helicopters/seaplanes start flying before 8:00 A.M and now fly late into the evening, disrupting sleep.

Commuter helicopters and seaplanes are expanding their operations along the East River and offer commuter service to Westchester, DC and Boston. At this rate, the East River will become a water airport and the noise pollution will effectively trash the beatification of the East River shoreline that has been ongoing for decades. Who wants to sit in a nice riverfront park and listen to the roar of helicopters and seaplanes?

The East River by Stuyvesant Town, Peter Cooper Village and Waterside is narrow. Seaplanes, in particular, fly way too close to buildings and residents have reported being scared by their proximity to their apartment windows. Increasing flights and flight paths is an invitation to disaster.

Both seaplanes and helicopters are extremely bad for the environment, emitting more CO2 emissions than cars do. On average, each helicopter produces approximately 950 pounds of carbon dioxide per hour, whereas the average car produces 22 pounds per hour. The river-facing communities of STPCV and Waterside already take on enough pollution from the FDR Drive and the massive Con Edison Power Plant on Avenue C. Our air pollution is ranked as the second worst in the city; we do not need additional CO2.

In a time of climate change crises, it behooves the wealthy, who will be the users of tourist and commuter helicopter and seaplanes, to reduce their carbon footprint. The United Nations recommends lifestyle changes such as less air travel; embracing of renewable energy sources; and engaging in more public transportation, walking, and biking. Eliminating 30,000 commercial helicopter flights is a start. We need a good public transportation system, not a water airport for those who can afford it.

Non-essential commercial helicopters and seaplanes should be banned from flying/landing over and around NYC.

Very truly yours,

A handwritten signature in cursive script, reading "Susan Steinberg".

Susan Steinberg
President

TESTIMONY IN SUPPORT OF NYC COUNCIL BILL INT. 26-2024, and accompanying resolutions to ban non-essential helicopter flights anywhere in NYC.**WARRIE PRICE, FOUNDER AND PRESIDENT OF THE BATTERY CONSERVANCY**

April 16, 2024

I am Warrie Price, Founder and President of The Battery Conservancy. We have been working under the constant deafening noise of helicopters for 30 years as we transform New York's historic Battery. Its 25 acres are a mere 280 meters from the Downtown heliport with its perpetual engines which never shut down during their 30,000 annual trips. Yes, all day noise from 30,000 choppers with an average of four passengers(120,000) versus The Battery's annual visitorship of 44M people who pass by, commute through, come to see The Statue or take classes at Battery Urban Farm. How dare EDC prioritize a detrimental business over the well-being of millions of children and adults who desperately need and seek nature, beauty and a liveable community. We are a 24/7 live- work community which began in the early 90s and continues to grow with a vigorous rate of residential conversion today.

The Battery Conservancy, with its partners at NYCParks and funding by the NYC Council, has created a paradise of 240,000sf of perennial gardens, the SeaGlass Carousel, acres of woodlands, Battery Playscape with ShowBox theater, and two urban farms. We value the buzz of our dragonflies and pollinator bees, the joyful voices of children at play...all compromised by non-essential chopper NOISE.

I submit with my testimony a letter from a neighboring school that no longer will do plays at the ShowBox theater because of the battling constant noise from the heliport:

"The most difficult aspect of producing a live show with theatrical and musical elements at the venue, is the ambient noise level, particularly overhead, from all the helicopter traffic. Even with live mics, most of the students are not able to compete with the noise level...Sadly, the performances have suffered and there is no question it has impacted both the students' and audience's experience in a negative way."

I plead for the passage of INT. 26-2024 and commend the elected officials who have responded to this woeful situation which is so overdue for BANNING. And for the resolutions which will activate all jurisdictions needed to STOP THE CHOP.

April 16, 2024

The following statement was provided by Michael Cates, Director of Performing Arts at The Lang School, which works closely with The Battery and benefits from TBC's programming:

I am Director for Talent Development and the Performing Arts teacher at The Lang School, located at 26 Broadway.

For the past couple of years we have had the pleasure of producing a year end student theatrical production at the Playscape at The Battery, followed by a graduation ceremony.

The most difficult aspect of producing a live show with theatrical and musical elements at the venue, is the ambient noise level, particularly overhead, from all the helicopter traffic. Even with live mics, most of the students are not able to compete with the noise level. In my experience, the noise level is fairly consistent. Sadly, the performances have suffered and there is no question it has impacted both the students' and audience's experience in a negative way.

The Playspace is a wonderful asset, especially for local schools who may wish to produce live events at the space. Sadly, that experience is being diminished by the constant helicopter traffic.

Sincerely,
Michael Cates





Measure distance
Click on the map to add to your path
Total distance: 920.15 ft (280.46 m)



The Institute for Public Architecture (IPA) is a 501(3)(c) organization currently running the first and only overnight residency on Governors Island for architects, designers, researchers and others working within the public realm. Our residents are attracted to the program for its unique and secluded location—a green urban oasis that serves as a respite from the bustle of the city. Unfortunately, helicopter traffic has been a major nuisance to the quality of life of our residents and the hundreds of visitors that the Island receives each day.

The frequency of helicopter flights often increases during certain times of the day, leading to periods where the noise is nearly constant and lasts well into the night. This relentless exposure can make sleeping, working, or enjoying a peaceful moment exceedingly difficult for our residents. The psychological effects—ranging from increased irritability to more severe anxiety and stress responses—cannot be overstated.

When helicopters are present, they fly in such proximity to the Island, that it is impossible to hear someone speaking next to you or to engage in any meaningful relaxation. As the Island increasingly becomes a hub of activity—with many other organizations, businesses and events utilizing the Island throughout the year, and with the Island seeking to expand its overnight programs—it's time to give New Yorkers who rely on this massive urban park a break from the incessant noise. For these reasons the IPA fully supports the Council bills to reduce helicopter traffic in New York harbor.

Jonathan Kirschenfeld
Founder, President
Institute for Public Architecture

The Public Theater's Testimony Regarding Helicopter Noise and Safety

Tuesday, April 16, 2024

Thank you, Chair Fariás for calling this committee hearing to discuss Helicopter Noise and Safety.

The New York Metropolitan Area has one of the highest rates of helicopter use in the world. Over the past decade, the New York Metropolitan Area has seen increased numbers of nonessential tourism and commuter helicopters. Helicopter-related noise complaints to 311 have gone up in New York City by over 2,300% in the last five years. Currently, there is no recourse for citizens in this metropolitan area to control the constant noise pollution created by leisure helicopters and other tourist rotorcrafts hovering above them. The increase in helicopter usage and noise directly impacts the quality of life for many New Yorkers by their deafening sound and the pollution they cause. Every summer tens of thousands of New Yorkers experience this disruption at the Delacorte Theater during performances of Free Shakespeare in the Park. After having waited hours in line for free tickets thousands of New Yorkers settle into their seats to experience Free Shakespeare in the Park, only to have their experience disrupted by helicopters hovering overhead.

According to the Helicopter Association International (HAI), the sound of a helicopter flying at 500 feet is about 87 decibels. At 1,000 feet, the sound drops to 78 decibels. For comparison, a vacuum cleaner is about 75 decibels while a power lawn mower is about 90 decibels. The sound of the blade-vortex interaction is much louder for passengers and pilots. The perceived noise when riding in the helicopter is typically around 97 decibels. Passengers and pilots require ear protections; however, the average citizen isn't prepared to carry around noise cancelling aviation headsets. Additionally, helicopters make more noise when turning compared to flying straight, as the change of direction alters the air vortices around the blades. Therefore, any helicopter that circles around the open air Delacorte Theater in Central Park during nightly performances, maximizes noise pollution.

The Public Theater has actively been working on this issue at every level of government. The organization is currently seeking congressional support for a federal study that would illuminate the impact of helicopter operations over New York City. Thankfully, Congressman Nadler's staff has listened to our quality-of-life concerns. We hope the federal government conducts this study in order to inform policymakers at the city, state, and federal level to the challenges facing communities.

We welcome the proposals of Introductions 0026, 0027, and 0070. Restricting non-essential helicopter operations over NYC is essential to improving the quality of life both downtown, uptown and throughout the outer boroughs. Please reach out to our team with further questions and support with research points.

Thank you Chair Fariás, councilmembers, committee counsel and staff, for your work on this topic. The Public Theater appreciates your leadership.

**Testimony to the New York City Council Committee on Economic Development
Oversight - Helicopter Sound and Safety
April 16, 2024**

My name is Josh Rousseau and I'm the Northeast US Regional Representative for Vertical Aviation International (VAI). I would like to thank Chairwoman Farías and the esteemed members the New York City Council Committee on Economic Development for convening this hearing on helicopter issues and for the opportunity to submit testimony on behalf of VAI and the vertical flight industry.

Vertical Aviation International (VAI) is the world's leading membership association dedicated to the vertical aviation industry, which encompasses all aircraft capable of vertical or short takeoff and landing. We represent more than 1,100 companies and over 16,000 industry professionals in more than 65 countries. By fueling industry growth through connection, advocacy, safety, education, and support for its members' success, VAI strives to leverage the power of vertical flight to strengthen communities worldwide. The association welcomes all facets of the vertical aviation industry, including manufacturers, operators, suppliers and vendors, pilots and maintenance technicians, and other aviation professionals.

Just as helicopter services are extremely important across the nation, they are also part of the vast, complex systems of transportation that connect New York City to the global economy. The City's three public-use heliports (West 30th Street, East 34th Street, and Downtown Manhattan Heliport) constitute an aviation system that supports the City's economy, emergency services, and security network.

We understand that sound signatures are a common source of concern associated with helicopters and the facilities they use, which is why one of VAI's top priorities is community compatibility - being good neighbors. We are constantly engaged with our members, community groups, and industry partners in an ongoing dialogue intended to forge positive relationships that produce meaningful results for all stakeholders involved. This collaboration continues to create noise mitigation efforts and innovative solutions to fly neighborly. Additionally, our industry is developing innovative technology such as Advanced Air Mobility (AAM) and Electric Vertical Takeoff and Landing (eVTOL) to improve community compatibility and environmental sustainability.

The economic impacts of enacting legislation to ban non-essential helicopters are beyond significant when one considers the numbers. The general aviation industry holds a vital position in shaping both the national and state economies. In New York alone, it supports a workforce of 43,200 individuals and generates over \$8.6 billion in total economic output. The general aviation industry is vital for supporting key sectors in the New York City and State economies, including emergency services, law enforcement, utility work, transportation, tourism and business aviation.

VAI wholeheartedly supports the efforts of Mayor Adams and New York City Economic Development Corporation's prioritization of initial steps to realize a new vision for a first-of-its-kind hub for sustainable transportation and deliveries at the Downtown Manhattan Heliport

(DMH). Under this plan, DMH will aim to become the first heliport in the world with the infrastructure to support electric flight - incorporating last-mile and maritime freight distribution and delivering major quality-of-life improvements for New Yorkers by supporting quieter vertical aviation options.

Once certificated by regulatory agencies and fielded by operators, these emerging technologies will revolutionize transportation by reducing traditional gridlock, significantly improve environmental impacts, and create new high-tech jobs for New Yorkers. Investments today in AAM infrastructure will support the City's comprehensive efforts to meet the transportation and environmental demands of tomorrow. The recent AAM technology demonstration at DMH clearly showcased how AAM aircraft will seamlessly integrate and operate out of the city's heliports. However, these aircraft are not yet certificated and as a result any attempt to eliminate current aircraft operations would create gaping holes in the NYC's transportation system, produce extreme negative economic impacts, and put the utilization of emerging vertical aviation technologies in serious jeopardy.

The severe negative implications for current and future investments in New York by the precedent that would be set by the adoption of any one of these pieces of legislation cannot be overstated. AAM and eVTOL aircraft are anticipated to provide a substantial economic boost for the State. These aircraft are expected to function similar to helicopters and would perform many of the same operations that bill classifies as "non-essential." States across the country are competing to attract investment from the AAM industry, including New York. However, if New York begins enacting misguided and unprecedented legislation, it could be a major deterrent for continued and future investment.

Whether it be the City Council bills being discussed in this hearing or legislation currently pending in the New York State Legislature, VAI has serious concerns about the legality of any effort to regulate aviation operations. Specifically, these bills contravene well-established federal law as the Federal Aviation Administration (FAA) holds the sole jurisdiction to regulate all aspects of aviation operations, including noise-related standards and regulations.

Uniform federal authority is an essential predicate to maintaining safe and efficient transportation in the nation's airspace. Enacting these bills runs counter to well established Federal laws, would establish a dangerous precedent, would likely result in expensive litigation, and fail to achieve the intended goals.

A perfect example of Federal pre-emption is A.7638-A/S.7216-A. Although the bill purports to regulate aircraft noise, it imposes a per-flight/per-seat based tax on air transportation, unrelated to an aircraft's actual noise. Accordingly, it is preempted by the federal Anti-Head Tax Act, 49 U.S.C. § 40116 ("AHTA"), which generally prohibits the taxation of air commerce by the states. Moreover, to the extent the bill would regulate aircraft operations based on their noise emissions, it is also preempted by FAA's exclusive oversight authority over the noise generated by aircraft. The courts generally have recognized that the powers assigned to FAA by the Federal Aviation Act leave no room for state regulation of aircraft noise. Additionally, the Airport Noise and Capacity Act, 49 U.S.C. § 47524 ("ANCA") also preempts A.7638-A/S.7216-A. ANCA



generally prohibits the imposition of noise-based and other access restrictions on the use of public airports (including heliports) without them first having been vetted and approved by FAA.

With VAI's vision for greater community compatibility for current operations and with a keen eye on the future of our industry, VAI strongly opposes all legislation to ban non-essential helicopter operations as well as any proposal to unfairly limit the use of New York City's heliport system.

As we continue our mission of safety and community compatibility, VAI continues to be the leader in representing our industry and we remain a valuable resource for all in this ongoing conversation about the future. While we may respectfully disagree with legislation aimed at our industry for many of the reasons laid out in this testimony, VAI remains committed to working with all stakeholders to address community needs while also remaining committed to our members and the benefits of what our industry brings to the communities will live and work in.

Thank you.

From: Alan Morningstar
To: New York City Council, Committee on Economic Development
New York City Council, All Members
Subject: Written Testimony In Re: Int 0026-2024

Dear Councilpersons,

I am writing to express my full support for the banning of non-essential flights over Manhattan. This measure is crucial for several reasons that directly impact the well-being and safety of both residents and visitors to the area.

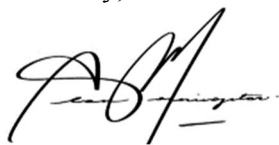
Firstly, the dense airspace over Manhattan poses significant risks in terms of safety. With numerous skyscrapers and densely populated areas, the potential for catastrophic accidents involving aircraft is alarmingly high, and we've seen several such incidents in recent years. By restricting non-essential flights, we can greatly reduce the likelihood of such incidents, thereby safeguarding lives and property.

Secondly, noise pollution from constant air traffic disrupts the daily lives of Manhattan residents, including myself and thousands of other residents of the Upper West Side and Upper East Side. Those residents located near the 86th street transverse are significantly affected, as helicopters use this airspace to traverse the island East to West, only around 1,000 feet above ground level, generating significant noise. The incessant roar of aircraft overhead not only affects their quality of life but also has adverse effects on mental health and productivity. Implementing a ban on non-essential flights would provide much-needed relief from this constant disturbance.

Furthermore, environmental concerns cannot be overlooked. Non-essential flights contribute significantly to carbon emissions and air pollution, exacerbating climate change and impacting public health. By curbing unnecessary air traffic over Manhattan, we can take a meaningful step towards reducing our carbon footprint and mitigating the harmful effects of pollution on both local and global scales.

In conclusion, the banning of non-essential flights over Manhattan is imperative for ensuring safety, reducing noise pollution, and mitigating environmental harm. Actions that have previously been taken by city agencies, such as capping tourist flights from city owned facilities and citizens lodging complaints to the FAA have resulted in virtually no change in the condition of this problem. Though some officials claim their respective agencies have taken action and made progress on this issue, no remedy thus far has been effective. Therefore, I urge you to support this legislation both in your vote and in advocacy through your relationships with the state legislature for the well-being of all who live in our city. Beyond this legislation, I trust you will continue working with local stakeholders to obtain remedy at the federal level where it will be most effectively addressed.

Sincerely,

A handwritten signature in black ink, appearing to read 'Alan Morningstar', with a stylized flourish at the end.

Alan Morningstar

(###) ###-####

alanmorningstar90@gmail.com

April 18, 2024

City Council Committee on Economic Development
Meeting April 16 at 10am

Dear City Council Members:

We are local podcasters dealing with social problems issues facing the city and our country. We are socially forward and record and edit our program from our UWS apartment. Many times, we have had to postpone or put off a recording due to helicopter traffic noise.

We live in a wonderful neighborhood – at times the noise is necessary – but the commercial helicopters supplying joy rides to a few is impacting the thousands below – it is not needed and should be ended. Please use your vote to stop this polluting nuisance in my neighborhood.

Yours,
Alan Winson, PhD.
BCR Producer
barcrawlradio.com

English Department
John Jay College of Criminal Justice

Albert Mirashi

To Whom it May Concern:

In Whitestone, Queens, the incessant roar of helicopters has become an omnipresent disturbance, particularly over the summer months. The constant whirring and thumping overhead have significantly impacted the quality of life for residents, disrupting peaceful moments, outdoor activities and even sleep. The never-ending stream of helicopter noise permeates through homes and streets, creating a sense of frustration and agitation among the community. Despite efforts to address the issues, the relentless presence of helicopters continues to diminish the tranquility of Whitestone, casting a shadow over daily life for its residents.

As the city prepares to implement congestion pricing measures, aimed at reducing traffic congestion and emissions, it becomes imperative to address the issue of elite individuals using helicopters for non-essential travel or commute. While the average citizen faces increased costs and restrictions when entering the city, the affluent continue to evade such constraints by relying on helicopters for transportation needs. This disparity highlights a stark inequity. If this is something that New York City is implementing to ensure a better, safer and environmentally safe city then why is it that something like the helicopter traffic is not addressed or of concern when this significantly impacts the way of life for average Whitestone citizens.

Dear Members of the New York City Council,

I am writing to express my strong support for the proposed bills and resolutions that aim to ban nonessential helicopter traffic at City-run heliports and throughout the New York City region. As a resident of Brooklyn Heights, I have personally experienced the negative impact of helicopter noise on the quality of life in our community.

The constant drone of helicopters flying overhead has become an unbearable nuisance, disrupting our sleep, work, and daily activities. It is not only a matter of noise pollution but also a significant environmental concern, as these helicopters contribute to air pollution and greenhouse gas emissions.

I strongly urge the City Council to pass Int 0026-2024 and Int 0070-2024, which would prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. These bills have the potential to eliminate over 30,000 tourist flights that take off from NYC heliports every year, providing much-needed relief to our communities.

Furthermore, I support the passage of Int 0027-2024, which would require sound monitoring in areas of the city experiencing helicopter noise, as well as Res 0085-2024, calling on the NYS Legislature to establish a noise tax on nonessential flights in NYC. These measures will help to quantify the impact of helicopter noise and create a financial incentive to reduce nonessential flights.

Additionally, I stand behind Res 0226-2024 and Res 0233-2024, which call on the New York State Legislature and the United States Federal Aviation Administration, respectively, to take action against non-essential helicopter travel in our region.

In conclusion, I implore the City Council to prioritize the well-being of New York City residents by passing these critical bills and resolutions. It is time to put an end to the incessant noise and pollution caused by nonessential helicopters and restore the quality of life in our neighborhoods.

Thank you for your attention to this matter and for your commitment to serving the people of New York City.

Sincerely,
Alex Goldvarg
Clinton Street
Brooklyn, NY 11201

To the Members of the New York City Council,

As a resident of this vibrant city, I am writing to express my strong support for the proposed bill to ban nonessential helicopter traffic at the heliports located at East 34th Street and downtown. This initiative is not only necessary for the well-being of our communities but also essential for the preservation of our environment, safety, and quality of life.

First and foremost, the incessant noise pollution generated by nonessential helicopter traffic is disruptive and detrimental to the tranquility of our neighborhoods. The constant roar of helicopters overhead disrupts daily life, making it difficult to concentrate, communicate, and enjoy outdoor spaces. It impacts not only residents but also businesses, schools, and recreational areas, detracting from the overall livability of our city.

Furthermore, the safety concerns associated with nonessential helicopter flights cannot be ignored. Recent incidents have highlighted the inherent risks posed by helicopter operations in densely populated urban areas. By restricting nonessential flights, we can significantly reduce the likelihood of accidents and mitigate the potential harm to both individuals and property.

Moreover, banning nonessential helicopter traffic aligns with our city's commitment to environmental sustainability. Helicopters emit harmful pollutants and greenhouse gases, contributing to air and noise pollution, as well as climate change. By curbing unnecessary flights, we can reduce our carbon footprint and work towards a cleaner, healthier environment for current and future generations.

Additionally, the economic impact of nonessential helicopter traffic must be carefully considered. While some may argue that helicopter tours and charters contribute to tourism and commerce, the benefits derived from these activities pale in comparison to the negative consequences they impose on residents and the environment. We must prioritize the well-being of our communities over short-term economic gains.

In conclusion, I urge you to support the proposed bill to ban nonessential helicopter traffic at NYC heliports. By doing so, we can protect our neighborhoods, enhance safety, mitigate environmental harm, and improve the overall quality of life for all New Yorkers. Thank you for your attention to this critical issue.

Sincerely,
Alex Newbegin
W 87th St
New York, NY 10024

April 16, 2024

This contains some material that was not read at the hearing due to time constraints.

My name is Andrew Rosenthal and I have lived on the Upper West Side [and happily paid my taxes] for over 36 years. I love NYC. I would like to thank Majority Leader and Committee Chair Farias for holding this hearing and for being a champion of everyday New Yorkers.

Unfortunately, despite promises by the EDC and industry to make things better, they have done NOTHING since 2016 to make life better for New Yorkers.

Today, I would like to focus on 311 helicopter noise complaints.

This picture [HOLD UP 10 YEAR CHART] tells an important story, but a very incomplete one. What it doesn't show is that the problem is MUCH bigger than even this data shows.

When many, maybe most, New Yorkers see a helicopter they assume it is the NYPD or a news chopper and therefore don't think of complaining. If they did, this chart would show *many* more complaints.

It does not accurately reflect the misery in the City because any *sane* person stops using 311 a few months after starting because it results in nothing. Unlike a pothole complaint or even other categories of noise complaints where the NYPD shows

up....NOTHING HAPPENS when citizens file helicopter noise complaints in 311. Instead, they will get a reply from the EDC saying either that:

1. "This helicopter was not within its jurisdiction ... or
2. "The New York City EDC determined that the helicopter tour operator was operating within the limits of the New York City Helicopter Sightseeing Plan ...

I have received both of these 100% inaccurate responses in the past month despite submitting screenshots documenting that: 1. The tour flights originated at DMH and that the flights passed directly over Park Land in violation of the 2016 agreements.

How many times would any of you make such a complaint given the negative responses?

Lastly, filing a 311 complaint has been made very difficult over the past 4 years. First, there is a gauntlet of questions that 99% of citizens will be unable to answer such as where the flight originated and whether it is a tourist flight. The instructions then limit complaints to sightseeing choppers that are either:

- Flying too low,
- Hovering, or
- Passing by on unapproved tour routes.

Again, 99% of our fellow suffering citizens will not know if it is a tourist chopper. They will not know if its altitude is too low, or if it is on an unapproved route. If somehow they persevere, then, and only then, are they able to make it onto this chart.

So multiply these numbers by 10 or 100 and you will have a better idea of the real severity of this problem.

~~Is the couple of million dollars in EDC revenue worth the negative quality of life, health, climate, and safety impacts of this so-called business? The taxpayers will be on the hook for a \$100-200 million renovation of Pier 6 every few decades. This "business" is actually a cash drain on the taxpayers of NYC.~~

Unlike many of the issues facing the City Council, the helicopter problem we are discussing today can be solved this year if all our elected representatives choose to do so. Please pass Int. 26.

April 16, 2024

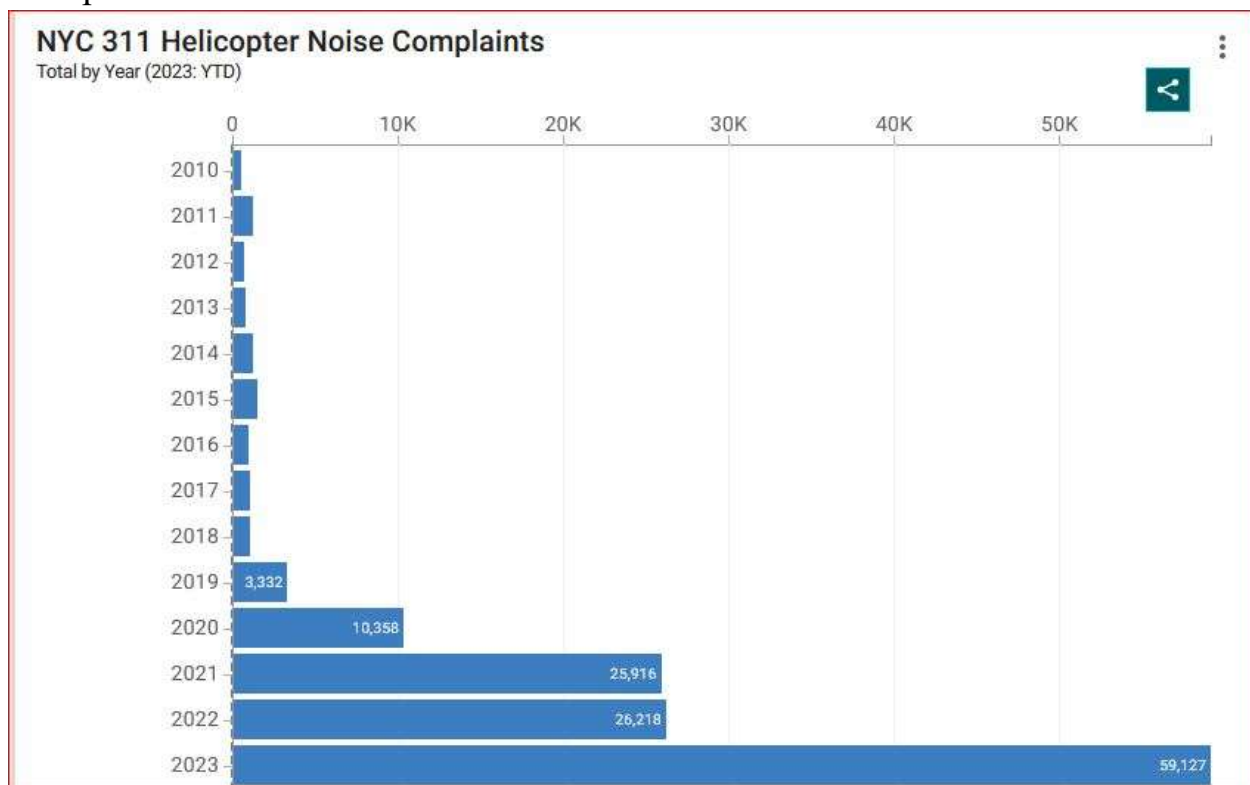
This contains some material that was not read at the hearing due to time constraints.

My name is Andrew Rosenthal and I am the President of Stop the Chop NY/NJ. I was born a few blocks away from City Hall and have lived on the Upper West Side for over 36 years. I would like to thank Majority Leader and Committee Chair Farias for holding this hearing and for being a champion of everyday New Yorkers.

Unfortunately, despite promises by the EDC and industry, over many years and many City Council hearings, to make things better, they have made nothing better. They have done NOTHING since 2016 to make life better for New Yorkers.

Today, I would like to focus 311 helicopter noise complaints.

This picture



tells an important story, but a very incomplete one. Yes, it shows the continued explosion of officially logged helicopter noise complaints. But what it doesn't show is that the problem is MUCH bigger than even this data shows.

When many, maybe most, New Yorkers see a helicopter they assume it is the NYPD or a news chopper and therefore don't think of complaining. If they did, this chart would show *many* more complaints.

It does not accurately reflect the misery in the City because any sane person stops using 311 a few months after starting when it results in nothing. Unlike pothole complaints or even other categories of noise complaints where the NYPD shows up....NOTHING HAPPENS when citizens file helicopter noise complaints in 311. Instead, they will get a reply from the EDC saying either that:

1. "This helicopter was not within its jurisdiction ... or
2. "The New York City Economic Development Corporation determined that the helicopter tour operator was operating within the limits of the New York City Helicopter Sightseeing Plan ...

I have received both of these 100% inaccurate or false responses in the past month despite submitting screenshots documenting that: 1. The tour flights originated at City owned DMH and 2. That the flights passed directly over Park Land in violation of the 2016 agreements between the City and heliport operators.

How many times would any of you make a 311 complaint given the negative responses?

Lastly, filing a 311 complaint has been made very difficult over the past 4 years. First, there is a gauntlet of questions that 99% of citizens will be unable to answer such as where the flight originated and whether it is a tourist flight. The instructions then limit complaints to sightseeing choppers that are either:

1. Flying too low,
2. Hovering, or
- 3 Passing by on unapproved tour routes.

Again, 99% of our fellow suffering citizens will not know if it is a tourist chopper. They will not know if its altitude is too low or if it is on an unapproved route. If somehow they persevere, then, and only then, are they able to make it onto this chart.

This process used to be much simpler.

So multiply these numbers by 10 or 100 and you will have a better idea of the real severity of this problem.

Is the couple of million dollars in short term EDC revenue worth the negative quality of life, health, climate, and safety impacts of this so-called business? The taxpayers will be on the hook for a \$100-200 million renovation of Pier 6 every few decades. This “business” is actually a cash drain on the taxpayers of NYC.

Unlike many of the issues facing the City Council, the helicopter problem we are discussing today can be solved this year if all our elected representatives choose to do so.

Dear City Council Members:

As a longtime resident of upper Manhattan, notably the Upper West Side, I'd like to express my concern for the frequency of helicopters that use the airspace over such residential areas for regular travel. Noise pollution is already something we combat every day in the city from street-level disruptions (cars, sirens, construction), and we rightly have laws pertaining to these noise disruptions so that residents can live in relative peace despite the occasional need for noise-creating activities. I do not agree that noise levels at street level are necessarily acceptable as they stand today, but the point I'm making is that they are acknowledged as a life-disruptor for residents. However, even more than these street level disruptions, we see that the use of helicopters flying over residential airspace create a force-multiplier for noise due to the nature of the disruption: a single helicopter can affect blocks of residents at a time in some of the most densely populated areas of the country. As such, I would like to sincerely request that you consider more stringent and forceful measures against the non-urgent use of helicopters over the dense residential airspace. Thank you for considering this testimony.

Sincerely,

Annalise Mariottini

To the Committee on Economic Development of New York City Council.

I'm writing in support of the resolutions and legislation attempting to limit, or eliminate altogether, helicopter noise in the NYC area.

I live in Hoboken, NJ for over 10 years. We have an amazing waterfront that I enjoy almost every day, every season of the year. I often sit on the bench to enjoy the nature, read a book or gather my thoughts. Unfortunately, helicopter noise is ruining all these experiences. It's quite prominent and distracting, especially on the weekends.

Unfortunately, in the past couple of years it was getting much worse and now I can be distracted by the helicopter noise even when I'm at home in my apartment on the other side of Hoboken. There were several occasions when I had to close my windows while working from home to shield conversations from that noise. Worse, stray helicopter can now fly right over my building late in the evening, which never happened before, and wake me up.

I sincerely hope the Committee will see how helicopter noise is ruining the quality of life of the people in the region. Please stop all non-essential flights and limit the rest to an enforced corridors away from where people live or enjoy their environment.

Thank you,
Artem Letko

Dear Council Members,

I have lived in North Battery Park City for the last 13 years, and watched with dismay as the millions of dollars spent on Hudson River Park including our very own Rockefeller park have turned into a hell hole more resembling a war zone. All day every day, there is the constant drum of helicopter noise, of which the tourist choppers from DMH are by far the most numerous.

My daughter has stopped playing in Rockefeller park since she and her friends can no longer hear each other in a pick up game of any sort. We haven't had a family picnic outdoors in years. She is also woken up early in the mornings by a helicopter thundering past our windows, rattling the entire apartment.

Since when are private commercial interests meant to supersede the peace and quiet of literally millions of people who live under these flightpaths along the water, or the flights to the airports?

Please please do the right thing and

- 1) completely ban all tourist and commuter flights from city owned heliports.
- 2) Then, please act on the West 30th heliport, which in many ways is the worst because the commuter choppers that fly there from the airports fly the lowest, not caring a jot about the deafening noise they create.
- 3) Finally please work with NJ elected officials to ensure that the highly intrusive tourist flights from NJ are also curbed. In particular the 'doors-off' flights from Kearney just hover endlessly over our skies. The NJ residents are heartily sick of them as well.

Ashwin Padmanabhan

N End Avenue, NYC, NY 10282

Written Testimony to the City Council's Hearing on Helicopter Noise and Safety

Aya Ibaraki

Artist in Residence, Hudson Classical Theatre Company

April 15, 2024

My name is Aya Ibaraki and I am a New York City resident.

I am testifying against the helicopter noise caused by all nonessential helicopters from the two NYC-run heliports.

As a member of The Hudson Classical Theatre Company, a nonprofit organization, we deliver theatrical performances for the New York City community during the summer season. Our summer performances are donation-based, which means the performances are essentially free of charge to those who cannot afford the ticket fees. We have been performing at The Soldiers' and Sailors' Monument in Riverside Park during the summer season for many years. During our rehearsals and performances, we are often interrupted by the loud helicopter noise. When the helicopters pass over us, we simply cannot hear each other until the helicopters go away.

Moreover, the noise caused by the nonessential helicopters not only interrupts our work, but it also causes much distress because of its extremely loud, unpleasant sounds in the peaceful, quiet park. When I try to relax before my rehearsals or performances by the monument, the helicopter noise causes stress. I much appreciate the park's quietness, free of city noise. Although some parts of the park are not completely noise free because of the nearby roads, the helicopter noise is much more extreme. The car noise can be avoided if we walk away, but the helicopter noise cannot be avoided because we cannot simply walk away.

I would very much appreciate it if all nonessential helicopters would be banned, especially around Riverside Park where it is meant to be quiet.

Thank you very much in advance for hearing my testimony. Your consideration of this matter and solutions is very much appreciated.

Aya Ibaraki

Hi,

My name is Barak Friedman and I live in Murray Hill near the east 34th street helipad.

Please take necessary steps to **ban all nonessential helicopter travel**. The helicopters are loud and polluting and greatly disturb the people living and working in this area. They are also an environmental disaster.

Thank you!

Sincerely,

Barak Friedman

April 15, 2024

Dear Officials:

Unnecessary tourist and luxury helicopter traffic is a blight on the environment and citizens' quality of life. It is also a clear violation of the NYS Constitutional Amendment guaranteeing us the right to clean air, water, and general environmental health.

As director of the *Coalition to Transform East Hampton Airport*, I speak for hundreds and even thousands of beleaguered citizens long under siege from loud, noxious, incessant helicopter traffic. The problem extends from NYC to Eastern Long Island and everywhere in between under wide and well-traveled flight paths.

Many of us have been engaged for decades in this struggle for peaceful enjoyment of our homes and our physical and psychological well-being. We implore those with the authority to finally enact sane and long-needed restrictions to this plague in the sky.

The operators care only for profits, the users for convenience and entertainment—while all the millions of people affected on an increasing daily basis have had nothing to protect us.

Thank you for what you can surely do to fight back against unfettered, irresponsible, and patently harmful helicopter traffic. This is now an international issue, as luxury aircraft traffic proliferates in an era of global climate crisis. We need to act for our own best interests, and more importantly, for our children and future generations.

Barry Raebeck PHD

East Hampton NY

Coalition to Transform East Hampton Airport

Member of *Quiet Communities* national organization

FROM: Becca Franks
Dikeman St
Brooklyn, NY 11231

TO: NYC Council Meeting
Committee on Economic Development

SUBJECT: Supporting NYC Council Bill #26-2024 and resolution #85-2024

Dear City Council Members,

Since the advent of tourist and nonessential helicopter travel, the helicopter traffic over my home in Red Hook Brooklyn has been getting increasingly worse. The oppressive noise of low flying helicopters is now nearly constant, increasing stress levels for myself and all my neighbors. Our only reprieve is on Sundays when the helicopters are not supposed to fly (and it is a blessing to have that relief). In addition to these immediate quality of life concerns, helicopters are also harmful to wildlife and bad for the environment, with Greenhouse Gas emissions and other pollutants. These are *luxury* emissions. In the age of climate change, we cannot afford to worsen the climate crisis in this unnecessary, profligate way. The list of harms is long and affects us all, the list of benefits is short and accrues only to the elite. I hope to see all nonessential helicopter traffic banned in NYC and for NYC to become a leader in the country on this issue. Similar legislation can be adopted in other municipalities who wish to serve the best interests of their local community and protect the fate of us all.

Sincerely,

A handwritten signature in black ink, appearing to be 'Becca Franks', with a stylized, flowing script.

Becca Franks, PhD

To whom it may concern,

Hudson Classical Theatre Company provides free theater to NYC's Upper West Side, and has done so for nearly 2 decades.

The air traffic in and around the west side of Manhattan has increased exponentially over the last several years. Many people and many celebrities are using helicopters and small aircraft to get to and from destinations.

These trips occur during performances, and make it extremely difficult to not only enjoy the performance as an audience member, but to sustain a level of believability and story as an actor/performer.

I strongly request that the air traffic on Manhattan West Side be limited if not completely shut down. These aircraft are flying far too close to the island itself, and make enjoying the summer of the services these institutions provide difficult if not impossible to enjoy.

Thank you very much for your time and consideration,

Benjamin Farmer

Company Member, Hudson Classical Theatre Company

Tue, Apr 16 @ 10:00 AM – Committee on Economic Development hearing.

Good morning, Chair Amanda Farías, and members of the Committee on Economic Development. My name is Betty Kay. I am a resident of Battery Park City and a member of Manhattan Community Board One (CB1). Thank you for the opportunity to submit testimony on legislation related to reducing helicopter traffic at NYC heliports.

I have been concerned about the quality of life and health risks from the noise and air pollution that are produced when helicopters land and take-off from the Downtown Manhattan Heliport on Pier 6 in my densely populated and visited district. CB1 has gone on record about concerns that I share, by passing five resolutions since July 2011; testifying often on this subject and having numerous meetings with various agencies and elected officials.

The spatial Equity tool developed by MIT for Transportation Alternatives using Open Data shows that my district, Manhattan community district one, is the sixth most polluted of NYC's 59 districts, with 7.66 micrograms of PM 2.5 per cubic meter of air. Helicopter take off and landings contribute to my district's high level of air pollution. A study from the Environmental Protection Agency (EPA) states that as of 2016, helicopters, due to their use of piston engines, not cars, are the biggest source of lead emissions in the U.S.

Exposure to lead air pollution can adversely affect the nervous system, kidney function, immune system, reproductive and developmental systems and the cardiovascular system. Lead exposure also reduces the oxygen carrying capacity of the blood. Infants and young children are especially sensitive to lead exposures, which may be associated with behavioral problems, learning deficits and lowered IQ. This exposure to lead air pollution with lead particulate matter is a risk that downtown residents like me, my neighbors and the workers in my building have to bear so that tourists and wealthy commuters can take non-essential helicopter rides. This is not reasonable

I support passage of [Int 0070-2024](#), which would prohibit all nonessential helicopter operations at heliports owned or operated by NYC but I also support [Int 0026-2024](#), which would prohibit non-essential helicopter operations at city owned or operated heliports, including at the Downtown Manhattan Heliport on Pier 6, but would allow helicopters powered by electric engines. Since over 40,000 nonessential flights take off from NYC heliports every year, these bills would reduce the lead and other particulate matter in the air that residents like me, workers, city employees and visitors must breathe.

Passage of Int 0026 and Int 0070 would also significantly reduce the noise from helicopters, especially as they take off and land. Noise that is so loud that it is difficult to carry on conversations in person or by phone. The publicly owned Downtown Manhattan Heliport—located on the East River waterfront at Pier 6, near the intersection of Coenties Slip and South Street—is authorized to host 30,000 tourist flights annually, or more than 80 per day. This produces continuous noise that interferes with carrying on normal communications and has been associated with general irritability, things that detract from a sense of wellbeing.

On November 13th Mayor Adams announced steps to convert the Downtown Manhattan Heliport to support electric vertical take-off and landing (eVTOL) aircraft that the FAA is anticipated to approve in 2025. Passage of [Int 0026-2024](#) would encourage the adoption of these eVTOL aircraft that would

greatly reduce the noise and air pollution that harms my district while continuing to allow commuter and tourist flights.

I thank you for this opportunity to testify and look forward to the passage of legislation and resolutions that could finally reduce the air and noise pollution in my district by stopping unnecessary helicopter flights unless they are electric.

TESTIMONY OF BILL THOMAS
STOP THE CHOP NY/NJ
BEFORE THE NY CITY COUNCIL ECONOMIC DEVELOPMENT COMMITTEE
APRIL 16, 2024

Thank you for the opportunity to testify today on Intro 0026, 0027, 0070 and Resolutions 085, 0226 and 0233. Among other things, these bills would ban nonessential flights by fossil fueled helicopters at heliports owned by New York City, and resolve the Council in support of New York State legislation which establishes a “noise tax” on nonessential helicopter flights in New York City. Stop the Chop NY/NJ is strongly supportive of these bills and resolutions.

Stop the Chop NY/NJ is the leading organization formed to ban nonessential helicopter flights over the New York metropolitan area. We have thousands of supporters who are tired of the incessant noise and air pollution caused by these flights, and who are outraged that the City of New York has historically helped underwrite these intrusions on our quality of life by allowing its City-owned heliports to be used for this purpose.

Presently the City permits its Downtown Manhattan Heliport to be used for 30,000 tourist joyrides each year, the vast majority of all of the flights over New York City. When most people see a helicopter overhead, they tend to think that it’s an unavoidable nuisance because it is likely on an important mission, such as life-saving medivac, or law enforcement. This is not the case – odds are that when you see and hear a

helicopter, the occupants are simply on a joyride. And the consequences of these unnecessary flights are severe:

- Excessive noise causes slower brain development in children and increases the risk of hypertension, stroke and heart attacks in all of us.
- Helicopters' carbon emissions are 43 TIMES the emissions of a passenger car. Eight (8) helicopters idling on the Downtown Manhattan Heliport are the equivalent of 340 cars idling outside the windows of downtown residents. It is strange indeed that a City dedicated to reducing its carbon footprint actually ENCOURAGES such counter-productive practices.
- Helicopters are not safe. There have been over 30 helicopter crashes in New York City since 1980, many resulting in serious injury and fatalities. Indeed, life is full of risks, but is it worth risking the lives of New Yorkers just so a few people can have a joy ride over our city?
- Unnecessary helicopter flights are an environment justice issue. Many flights impact communities in New York City, especially those in flight paths to the airports and the Hamptons, that have historically been impacted disproportionately by pollution of all kinds. The proposed resolution in support of State legislation to impose a "noise tax" on ALL unnecessary flights in New York City (which would include, for instance, flights by operators like Blade from the west side of Manhattan to the

airports and the Hamptons) would undoubtedly, if the bills pass, diminish these flights over the impacted communities.

It is for these reasons we applaud the City Council for considering legislation and a resolution that would put a stop to nonessential helicopter flights. To us, this a simple matter of common sense and environmental justice. But let us briefly address a couple of the possible objections:

- All of the flights will not just “move to New Jersey heliports.” The vast majority of tourist flights currently originate from the Downtown Manhattan Heliport. Perhaps some flights will move over to New Jersey, but certainly not all of them. Keep in mind that almost everyone who takes these flights are tourists to New York City. They are likely to simply divert their dollars to other attractions, such as a Broadway show or a fancy restaurant meal. Few will want to trek over to New Jersey for a 15 or so minute flight. Also, the heliport on West 30th street is already at capacity and cannot take any more flights.
- Cutting tourist flights won’t hurt the city economy. First, the City of New York receives only about \$2 million per year from the Downtown Manhattan Heliport – the one that would be affected by the proposed legislation. Not all of that income is attributable to non-essential flights anyway, and possible other uses (more on that below) can more than make up for the difference. Also, even the Helicopter Industry’s own flawed and outdated economic study implicitly acknowledges that helicopter tourists wouldn’t spend their tourist dollars elsewhere.

The City Council has considered legislation like what is proposed here in the past but has not been able to act. But new conditions make these City and State bills ripe for passage NOW:

- Both the City and State bills EXEMPT electric-powered helicopters (eVTOLs). While what this new type of helicopters ultimately means for New York City is somewhat in question, they are certainly much quieter and cleaner than gas powered helicopters, and as such Stop the Chop NY/NJ is supportive of them at this point. And the good news is that the FAA appears to be poised to approve the commercial use of eVTOLs within the next year or so.
- The City Council and the Mayor's Administration should be aligned in favor of this bill and the resolution. As you know, the Economic Development Corporation has issued an RFP designed to encourage the adoption of eVTOLs at its heliports, and they have also encouraged proposals that would diversify or completely change the Downtown heliport to more environmentally friendly uses such as marine transport. The RFP and the Mayor are also proposing and creating workforce development programs associated with these changes that will benefit city residents, including students at schools like Aviation High School in Queens. Stop the Chop NY/NJ applauds these initiatives, but we're sure we can all agree that they should happen more quickly than the RFP's timeline proposes (roughly as much as ten years). The proposed legislation will speed all of these changes up.

Thank you for the opportunity to testify today on these important pieces of legislation, and we applaud the Council's interest. Stop the Chop NY/NJ stands ready to assist you

in any way we can to get these bills passed and to bring about safer, cleaner and quieter skies over our great city.



What We Learned at the City Council Hearing:

IT'S TIME TO PASS THE BILLS!

On April 16th the New York City Council's Economic Development Committee, chaired by Majority Leader Amanda Farias, heard testimony on proposed legislation and resolutions that would ban or sharply curtail non-essential fossil-fueled helicopter flights over New York City. Hundreds testified in person or submitted written testimony, nearly all of whom supported the proposed bills and resolutions. The City's Economic Development Corporation (EDC), which administers the City's two heliports, did not express either support or opposition to the bills and resolutions. Not surprisingly, the only speakers in opposition were paid representatives of the helicopter industry.

Those who spoke in favor described the extremely negative consequences of non-essential helicopter flights – namely, excessive noise and air pollution as well as disparate impacts on communities that have long suffered with pollution of all kinds. No one, not even the helicopter industry, justified these intrusions on our quality of life, except to argue that banning non-essential flights won't work or would be bad for the city's economy. (The industry did announce the unsettling prospect that it intends to do more flights in inclement weather!) Indeed the EDC acknowledged non-essential flights cause problems even as they outlined inadequate proposals to address them.

BUT WE LEARNED MUCH FROM ACKNOWLEDGEMENTS IN EDC'S TESTIMONY THAT ACTUALLY SUPPORTS PASSAGE OF THESE BILLS NOW!

1. EDC acknowledged that, contrary to assertions by some that the only way to control helicopter flights in New York City is via federal action, its "concession" agreements with helicopter operators give it a means to determine what happens at its two heliports. In its bidding for a new operator at the Downtown Manhattan Heliport EDC has stipulated a 30 percent reduction in operating hours for non-essential flights. But it has NOT proposed reducing or eliminating them. If they can reduce hours, they can eliminate flights! And if EDC won't do that, the City Council can!
2. EDC acknowledged that contracts for its two heliports bring only about \$2 million to the City's coffers from \$78 million of total economic activity. \$2 million is a pittance to the City's \$100 BILLION budget. While \$78 million sounds big, it compares to the City's \$1.2 TRILLION economy. But there's more: when asked

how the \$78 million breaks down, EDC said that upwards of \$50 million of that is gasoline purchases! So that's EDC's economic gameplan: "grow" the economy by burning \$50 million of fossil fuels, while giving lip service to "sustainability" and addressing climate change. The Council can fix this by passing these bills!

3. EDC also acknowledged that, notwithstanding its problematic assessment of the economic benefits of helicopter flights, it has conducted NO ANALYSIS of the economic impact of banning non-essential flights. If they did, they would discover that (a) the tourists who take these flights would simply spend their tourist dollars in other ways; (b) other uses of the heliports, such as marine transport, would generate at least as much economic activity, and in a much more sustainable way.
4. eVTOLs (Electric Vertical Take-off and Landing) aircraft are on their way and the City will be ready. EDC and the helicopter industry both testified that environmentally-friendly eVTOLs will likely be certified by the FAA in 2025, and EDC stated that the DMH will have the charging infrastructure in place during 2025 as well. In fact even if the FAA certification is delayed, the chargers will still be in place. EDC also testified that ConEd has assured them that it will be able to supply the right amount of electricity to DMH as well. Since the Council bills exempt eVTOLs, even those who support non-essential flights should view these bills not as an attempt to ban non-essential flights but rather as a way to make them far more sustainable.

Considering what we learned at the hearing (and THANKS TO THE CITY COUNCIL FOR HAVING IT AND SHOWING HOW MUCH THEY CARE) one is hard pressed to understand why ANYONE can support the status quo by objecting to these bills. The environmental problems are known to all and not disputed. The economic "benefits" are not real. And an alternative is on the near horizon. LET'S PASS THESE BILLS and improve the quality of life for all New Yorkers NOW!

Bill Thomas

TESTIMONY FOR CITY COUNCIL HEARING ON HELICOPTERS
APRIL 16, 2024

Dear New York City Council,

The noise and pollution issues caused by helicopter abuse are well-established.

I'd like to speak briefly to the misleading language used to disguise the true costs of the helicopter scourge.

Describing this abuse of New Yorkers as a "quality of life" issue, as the EDC did, is intentionally reductive.

Helicopters and the havoc they wreak are, first and foremost, an economic issue.

New York City lost almost 78,000 people last year, bringing the total population loss since 2020 to more than half a million (Bloomberg, 3/15/24).

People leave for largely intractable reasons -- high costs, rampant mental illness, crime, rats, congestion. The solutions, if they can be found, are well in the future.

Until then, anything and everything that can be done to help staunch the exodus is an essential economic investment.

We need to act now to limit the ongoing departure of skilled workers and young families that pay our taxes, build our economy, and ensure our city's future.

Eliminating 30,000 unnecessary helicopter flights a year that oppress the tax-paying residents of our city is a critical step in making New York more livable, yes -- but more importantly, in helping to retain the human resources essential to keep our economy strong

This is, most critically, an economic issue, above and beyond a quality of life issue.

I am grateful to Council members Farias, Brewer and Restler for your inspired advocacy. Thank you!

Sincerely,

Bret Walrath
Riverside Drive
New York, NY 10023
###-###-####

April 4, 2024

Dear City Council Members,

This past Easter weekend, as my family and I were taking advantage of the mild weather to get out and enjoy our city, we could not escape the constant thunderous drone of tourist helicopters flying overhead. A walk in Central Park, which we hoped would provide a respite from the hustle and bustle of the city, was instead overwhelmed by a constant stream of loud chop from helicopters hovering above.

Similarly, any time we walk in Riverside Park, we are assaulted by a constant stream of nonessential helicopters making their way up the west side and then over Manhattan.

I understand that the tourist helicopter companies are small businesses run by real people, just like thousands of other businesses here in New York. But the service they provide to a *very* small number of customers has an enormously negative impact on the quality of life for hundreds of thousands of New Yorkers and other small businesses who live and work near these flight paths. The simple fact that a trip to a park, which should be a relaxing, enjoyable time, is now more akin to spending time at an airport is ridiculous. And frustrating. And nerve wracking!

I urge you to fight to ban these nonessential flights that have become such a scourge on our city. They are an environmental problem, a noise problem, and a potential safety problem that should be addressed.

Sincerely,
Brian Thompson
Upper West Side

I perform with a Shakespeare company at the Soldiers and Sailors monument in the Summer each year. Our shows are constantly interrupted by the loud sounds of helicopters flying overhead, not only making it impossible for us to be heard, but also distracting people from being able to enjoy our show. This is something that I do not see happening with shows in Central Park, so it should not be something we deal with at other parks. Thank you
Bryan Bryk

Dear Councilpersons,

I have been a lifelong resident of NYC. I attended school here and a graduate of Hunter College. I worked my entire career in NYC and have owned property since 1985. I've lived in Astoria and for the past almost 40 years in Whitestone. I never considered moving until we became inundated with helicopter traffic. I became a founding member of the civic We Love Whitestone because one of community's major issues has been noise. WLW has been fighting against helicopter traffic since 2018. My husband, George Mirtsopoulos testified in front of the whole council on this very issue in 2018. We have worked with the FAA, Congressman Suozzi and that time councilman Vallone and the State Senator Avella on this issue. I thrilled to see that this council committee has put forth resolutions to stop helicopter commuter and tourist traffic. We have been asking the city to ban helicopter traffic because of the noise pollution and safety both health and disaster considerations for years. This is a costly potential hazard to NYC taxpayers.

What benefits are there to the millions of constituents of NYC? We know the health and environmental costs are immeasurable. Even the EDC can't come up with a number. But the EDC is only bringing in a couple of million dollars to the city from the heliports so these operators can make a fortune off the elites that want to get to their summer parties in the Hamptons. The loss of 175 jobs and 28 million dollars can be replaced by increased marine, MTA and tour guide revenue .

The EDC demonstrated their lack of professionalism and ineptness when asked by the committee for specifics. Taxpayers should be appalled by the EDC and EPA's lack of preparation and obvious lack of knowledge. Why do we pay these people?

Why not make drafts of the RFPs available to the public. Specifically Stop the Chop and Civics impacted by these contracts? So we can give feedback???? It's our quality of life that is being impacted.

So we are at the precipice of enacting a ban. Please convince your colleagues it's the way to go. Please engage the mayor and news. We need to make this law. Helicopters are banned in London and Paris. Follow their lead. Electric Helicopters aren't the answer it's an alternative with no substantiated data. Don't be fooled.

Sincerely
Carmen Mirtsopoulos
Whitestone NY

Helicopter noise/fumes @ E 34th St heliport a danger to our health and the health of our neighbors

We live at 36th/1st Ave in a 37th floor apartment facing south with a view of the @ E 34th St heliport. This heliport is a danger to our health and the health of our community:

Noise:

- Many helicopters land before 8am or after 8pm. A HUGE Helicopter - Sikorsky S-92A "Helibus" #N314RG owned by Ira Rennert (Rencopter 314 LLC, 1 Rockefeller Plaza NYC, NY 29th Floor) lands around 7:40am several times a week. Total disregard of the 8am-8pm hours. We can hear him coming.
- Almost every weekday the helicopter noise can be constant with multiple helicopters idling (rotors turning). And it's LOUD, even with our windows closed!
- 4pm-7:45pm is especially noisy, sounds like we're on a battlefield. Often we have to raise our voices to be heard - inside our apartment!
- Helicopters also land in the middle of the night or early morning awakening us.

Fumes:

- The smell of aviation fuel regularly wafts into our apartment, especially when multiple helicopters are idling.

We've reported many helicopters for their excessive noise and harmful pollution to 311 EDC and received the same boilerplate response regardless of complaint.

The noise and fumes are very disruptive and unhealthy. The noise is unbearable and stressful. Unfortunately, moving is not an option.

This heliport needs to be closed. Thank you.

Carol Casalino

We live at ### 4th St in Park Slope. We are alarmed at how frequent, loud and disturbing the helicopter traffic is over our house. We have two children (5 & 10) and one of them doesn't want to play in the backyard at times because of the noise.

It's not only that it's loud, but helicopter noise makes you feel like there is something wrong/under threat which it's not good for the nervous system.

My kids can even hear them when they are at school in the neighborhood, Berkeley Carroll.

Please please please limit substantially the amount of helicopter traffic. It is detrimental to the people who live in the neighborhood mentally, emotionally and physically.

Cassandra Atherton and family

April 6, 2024

Dear New York City Council Members,

I am a resident of the waterfront of Weehawken, New Jersey, which sits on the Hudson River directly across from midtown Manhattan. Since NYC tourism has rebounded post-Covid, my neighbors and I have noticed an extreme increase in tourist helicopter traffic which disturbs the peace in our homes, sometimes waking us up early, preventing children from napping or causing ongoing distractions to people trying to work from home. On days when the weather is clear, it is as bad as helicopters whizzing by every 30 seconds. It sometimes sounds as if we are living in a military zone. As I type this letter on a sunny day, I have heard chopping noise passing by over my head at least five times in the amount of time it has taken to type this first paragraph.

When the uptick was first noticed at the end of 2022, bewildered residents in my building in Weehawken were wondering whether this was an increase in military/police helicopter traffic as part of New Year's security for Manhattan. Unfortunately, it continued unabated after the New Year's holiday. I then learned from checking the flight tracking apps that all these flights were in fact tourist flights and not military, police or medical flights. A large portion of these flights were originating from NYC heliports.

I now regularly have to wear noise cancelling headphones all day to get any quiet in my own home. I strongly urge the Council to allow NY/NJ residents the peace that they deserve to have in their own homes and ban non-essential helicopter flights. I have also reached out to my NJ representatives to see what can be done about the additional flights originating in my state.

Thank you for your consideration to this important issue.

Cassandra Porsch
Weehawken, New Jersey

As a resident of Brooklyn Heights for more than 30 years and an active member of the BHA, I call upon the City Council to pass the bills that will help minimize the helicopter noise that disrupts this peaceful neighborhood on a daily basis. It's often so loud and low that it rattles my windows. And since there were so many helicopters flying overhead during the George Floyd protests, the sound is extremely triggering to a 2020 pandemic time that no New Yorker wants to live through again.

I am tired of having the M*A*S*H theme song running through my head on a loop whenever I take a walk in Brooklyn Bridge Park. The number of helicopters that fly into lower Manhattan is excessive and disruptive. I greatly appreciate the work the City Council is doing to help address this important quality-of-life issue, and I hope that the bills will advance to the floor for a vote.

Best,
Cathy Garrard

Charles Komanoff¹

**Testimony supporting Council Bills banning nonessential helicopter flights using municipal properties, and
Council Resolution 0085-2024 endorsing state legislation imposing a noise-annoyance surcharge on
nonessential helicopter flights in New York City²**

April 16, 2024

I emphatically support Council bills Int 26 and Int 70 banning nonessential helicopter flights from the two City-run heliports. In addition, as an economist specializing in environmental costing,³ I want to single out for praise Council Resolution 0085-2024 endorsing state legislators Gonzalez's and Carroll's bills S7216B and A7638A imposing a noise fee on nonessential helicopter flights in New York City.⁴

The Gonzalez-Carroll noise fee is \$100 per occupied seat or \$400 per flight, whichever amount is larger. Although these levies appear to fall short of the average helicopter flight's full societal cost, they are a commendable starting point. The levies can be raised later on, as methodologies for quantifying helicopter noise costs mature — a process that will be aided by passing a related bill, Int 27. The fees can also be lowered if quieter helicopters emerge — which the Gonzalez-Carroll bills will incentivize.

"Cost internalization" is the term for this kind of social-damage pricing. Helicopter noise is an ideal subject for cost internalization, insofar as "luxury" helicopter flights — a more apt term, perhaps, than "nonessential" — impose other costs like carbon pollution and particulate-exhaust pollution and are purely discretionary. Moreover, anyone taking a luxury helicopter flight — whether to the Hamptons or the Hudson Valley or JFK — has money to spare, as revealed by their pricey transportation choice. Taxing helicopter noise is, therefore, entirely consistent with economic justice.

Consider Blade's JFK helicopter service from its Manhattan West 30th Street heliport — a flight covering about 15 miles. I've made a preliminary but serviceable calculation suggesting that the collective noise-annoyance borne by city residents from such a flight equates monetarily to around \$2,500.⁵

That figure is many times greater than the maximum Gonzalez-Carroll noise fee. But it amounts to a roughly 40 percent surcharge to Blade's \$250 standard ticket price to JFK, making it a worthy start. Assemblymember Carroll has been a legislative leader on externalities taxing, and it's great to see Sen. Gonzalez also taking up the cause.

I estimate that a noise fee raising the price of a commuter helicopter trip by 40 percent will cut usage, hence, the number of flights, between 30 and 50 percent,⁶ as would-be passengers opt out. (Yes, just like congestion pricing, except more draconian, and deservedly so). That will be a godsend. Not only that, the Gonzalez-Carroll noise fee will generate \$10 to \$15 million in revenue per year⁷ — funds that New York City can use to expand and enforce noise-abatement rules citywide.

Noise isn't the sole harm that commuter and tourist helicopters inflict on the millions of residents below. But it is the most egregious and insulting. Every member should vote Yes on the bills that promise to outright ban nonessential helicopter flights from the two City-owned heliports. And please also vote for Council Resolution 0085-2024 to make clear to your Albany counterparts that New York City's local elected officials support the Gonzalez-Carroll noise fee on nonessential helicopter flights.

* * * * *

Endnotes appear on reverse.⁸

¹ Policy analyst and consulting economist at KEA, 11 Hanover Square, 21st floor, New York, NY 10005. Website www.komanoff.net.

² This document is available [on line](#) as https://www.komanoff.net/jet_skis/Komanoff_Testimony_City_Council_Helicopter_Noise_Costs.pdf.

³ My work quantifying and supporting NYC congestion pricing is widely known; much of it is collected [here](#). My body of research also includes [Drowning in Noise: Noise Costs of Jet Skis in the United States](#), a monograph co-authored with Dr. Howard Shaw and published in 2000 by the Noise Pollution Clearinghouse.

⁴ Assemblymember Bobby Carroll represents part of Brooklyn. State Senator Kristen Gonzalez represents parts of Brooklyn, Queens and Manhattan.

⁵ Key assumptions in my calculation of a \$2,500 collective noise cost per flight from W 30 St to JFK Blade include: 625,000 households in Manhattan, Brooklyn and Queens households lie within the helicopter noise field; excess noise of 20 dBA during the average 44 seconds of noise exposure for each flight; a “Noise Depreciation Index” — reduced property value per additional decibel during exposure — of 1%. Some parameters in the calculation are placeholder values, making the resulting \$2,500 estimated per-flight collective noise cost preliminary and subject to change. See Excel spreadsheet referenced in final endnote.

⁶ The 30 percent reduction is associated with a price-elasticity of helicopter flights of negative 1, while the 50 percent reduction comes from a price-elasticity of negative 2. The respective calculations are: $1.4^{(-1)} \sim 0.7$, and $1.4^{(-2)} \sim 0.5$. (My high price-elasticity figures reflect the discretionary and luxury nature of helicopter travel.) See Excel spreadsheet referenced in final endnote.

⁷ The number of helicopter flights per year that would be subject to the Gonzalez-Carroll noise tax appears to be between 50,000 and 60,000 per year. I have used the lower figure (50,000) in my calculations. Taking into account that the incorporation of the proposed tax into the price of helicopter flights would be expected to reduce the number of flights by 30 to 50 percent, and applying a per-flight noise fee of \$400, the annual tax revenues, rounded, calculate to between \$10 and \$15 million per year ($50k \times \$400 \times 50\%$ or 70%).

⁸ An Excel spreadsheet (NYC_Helicopter_Flights_Externality_Costs.xls) with my assumptions, calculations and citations supporting my preliminary \$2,500 per-flight noise cost estimate, my tax revenue estimate of \$10 to \$15 million, and other figures in my testimony may be downloaded via [this link](#): https://www.komanoff.net/jet_skis/NYC_Helicopter_Flights_Externality_Costs.xlsx.

New York City Council
Committee on Economic Development

re Bills and Resolutions:

Int 0026-2024, Int 0070-2024, Int 0027-2024,
Res 0085-2024, Res 0226-2024, Res 0233-2024

Dear Council members:

Those of us who live and work in New York City are being bludgeoned with noise and pollution by tour, charter and commuter helicopters.

Their overbearing racket shatters the peace of my upper west side neighborhood every day. It is reported — and I experience it — that over 300 of these helicopters pass overhead each day, morning through evening. That is 30 an hour, one every other minute. Their racket can be heard as they slowly approach and slowly depart, closely following each other in an endless noisy stream. They are profoundly disruptive.

Their noise is everywhere! Helicopters can be heard at least a mile away. Their window-rattling din pervades the entire neighborhood. Their racket bounces off the walls of nearby buildings, and slams through my apartment and my ears.

They also hover and circle over Central Park. They fly along the edge of Riverside Park, and along the shores of the Hudson. The city pays for these beautiful parks, but a relaxing walk there is not possible because of the racket of the helicopters overhead. Trying to have a peaceful walk after a long week? It is immensely upsetting when that walk is ruined by the noise of helicopters.

Helicopter noise is not only heard but it is felt, causing a visceral queasiness. Helicopter engines emit a low, sub-sonic frequency that is not blocked by walls, sound-proofing windows, or acoustic absorbers. To withstand noise is extremely stressful. Ultimately, bearing a continuous level of such stress damages people's health.

The helicopters poison the air we breathe. New York is making an effort to be a "green" city. Helicopters sabotage this effort. Helicopters are among the worst polluters of all gasoline engines. They spew hundreds of tons of toxic exhaust and fumes into our air

/ . . .

every day. One helicopter emits 950 pounds of CO₂ per hour, over 40x that of a passenger car. Airborne particulates emitted by piston engine helicopters inflict harm on people's respiratory and cardiovascular functions, and on children's developing brains and nervous systems.

Tour, charter and commuter helicopters are not necessary. Police and hospital helicopters are necessary. But tour, charter and commuter helicopters do not contribute to the safety, security or maintenance of the city, nor to the well-being of the people here. No amount of money from the helicopter industry can justify the harm these helicopters are inflicting on the people of New York.

We who live here, work here, and raise our families here: we are the heart of the city.

These helicopters are not "normal city sounds." They are a daily torment, and they are derailing our quality of life. With their ceaseless, overbearing racket, these helicopters shatter the peace of our neighborhoods. With their toxic emissions, they poison the air we breathe. This is an assault, and it is not livable.

Chéré Campbell
Upper West Side
New York, NY

Thursday April 18, 2024

11201 Brooklyn, NY Resident Chris Berger re: Helicopter Noise; Tue, Apr 16 @ 10:00 AM – Committee on Economic Development hearing

I have lived in Brooklyn Heights since 2003. Recently I have observed an alarmingly growing increase in helicopter noise and traffic since approximately 2019.

One of my means of income has been to self-produce audio books from my own home studio here in Brooklyn. Since 2019 that work has been rendered increasingly difficult and at times just plain impossible. The helicopter noise that impacts this area is sometimes so intense that I am forced to stop recording. Additionally hovering helicopters during perceived media events became more frequent in recent years. Such sustained noise makes it impossible for me to work or even to concentrate on nearly anything much less be comfortable in my own home.

Additionally, a walk in the park, often Brooklyn Bridge Park specifically, has become among the noisiest and most intolerable experiences instead of a nurturing or soothing one. I have often found myself at Pier 2 using the exercise facilities, just yards away from other individuals and groups playing sports and enjoying themselves when a thunderous rain of helicopter noise overwhelms the area. The experience feels like being in a militarized zone.

It makes me incredibly sad for the elderly, the young and very young people who are making their way to the parks for recreation and enjoyment and find themselves bombarded with these heavy mechanical propulsions. It is also obvious to me that the flight path for the helicopters has become something of a free for all. Whether these are news cameras, which they often are, or NYPD helicopters performing surveillance, which they often are, or most frequently of all, tourist and airport transportation helicopters, the pilots seem to freely fly right over the park zones at exceedingly low altitudes such that the noise and the vibration forces parkgoers to stop in their tracks sometimes cover their ears for the minute it takes each individual helicopter to clear the area.

On top of this the idling helicopters at the helipad on the East River, depending on wind directions, are often deafening and again overwhelm the solace individual park goers seek in making the trek to Brooklyn Bridge Park.

I do not understand when or how the restrictions on helicopters became so relaxed however it has been a source of distress and at times depression for me personally. I find myself feeling helpless in the wake of the enormous sound wall and powerless to do anything about it. It has been a toleration for too long and terribly frustrating not to see meaningful leadership around noise pollution when city residents know it is of paramount concern to the quality of life in our dense ecosystem.

Thank you for your consideration of my perspective.

Sincerely,
Chris Berger

Thank you for allowing me to submit comments regarding non-essential helicopters. **Please ban all nonessential fossil fuel-based helicopters from the two City-owned heliports: Downtown Manhattan Heliport (DMH) and E. 34th Street Heliport.**

I've lived in various parts of Brooklyn for over 10 years, and currently live on St Marks Place between 4th and 5th Avenues, right under the helicopter flight path from the East Side heliport to the Hamptons and the flight path from the West Side heliport to JFK. I work from home and am an online grad student.

Since I've moved here, the helicopter traffic has increased exponentially. Now every morning at 7:04 am, the first flight comes roaring over, and flights continue every 5-10 minutes or so. It is absolutely disgusting to me that helicopters are allowed a flight path over Brooklyn, a community that doesn't get any benefit from the helicopters, and that flight path is a very residential route. Why are they allowed to fly over our quiet neighborhoods?

I'm no stranger to noise – we live in a city – and we're basically under the plane flight path to LaGuardia. That's all fine – not too loud – and it's fun to watch the planes fly in. Before we moved in together, my partner lived on Hicks right off the BQE, and I lived on State, overlooking the BQE, but that was like living in a library versus what we're experiencing here. The helicopters are impossible to block out. I do training calls for work and I have to stop the training sessions because the people on the line can't hear me, even though I have the windows closed and am using earphones. I've been at the community garden down the block talking to people and have had to stop talking while the helicopters zoom over every few minutes. It's so tough to think or work here. We can't even take a break from it by going to one of our wonderful parks or Governor's Island since all the tourist helicopters are buzzing our landmarks every few minutes.

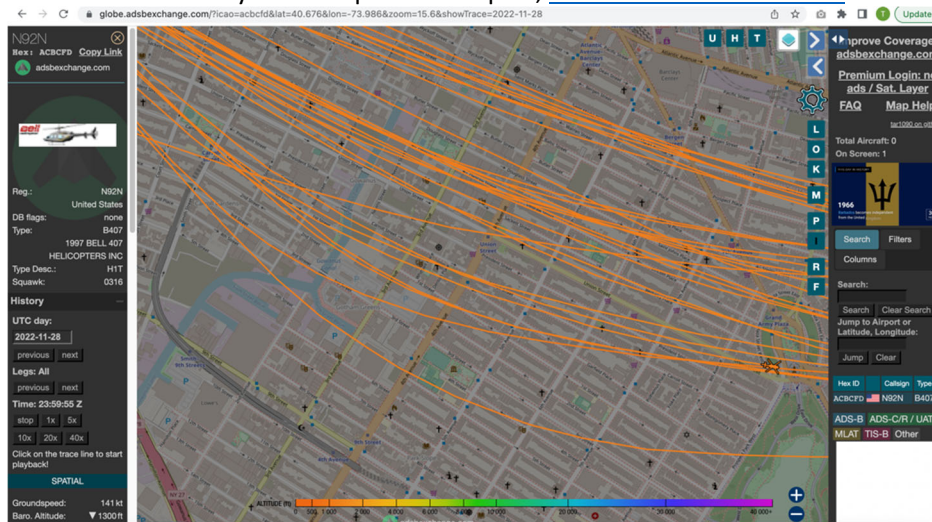
The helicopters disrupt my sleep. I sleep with the noise of a big box fan and I sleep with headphones, but the chopping, close-flying helicopters cut through everything, making it impossible to sleep or think. They can continue as late as 11:30pm. Monday mornings, and Friday and Sunday afternoons/evenings are the worst. They make it so we can't use our outdoor spaces because there's so many flights overhead during busy times.

- I've measured the decibel level and it's typically over 70 when they fly over.
- On an average day, one helicopter will go over 20 times between 7-9 am. Then it starts again after lunch and then again after dinner. As more and more entitled rich shmucks commute from Manhattan to JFK, the amount of traffic overhead has increased
- These helicopters get to do whatever they want, flying crazy low whenever they feel like it and whenever the weather is particularly bad. For example, yesterday there were multiple flights under 500 ft. THAT'S CRAZY. They're basically in our apartments. But even if they're flying "high", they're usually under 1000ft.
- I've submitted complaints to 311, I've emailed Blade, I've joined the various quiet organizations, I've written letters to various politicians. I downloaded an app that makes it easier to submit noise complaints, through which I submitted 547 helicopters in less than a year, and that's not even close to the number of flights that have gone overhead.
- PLEASE HELP. NO ONE IS HELPING US.

One of the more obvious examples of how difficult it is to concentrate with helicopters flying constantly overhead is with the grades from my class last semester. I took the midterm during a sunny day, right after lunch when there was a constant stream of helicopters commuting back and forth. I got a 68%. I took the final, which covered a lot of the same material, on a rainy day without any helicopter noise, and got an 89%. IT'S IMPOSSIBLE TO CONCENTRATE WITH THE HELICOPTERS.

I think it's especially insulting that our quality of life and our environment suffers so a few rich people can make it to the Hamptons or a few tourists can get to the airport or hover over Manhattan.

Here's a [screen shot](#) of only one of the helicopters from a letter I wrote to some other organization. Again, just one – there were more. If you look up the helicopter, [the owner is out of Illinois](#).



Any little bit helps. This wouldn't guarantee flights wouldn't pass over us, but it would be a start. Please do something.

Christina Allen

To whom it may concern on City Council:

I'd like to submit testimony regarding nonessential commercial and tourist helicopters in NYC.

These helicopters exist exclusively for the enjoyment and convenience of a few wealthy tourists and businesspeople. Yet they contribute significant noise and air pollution and greenhouse gases, negatively affecting the health, welfare, and quality of life of millions of regular New Yorkers; and the planet.

City Council should act quickly to ban all nonessential helicopter trips in NYC.
#StoptheChop

Thank you,
Cindy McLaughlin

My name is Clementina Evans Demeria and I am a resident of ### Sterling Place, Brooklyn, NY 11238. I live here with my husband and 14 month old son. We moved here in 2019 and were never bothered by helicopter noise, but over the past year it has become almost unbearable. We are already on a flight path, so coupled with the near constant helicopter noise, it has become so loud that we feel like we are living in a war zone. The helicopters can start as early as 6am and we have heard them as late as 10:30pm. I am not over exaggerating when I say that on some days, it is constant. Every few minutes. Since the pandemic, I have been working from home and it interrupts phone calls that I make, and can often be so loud I am distracted from my job. My son has been woken up from his naps on several occasions. It is just bonkers how often they are flying. All of our areas of refuge (Brooklyn Botanical Gardens/Mount Prospect Park/Prospect Park) are no longer so because you can hear these helicopters everywhere.

We strongly support the Council Bills to reduce Helicopter traffic, to allow us some peace and a better quality of life in an already noisy city.

To: New York City Council, Committee on Economic Development
Date: Tuesday, April 16, 2024
From: Colleen Farrell, NYC resident and constituent

Dear NYC City Councilmembers,

I am writing to ask you to support legislation to ban non-essential helicopters over NYC.

I've lived in NYC for 25 years and in my current apartment in the West 70s in Manhattan for 10 years. My unit faces onto a quiet back courtyard where you can hear birdsong and windchimes. I'm self-employed and work from home.

Since Covid, helicopter noise over our building has become unbearable. We are directly under the Central Park tourist helicopter flightpaths from both the Hudson and East River sides. Every CPK tourist helicopter loops over our building TWICE on every trip, out and back, all day and all evening. They also hover for extended periods.

It is a dramatically worse environment to live and work than when I moved to the neighborhood. The barrage of noise, with helicopters roaring overhead every few minutes, is a constant from 7 or 8am until late at night on both weekdays and weekends. The noise disrupts my work, my rest, and my serenity. Rainy days, when helicopters don't fly, are a blessed relief.

Communities in other parts of the city are also negatively affected, from downtown Manhattan to Brooklyn and Queens.

My experience in both Riverside and Central Parks has also dramatically changed for the worse. Like many New Yorkers, I consider our parks a treasure. They are my respite and beloved backyard. But these days it can be hard to even carry on a conversation due to constant loud helicopters overhead. I often feel like I'm in that famous scene from Goodfellas where Ray Liotta is chased by helicopters and can't get away.

In addition to noise, I'm worried about safety. Helicopters have crashed and will crash again. Five people died in 2018 when a tourist helicopter went down in the East River. I think it's foolhardy to allow the current huge volume of non-essential helicopter traffic over densely populated areas of the city. The next crash - when, not if - could hurt or kill many more people than last time and cause significant damage to City spaces and homes. Why take that risk? It's a game of high stakes roulette.

I don't believe that non-essential helicopters benefit the City, and it is undisputable that they degrade our quality of life. Private helicopter companies are the only ones who gain. They do so at the expense of hundreds of thousands of New Yorkers who call this great city home and simply want (and deserve) a quiet life. I urge you to support legislation to eliminate helicopter traffic over the City and help maintain our quality of life.

Thank you,
Colleen Farrell

I am writing to express my strong support of the bill to prohibit all non-essential, non-electric helicopter operations at heliports owned or operated by the City.

I have lived one block away from the East 34th Street heliport for 20 years. The noise and air pollution wear away at the quality of life in an otherwise quiet and neighborly area of Manhattan. Even as I write this testimony, I hear the unwelcome buzz of a helicopter hovering above my apartment building. This is even more problematic in a post-pandemic world in which I, like so many of my neighbors, now work from home at least 60% of the work week.

I am further angered because of the economic disparity associated with helicopter travel and tourism. These activities cater to a wealthier population at the expense of peace and quiet in New York's community parks, waterfronts, and recreational areas that should be available and accessible for all to enjoy.

I urge you to support actions that will eliminate this nuance from our neighborhoods.

Thank you,
Courtney Hirsch
East 35th Street
New York, NY 10016

Helicopter Noise is Disruptive to All and Particularly Upsetting to Disabled Residents

I am absolutely in support of the Council Bill.

I understand sirens and trucks and the occasional construction. I even get that we can't really control souped up motorcycles and cars with aggressive sound systems or easily-triggered alarms. But *why* are we also being bombarded with noise caused by companies in *New Jersey* selling rides over our *homes* to tourists??? I had to purchase headphones just to hear my TV. I had to buy another pair of special noise-cancelling headphones to talk to clients. I recorded a tutorial where I actually call attention to the helicopter noises getting recorded to my video!

Sometimes they actually shake the windows in this old landmarked building. I happen to be disabled, so my home is where I am the vast majority of the time - I am practically trapped here, listening to them buzz me incessantly.

Look, living in NYC is stressful, but I love it and would prefer to live here more than anywhere else. But this affects my nerves (autism), my work, my ability to enjoy basic entertainment, my ability to enjoy the new Brooklyn Bridge Park or a quiet bike ride on our tandem - and all for a company in *New Jersey* (if it were a NY company, I'd still want it stopped, but the fact that it isn't is extra galling). They pollute the air with BOTH noise and fumes, and disrupt our lives multiple times per day for extended lengths of time each day.

I cannot support this Council Bill *enough* - we need relief.

Cyrilla Baer Pond
Hicks St
Brooklyn, NY 11201

###-###-####cyrillabaer@gmail.com

I am writing in absolute support of banning non-essential helicopters from the city heliports.

These helicopters cause noise pollution, air pollution, and take away from the quality of life for the residents who live anywhere close to a heliport.

Dana Friedman

April 18, 2024

Daniel Bianco
##-## Selfridge Street ##
Forest Hills, NY 11375

New York City Council
Committee on Economic Development
250 Broadway
New York, NY 10007

To whom it may concern:

I am writing in support of all of the measures listed below. As a frequent volunteer at Governor's Island, I have become very familiar with the impact of helicopter flights on the use and enjoyment of Lower Manhattan's parks and gathering areas. Helicopter flights represent one of the most egregious examples of disproportionately extracting from a common resource for the personal benefit of a very exclusive few.

There are approximately 30,000 helicopter flights each year. That means that the **800,000** visitors each year to Governor's Island; the **690,000** people each year who visit Battery Park; the **9 MILLION** people each year who visit the South Street Seaport; the **17 MILLION** New Yorkers and tourists each year who try to enjoy Hudson River Park; they are all subject to helicopter noise with a greater frequency each hour than even some of our most high-service subway lines.

It is positively insane (or indicative of corrupt self-interest somewhere within our government) that we would allow a private enterprise that **only generates a combined \$2.7 million for Manhattan in lease payments each year** (West 30th Street – \$797,000; East 34th Street – \$675,000; Downtown Manhattan – \$1,300,000) to degrade the resident and visitor experience in parts of the city that generate what are surely billions of dollars in direct and indirect benefits.

I work in midtown Manhattan. I have lived in East Elmhurst beneath the approach path to LGA. I understand that noise is most times an inherent aspect of life in New York. But non-essential helicopter flights are just that : NON-ESSENTIAL. Yet we allow the noise they generate to intrude on some of the most pleasant and enriching areas of Manhattan. To allow this to continue is a complete dereliction of a government's duty to to serve the public – and to treat the public with respect and humility.

Thank you,

Dan Bianco

Bills and resolutions under discussion

Int 0026-2024: bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at Downtown Manhattan Heliport and E 34th St heliport.

Int 0070-2024: bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at Downtown Manhattan Heliport and E 34th St heliport.

Int 0027-2024: bill to require sound monitoring in areas of the city experiencing helicopter noise.

Res 0085-2024: resolution calling on the NYS Legislature to pass, and for the governor to sign, A7638A/S7216A, which would establish a noise tax on nonessential flights in NYC.

Res 0226-2024: Resolution calling on the New York State Legislature to amend the Hudson River Park Trust Act by banning non-essential use of its heliport.

Res 0233-2024: Resolution calling upon the United States Federal Aviation Administration to ban all non-essential helicopter travel, including tourist and chartered helicopter flights over New York City.

April 18, 2024

My name is Daryl Elliott and I have had the great privilege of living at 860 5th Avenue (between 67th and 68th Streets) for 30 years. I chose this wonderful location mostly for its proximity and access to Central Park which has saved my life from the chaos of this City during my time here. Central Park is an oasis of calm and peace — or was — until the arrival of the helicopters over the past several years. The helicopters overhead — both the Park and directly hovering over my apartment have destroyed my quality of life. There is NO ESCAPE from them — from the noise, the intrusion, the pollution, the infestation into a city already under siege from the fall out of the pandemic. They usually appear late afternoon and in the spring and summer months run through until 9PM. They are always present on weekends including Sunday mornings. The helicopters have been so detrimental to my living situation and my mental health that after 30 years, I have decided to leave NYC and my beautiful apartment which use to be a tranquil and calm escape from city life. It has destroyed the peace of Central Park and I can't imagine what is happening to our birds and wildlife as they try to make a life in Central Park. I don't want to think about the environmental impact of these horrible and completely unnecessary flying machines. I am all for their use for Police and Emergency matters but as a convenience for the wealthy and for tourists wishing to take photos from above, it is an outrage. Please put a stop to them. I know I am not alone in my desire to leave what was once a great and civil city.

Daryl Elliott
5th Avenue,
New York, NY 10065

Testimony David Forbes, PhD, LMHC, ### Eastern Parkway ## Brooklyn NY 11238

I am a 74 year old retired CUNY professor who continues to do research and write from our 9th floor apartment at ### Eastern Parkway in Brooklyn. My wife, Iris Lopez, 71, is a full professor at City College/CUNY who due to her recovery from cancer works full time also from home by teaching her courses on Zoom.

Every day, including Saturdays and Sundays, beginning just after 7 AM, often through the evening until 8 PM, with the exception of a bad weather day that prevents them from flying, we are disturbed, disrupted, become anxious, stressed, aggravated, and angered by the loud, growling, war-zone and dive-bombing--like horrific noise from the selfish, greedy, Blade commuter helicopters that fly near our building. Blade takes wealthy, selfish, commuters who can't be bothered with cabs or public transportation and who could care less about their emotional impact on those below them. Their flight path runs a few hundred feet northeast of our building above Atlantic Avenue between the Wall Street area heliport and JFK—back and forth all day.

I wrote to Blade who, to add insult to injury, denied any responsibility for their helicopters, their pilots, and their flight paths and passed the buck to the FAA, who in turn wrote me a form note that said they have nothing to do with these flights. Here is a response from "Greta" from Blade:

Apologies for the confusion. To put it in more accurate terms, the aircrafts that we utilize, not "our" aircrafts. We do not own, operate or employ any of the aircrafts, nor are we responsible for which routes they take. Our operators are instructed to fly routes approved by the FAA. Thank you for understanding.

Best,
Greta

We feel assaulted, under siege, powerless, and helpless. I have contacted 311 countless times and also the FAA who apparently can do nothing.

To try to feel I have some control over my life, I blew off some steam and wrote this to Blade:

I wonder how you sleep at night knowing how much stress you cause for people, but then again I'm sure you sleep well as you don't live anywhere near where you are forced to experience the despicably loud, disruptive, warzone, divebombing noise, and I doubt you have any moral conscience in the first place or you wouldn't be in your business. And don't tell me again you don't "own" the choppers and can't control the pilots who fly at extremely low altitudes. You continue to be a blight on the decency, civility, and stress level of this city.

We keep our windows closed but when the weather is nice we open them and know the noise will be worse.

This is a physical health issue as it raises blood pressure and cortisol levels. This is a mental health issue as it causes considerable stress, anxiety, and constant interruption from our everyday interactions and activities as well as from our work. This is a quality-of-life issue that makes us question whether we want to stay in our own home and even our own city and move. This is a bottom line fiscal issue—does this depreciate the value of our apartment if we were to sell? Would I personally want to move into this or any apartment if I knew in advance that we would be constantly disturbed by ugly, loud helicopter noise due to the building's proximity to the flight path? Would you?

When I was able to report the helicopters on the “Right Avenues” app I saw and communicated with a number of people who feel similar despair and helplessness and are also entertaining the thought of moving out of their neighborhood.

Please consider passing the bills below that will eliminate this blight on our quality of life, I know there are already enough issues you are trying to deal with—unregulated smoke shops, e-bikes, inadequate housing and social services for psychiatric homeless, high rents. I appreciate your hard work.

NYC Council Legislation

- **Int 0026-2024**: bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. 30,000 tourist flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at [Downtown Manhattan Heliport](#) and [E 34th St heliport](#).
- **Int 0070-2024**: bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. 30,000 tourist flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at [Downtown Manhattan Heliport](#) and [E 34th St heliport](#).
- **Int 0027-2024**: bill to require sound monitoring in areas of the city experiencing helicopter noise.
- **Int 0379-2024**: bill prohibiting chartered helicopters from taking off/landing at city-owned heliports if they do not meet stage 3 noise levels for helicopters.
- **Int 0569-2024**: bill prohibiting sightseeing helicopters meeting stages 1, 2, and 3 noise levels from taking off or landing on any city-owned heliport,

Thank you.

David Forbes, PhD, LMHC
Eastern Parkway ##
Brooklyn NY 11238

To Whom It May Concern:

My name is David Palmer Brown and I have been invited to submit written testimony to this committee concerning the incessant noise that dominates the Upper West Side during the summer months.

I am an actor who has performed with Hudson Classical Theater Company every summer since 2009. We perform at the Soldiers' and Sailors' Monument at 89th Street and Riverside Drive. We draw large crowds from the neighborhood for every show. It is live, outdoor, FREE theater for the neighborhood and for anyone who happens to come by. It is difficult enough to be heard in outdoor theater. I know, as I have been doing this a long time. I also know that I have a big voice and have been told that I can be heard on the far side of the monument without amplification. But not when helicopters are flying overhead. The noise generated by these toys of the wealthy can ruin the free theatrical experience for the entire audience. Voices such as mine which can, sans helicopter (or for that matter, motorcycle) noise, be heard by all in the audience are drowned out by the ambient noise generated by helicopters using the Upper West Side as a thoroughfare. This is especially true when they hover over the monument, which they do often over any given weekend (when we perform). The noise is incessant and overwhelming. It truly interferes with our ability to perform our productions every summer. Hell, it is difficult to even hear a plain conversation from a foot and a half apart when a helicopter flies overhead they are that noisy. It is important for quality of life on the Upper West Side that helicopter rides used by a very small proportion of the populace be restricted. Thank you for your consideration.

Best, David Palmer Brown

I am writing in support of the legislation to prohibit non-essential helicopter traffic in New York City. This issue is very important to me, and I am hoping to attend via Zoom, but may have a conflict due to a family medical appointment.

My wife and I live on Roosevelt Island, and there are many months of the year where the noise from helicopters and sea planes is almost constant. The aircraft fly at such low altitudes that the windows of our apartment vibrate. The noise is jarring, stress inducing, and distracting, and it impacts both our well-being and our concentration. We both work from home, and the impact on our life is personal as well as professional. There are many times that we have been woken by the noise of hovering helicopters, which sometimes have stayed over us for more than 30 minutes at a time.

I have had friends over on summer days, and we have had to go inside at times because of the constant noise from aircraft. Roosevelt Island is also not far from where, a few years ago, a helicopter carrying tourists crashed into the East River. It is hard to believe that we allow a few people to impact the lives of thousands of people like this, putting in danger our health, safety, and environment. Already in the time I have spent writing this document, three helicopters have flown overhead. I cannot understand how appreciated this legislation would be.

Thank you,

David Wen Riccardi-Zhu
2024-04-14tt

Delia Kulukundis

Thomson Avenue, ##### ###
Long Island City, NY 11101
dkulukundis@gmail.com

April 15, 2024

Councilmember Amanda Farías

Chairperson, Committee on Economic Development
New York City Council

cc: City Council Speaker Adrienne Adams

Re: Pass Int 0026-2024 and Int 0027-2024 to protect New Yorkers from noise and air pollution from fossil-fueled helicopter flights

Dear Chairperson Farías,

I am writing to strongly urge you to ban nonessential fossil-fueled helicopter flights from City-owned heliports and protect neighborhoods from noise and air pollution resulting from helicopter travel. I urge you to pass Int 0026-2024 which would ban nonessential non-electric helicopter flights from City-owned heliports, and to pass Int 0027-2024 which would mandate the monitoring of noise pollution resulting from helicopter travel. I also urge you to pass the three resolutions (Res 0085-2024, Res 0226-2024, Res 0233-2024) calling on State and Federal lawmakers to further restrict nonessential helicopter travel in NYC including travel in our airspace and travel originating at the West 30th St state-run heliport. But do not wait for the State and Federal government to take action: enact a full ban on nonessential fossil-fueled helicopters from city heliports. New York has the power to close its heliports to nonessential flights, and there is precedent for such action - the City closed the East 60th St Heliport in 1997. By passing Int 0026-2024 (or its stricter cousin, Int 0070-2024), New York City Council would show that it values quality of life for all residents more highly than it values the convenience of billionaires.

Tourist joyrides and air-taxi flights only serve the very wealthy few, yet they cause noise and air pollution that harm millions of people. New York City Council could ban these flights immediately, and that would immediately improve quality of life for City residents. New York City could be a leader in cutting back on the climate pollution caused by private aviation - starting with the most unnecessary, most inequitable form of transportation - private helicopters. By restricting helicopter traffic to electric helicopters (E-VTOLs), New York City could incentivize their wider use as a replacement for essential

helicopter travel for emergency services. Passing Int 0027-2024 would monitor the noise pollution coming from E-VTOLs and help ensure that we do not trade one source of noise pollution for another.

Eliminating private helicopter flights from the City's heliports would also improve ground transportation in the city. Taxis and ride-share cars clog the nearby exits of the FDR Drive and constantly idle next to the two heliports on the East River, spewing air pollution while waiting for their wealthy passengers. All three of the Manhattan heliports sit next to heavily-used bike and pedestrian corridors, and as a runner, I have to cover my nose and mouth to avoid breathing the fumes from the fuel and the engine exhaust from idling helicopters and cars at these sites. Eliminating unnecessary helicopter flights would bring cleaner air to the people who use these greenways, as well as the passengers of the NYC Ferry. There exist other traffic-free ways to travel between 34th Street and JFK Airport - the E Train and the Long Island Railroad.

We cannot trust the Economic Development Corporation to sufficiently regulate helicopter traffic. The modest restrictions that EDC has imposed on nonessential helicopter traffic have been insufficient, and anything short of a full ban on nonessential fossil-fueled helicopter traffic is a distraction. Restricting tourist flights to over-water routes does not reduce the burden of noise pollution caused by helicopters over our city of islands, and does nothing to prevent noise or air pollution from trips between Manhattan and the Hamptons or JFK airport. The EDC claims that it will try to incentivize the use of greener or quieter helicopters, but rather than waiting for the EDC to apply incentives for E-VTOLs which have not yet been approved by the Federal Aviation Administration, while residents continue to suffer from noise and air pollution, City Council should simply ban nonessential fossil-fueled helicopter travel from our city's heliports.

Int 0026-2024 is refreshingly simple and it would immediately cut pollution and environmental harm. It's rare that we can so quickly limit a source of pollution like this, and we should seize the opportunity. New Yorkers across the city are desperate for relief from the noise of helicopters above. I urge you to hold a vote on Int 0026-2024 and Int 0027-2024 and pass them both without delay.

Thank you for your consideration.

Sincerely,
Delia Kulukundis
Volunteer, 350Brooklyn

Testimony for April 16, 2024 – Committee on Economic Development

Subject: Helicopter Sightseeing Tours

To whom it may concern,

I lived in Battery Park City at ## ##### West Street for 10 years (2013-2023). I sold my apartment and moved out of the neighborhood last year in large part because of the constant, incessant, never-ending noise of helicopter sightseeing tours. Occasionally, I timed these flights and found that at times, there was a helicopter passing by my building every 30 seconds. That would go on from 9:00 AM to 7:00 PM on weekdays and from 9:00 AM to 5:00 PM on Saturdays.

Because the noise from helicopters precedes the chopper long before it comes into sight and lingers long after it passes, there were days without one moment of daylight peace. This was made worse by the simultaneous voyage of a helicopter on the other side of the Hudson River, heading south as it was ending a tour while another was flying north at the beginning of a sightseeing trip. Many times, there were even more helicopters than that flying across the same patch of river. I frequently spotted three and as many as five helicopters straddling the river all at once. On many days, it felt like we were living in the opening scene of *Apocalypse Now*. And that was while being indoors. Outdoors, it was especially unbearable.

Aside from the noise pollution, there's the air pollution. These choppers burn a particularly noxious type of fuel with very small particles that easily enter the lungs. I know that at least one building by the Downtown Manhattan Heliport has had to install filters in an attempt to keep these particles at bay.

And what about security concerns? There is minimal vetting of the people boarding these tours. The choppers fly low and close to many buildings Manhattan. I have no opposition to essential flights using the City's heliports, but these unnecessary tours not only make people's lives miserable on a daily basis, but endanger them with air pollution and security threats too.

Moreover, the economic impact of these sightseeing excursions is extremely limited as the tour companies and their employees are located out of state. And tourists don't come to NYC just to take a helicopter tour.

There are tens of thousands of these tourist flights taking off from the Downtown Manhattan Heliport every year, rendering the facility the busiest non-military heliport in the country. Surely, a densely populated city like New York is no place for them! And surely, the people who actually live and work in Manhattan – not ephemeral visitors – deserve better than this! For the reasons listed above, please put an end to these tours once and for all.

Thank you,

Delia von Neuschatz

dvn.nyc@gmail.com

TESTIMONY for Tue, Apr 16 @ 10:00 AM, 2024 – Committee on Economic Development

Derek Simonds

Park Place ###.#

Brooklyn, NY 11238

dereksimonds@me.com

###-###-####

I'm a Prospect Heights resident and my family hears helicopters passing our home at low altitudes from the early morning into the evening every day. The noise literally shakes the walls of our home. It wakes us up out of sleep in the morning. We can't open our windows for fresh air because the roar from helicopters is too loud and anxiety-inducing. It far exceeds any other city noise in our environment and negatively impacts our health.

One of the reasons we moved to this neighborhood was for quiet and to enjoy Prospect Park, but that outdoor experience is repeatedly marred by helicopters passing to JFK and other Long Island locations. Prospect Park is one of the only green spaces Brooklynites have. It should be a respite from city noise, not a highway for helicopters.

I support all of the following resolutions being considered today at this hearing:

- **Int 0026-2024:** bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at **Downtown Manhattan Heliport** and **E 34th St heliport**.
- **Int 0070-2024:** bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at **Downtown Manhattan Heliport** and **E 34th St heliport**.
- **Int 0027-2024:** bill to require sound monitoring in areas of the city experiencing helicopter noise.
- **Res 0085-2024:** resolution calling on the NYS Legislature to pass, and for the governor to sign, **A7638A/S7216A**, which would establish a noise tax on nonessential flights in NYC.
- **Res 0226-2024:** Resolution calling on the New York State Legislature to amend the Hudson River Park Trust Act by banning non-essential use of its heliport.
- **Res 0233-2024:** Resolution calling upon the United States Federal Aviation Administration to ban all non-essential helicopter travel, including tourist and chartered helicopter flights over New York City.

We the tax-paying residents of New York and Brooklyn should not have to bear the brunt of helicopter noise caused by the wealthy few who are too inconvenienced to use our roads and public transportation.

Thank you,

Derek Simonds

Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River

Any legislation to restrict or eliminate helicopters **MUST ALSO INCLUDE** the extremely dangerous seaplanes that are taking off from and landing in the East River and docking at the Skyport Marina on East 25th Street in Manhattan, also owned by the City.

My husband and I personally observed a seaplane heading straight towards our apartment windows at Waterside Plaza before it veered off. We knew then that if one of these seaplanes crashed into our building, or crashed into our plaza or the United Nations International School, or Peter Cooper Village/Stuyvesant Town, or any of the other buildings along the river, hundreds of people could be killed in an instant.

Seaplanes are not regulated or monitored by Air Traffic Control. Pilots visually land and take off in the river, at their own discretion, making seaplanes even more dangerous than helicopters.

Skyport Marina, where the seaplanes dock, first opened in 1939. The riverfront and the river have significantly changed since 1939. Waterside Plaza wasn't even built, nor was the nearby United Nations School, and the British International School wasn't operational. There were no high rise residential buildings along the waterfront in Brooklyn and Queens in 1939, nor were there the full fleet of ferries, or barges, party boats, private motorized boats, sail boats, jet skis, kayaks, tug boats, etc.

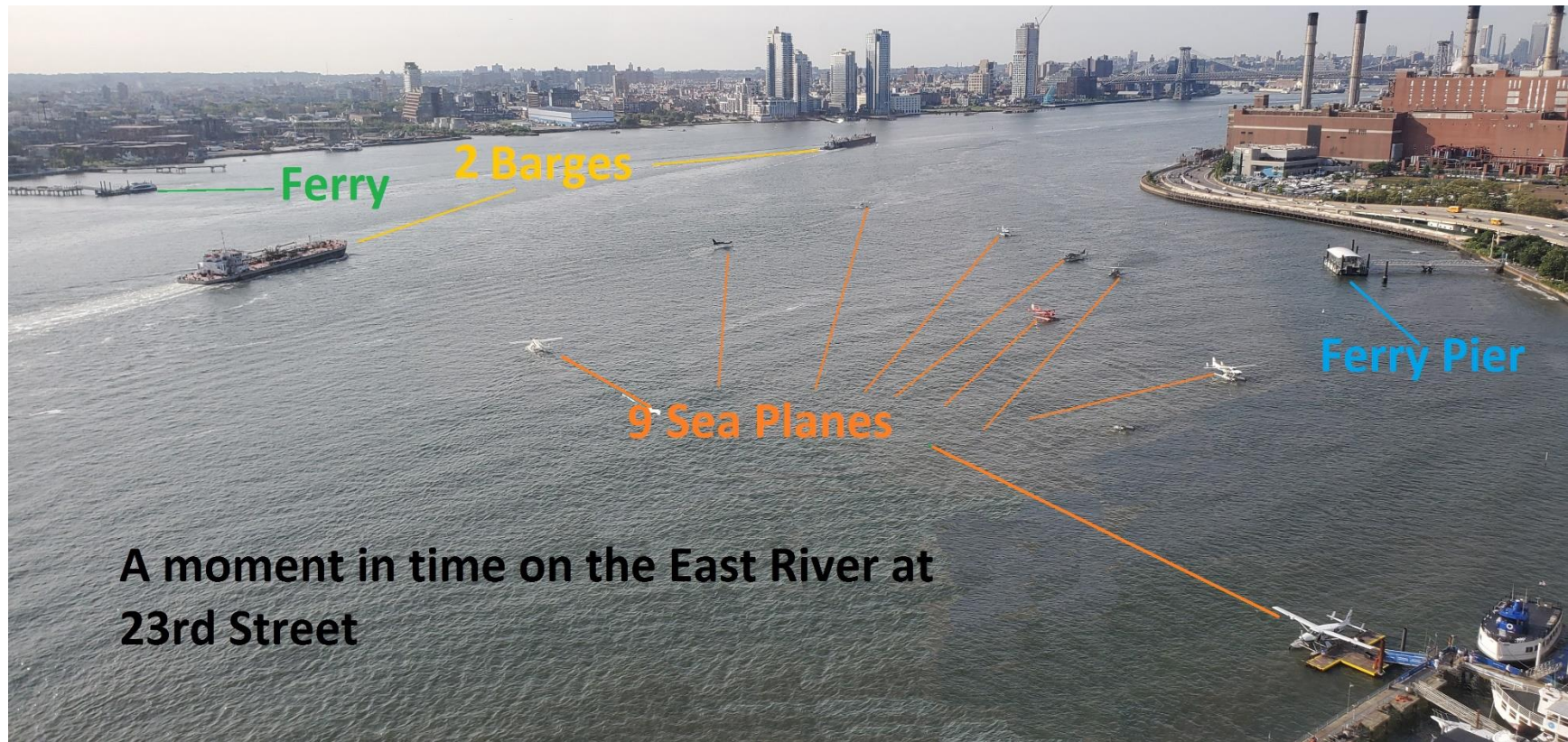
Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River

With all of this activity and the residential build-up along both sides of the river, seaplanes are taking off and landing on a small strip of water between two bridges in a congested residential community. It is NO LONGER safe or appropriate for these planes to be taking off from and landing in the river at this location. **These seaplanes are an accident waiting to happen and your immediate action is needed to address this issue.**

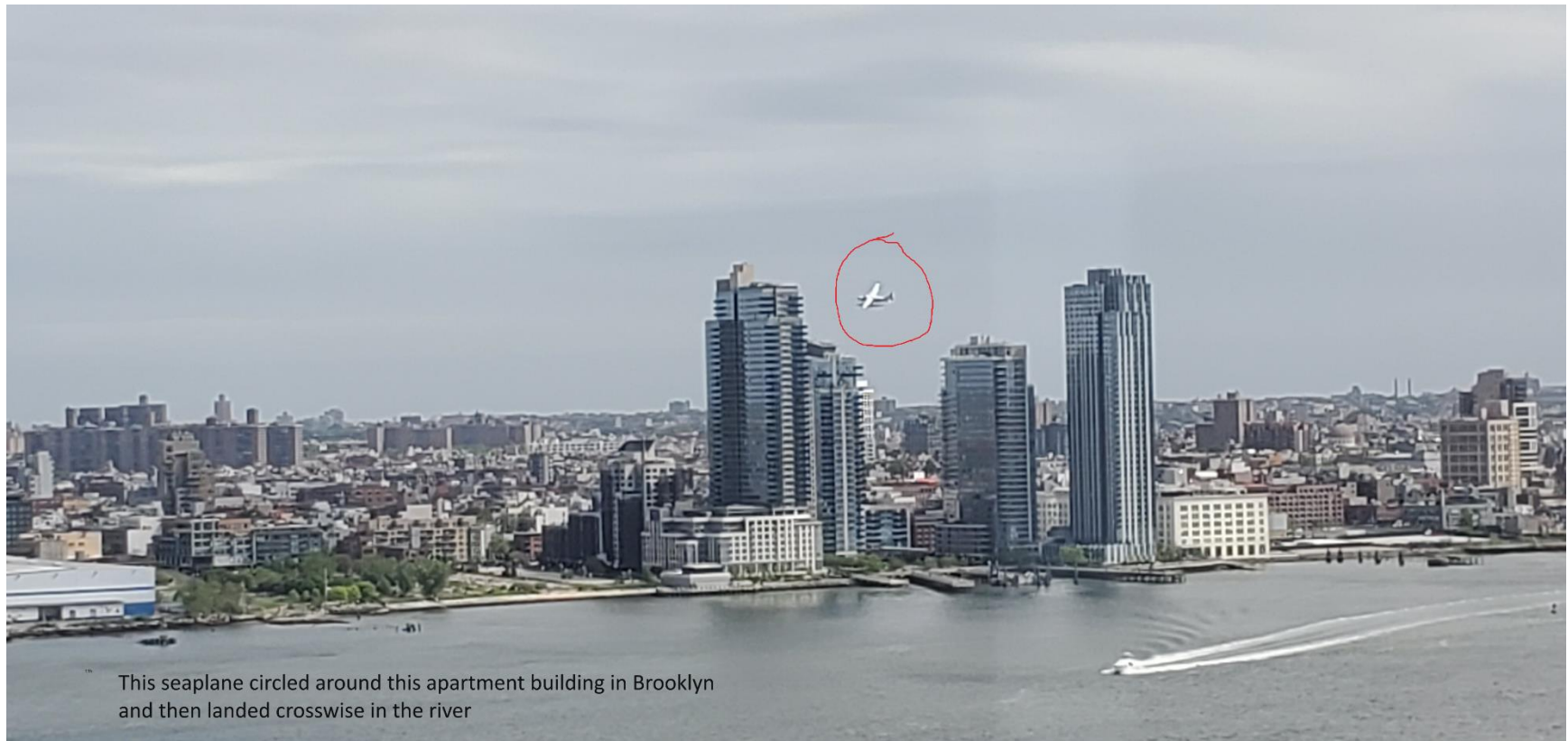
What are the even rules for these seaplanes? Can they take off and land within 50 feet of residential buildings? And fly dangerously close to residential buildings in Manhattan, Brooklyn and Queens? Can they take off and land right next to schools? Are multiple planes permitted to circle around in the river while they are waiting for their turn to dock at the marina? How many planes are permitted to take off and land on any given day? Are these planes permitted to land and take off during storms? Or after dark? Are these planes permitted to fly dangerously close to the Con Edison Power Plant? Or the Williamsburg and Ed Koch Queensboro Bridges? Are they permitted to land crosswise in the river? All of these clear violations have been witnessed by either me or one of my neighbors at Waterside Plaza.

On top of everything else, these seaplanes are extremely toxic as they spew fossil fuel into our community. And they are very noisy, significantly affecting the quiet enjoyment of our homes. On behalf of myself, my family and my neighbors, I urge you to take immediate action to eliminate seaplanes from the East River.

Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River

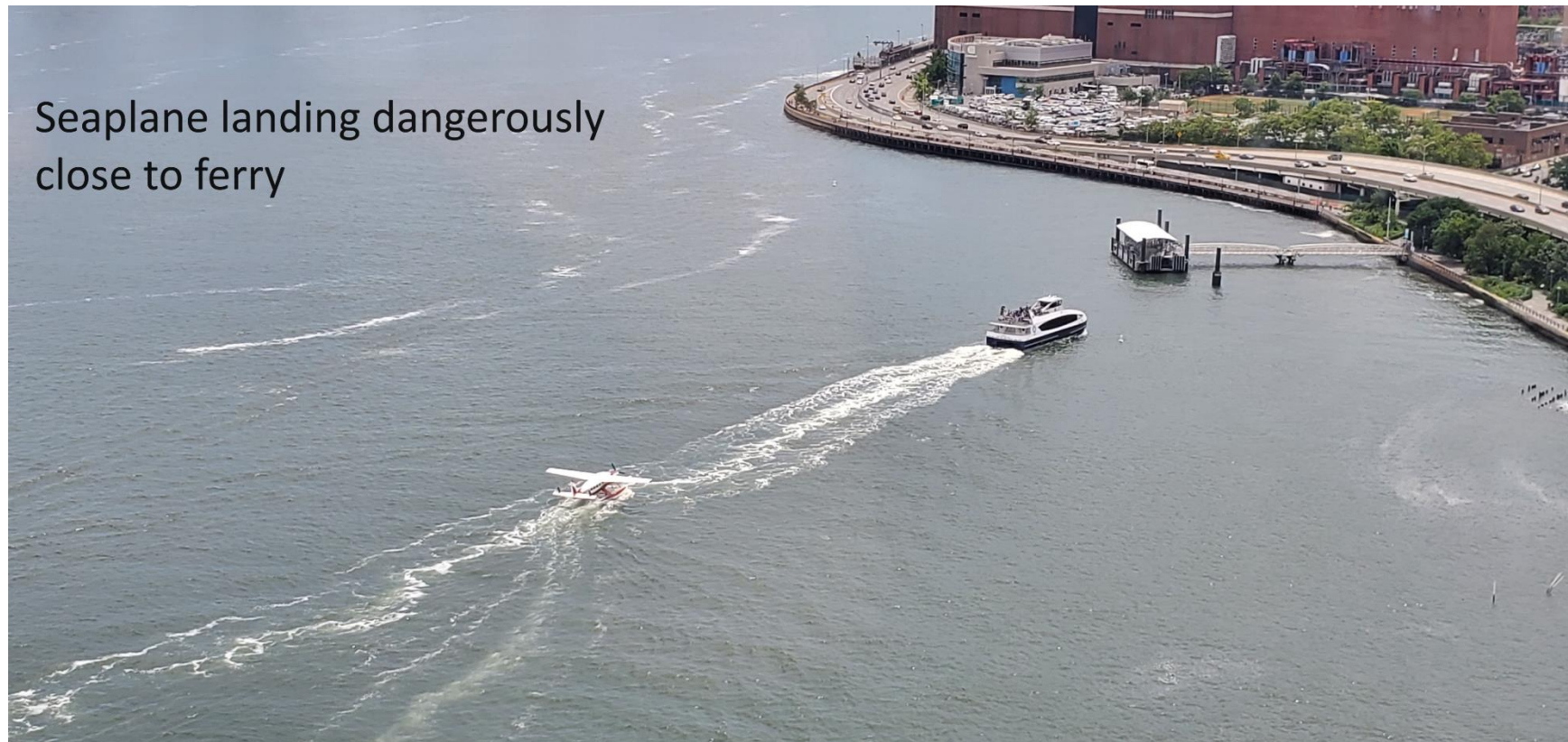


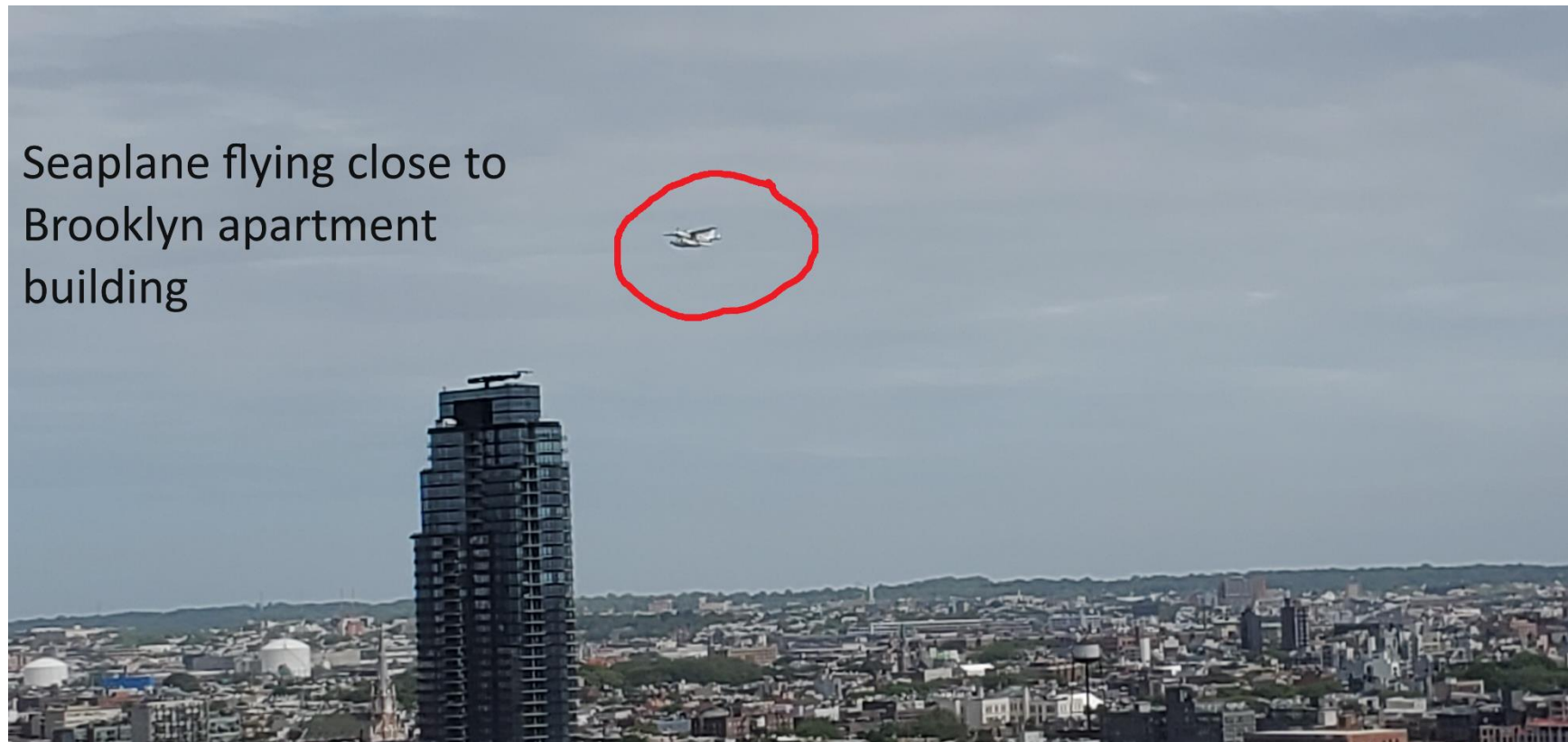
Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River



This seaplane circled around this apartment building in Brooklyn and then landed crosswise in the river

Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River





Diane Park's Testimony – Waterside Plaza – Dangers of Seaplanes in the East River

Seaplane turning around over Manhattan and then heading towards Con Ed Power Plant



[REDACTED]

From: D T [REDACTED]
Sent: Tuesday, April 16, 2024 2:31 PM
To: NYC Council Hearings
Subject: [EXTERNAL] Tye Testimony Transcript - Apr 16 @ 10:00 AM – Committee on Economic Development

[REDACTED]

I live in a small rural farm community where a flight school moved in and became one of the largest helicopter training schools in the pacific northwest. Our rural lifestyle, livestock and health is being crushed by flight schools and helicopter training exceeding 85 decibels up to 16 hours a day.

It appears FAA's Part 91 describes 2-500 flight hours required to become a helicopter tour pilot, with extra hours required per type. When I see upwards of 20 helicopters over your community at a time, I wonder who suffered those, 4-10,000 hours of insufferable training over our homes, health and lives, only to come torture your community's indefinitely.

Flight school can cost more than a doctorate degree.

For the past decade, ALPA, the largest pilots union in the world, continues saying that there is no pilot shortage, including Feb 05 article titled '2023 Shatters another Record for US Pilot Production.' It would appear the pilot shortage narrative is simply an aviation lobby talking point making a greedy few unprecedented profit, while indenturing students and graduates by equipping them for a flooded pilot market, driving down wages while creating ever more communities enduring hellish pilot training, touring and an aviation lobby which continues finding ever more ways to utilize these certificates, like flying by the dozens over New York or national parks or mass distributing biocides, wild horse roundups, wildlife culling, etc...

Thank you for acknowledging that aviation noise and pollutants drive down education while driving up violence, hypertension and heart attacks, true physical and mental suffering and torture. This must be quantified and included ALL economic impact analysis.

It seems unconsonable and unconstitutional for the FAA to continue delaying while sacrificing wildlife, nature, ecosystems and human health for a glut of nonessential aircraft.

Regarding EVTOL/AAM/ Advanced Air Mobility I've been asking how much wildife and bird removal/culling will have to happen for EVTOL to operate safely and how much trespassing laws will change to accommodate these plans. I've yet to receive so much as acknowledgement of these questions. Before any comfort is taken in possibly switching helicopters for AAM, these questions need answers.

Can the funds generated by helicopter violations move from the general fund into a fund designated specifically for combating the non essential aircraft problems?

Finally, I applaud New York for writing these bills. BRAVO FOR NEW YORK! THANK YOU FOR WRITING THESE BILLS TO STAND AGAINST THIS GLUT OF NON ESSENTIAL, TORTUROUS AVIATION ACTIVITY! Thank you for acknowledging that the amount of people suffering from sea to shining sea, for helicopter and aviation excesses, including helicopter tours, will no longer be tolerated.

Dorinne Tye

Testimony

The noise is often so loud that it's difficult to have a phone call outside. SO many helicopters are constantly flying by along the river that it's actually stressful to sit outdoors on some days. It's so unfair that something which benefits just a few individuals serves as noise pollution to hundreds of thousands of people each day.

Sincerely,

Dorota Lukaszynska

Honorable members of the City Council,

My name is Ege Mihmanli, I'm an immigrant, and a proud New Yorker. Several years ago, I made Battery Park City my home - a neighborhood and neighbors whose resilience in the face of deep adversity, especially following the deep impacts of 9/11, inspired me to live here. However, my admiration for Battery Park City and New York is now overshadowed by a growing concern that compels me to put a pause to my day job and speak before you today: the excessive noise and disruptions caused by helicopter traffic.

Living in Battery Park City, the incessant buzz of helicopters is not just an occasional nuisance but a near-constant presence, often starting early in the morning and continuing until late at night. Whether I'm working from home, taking a walk by Hudson River with my dog or trying to enjoy Rockefeller Park, the overwhelming sound of helicopter rotors disrupts not only my thoughts but the calm that every New Yorker deserves. Though it is a depressing thought to leave my neighborhood and city that I've come to love so much, I will ultimately move out of Battery Park City and NYC once my lease ends, in search for a quieter sky and a neighborhood where I can enjoy walking.

I stand before you today to express my strong support for the Council bills aimed at reducing helicopter traffic. These bills are crucial not only for improving the quality of life but also for addressing environmental concerns associated with excessive air traffic, including noise pollution and air quality degradation. Implementing stricter regulations on helicopter traffic is a step toward preserving the health, well-being, and satisfaction of all New Yorkers.

I hope today can help ensure that the spirit of resilience and peace that defines Battery Park City and all of New York City is not overshadowed by the unnecessary disturbance of helicopter traffic. I urge you to support these bills and help protect the rights and the environment of the citizens you serve.

Thank you,
Ege Mihmanli

Testimony of Eleanora Dyer
In Support of Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, Res 0226-2024, and Res
0233-2024

Before the Committee on Economic Development
Hearing on “Helicopter Noise and Safety”
April 16, 2024

Dear Chairwoman Fariás and Members of the Committee,

My name is Eleanora Dyer, and I am a Brooklyn resident. I am testifying in favor of the three bills and three resolutions being introduced today. Collectively, these pieces of legislation represent an impactful step forward in minimizing the noise pollution and carbon footprint of helicopter traffic in New York City. In particular I strongly support Int 0070-2024 as a measure to restrict non-essential helicopter traffic at city-owned heliports, thereby reducing excess helicopter traffic in the city sky.

In a busy city, I turn to the parks as a respite from the noise of the streets. Often after work I walk the length of Brooklyn Bridge Park, stopping to read a book or journal on one of the piers. Removed from street traffic it should be quieter. Instead the park is the first place I noticed the constant roar of helicopter traffic in the city skies. Since the park is located between the Statue of Liberty and the Brooklyn Bridge - two popular stops on any tourist helicopter ride - and across the water from the Downtown Manhattan Heliport, helicopter traffic over the river is nearly constant. On a typical afternoon, I hear a helicopter at least every five minutes. The sound of a helicopter is overpowering, drowning out the rest of the soundscape. To me the heavy whirring of helicopter blades is a particularly unsettling sound, one I associate with emergencies not everyday life. If I am planning on reading for a while in the park, I put on noise canceling headphones to block out the sound. Brooklyn Bridge Park should be a place residents can visit for greater quiet and peace than can be found at street level. Instead frequent helicopter traffic drowns out the sounds of people, birds, and water, creating an auditory environment filled with noise pollution.

Allowing nonessential helicopter use prioritizes the pleasure of a few privileged groups who use helicopters for sightseeing and transit over all New Yorkers’ need to have a more livable urban environment and over our society’s need to mitigate climate change. Noise pollution, particularly loud intermittent sounds like helicopter flights, increases the body’s experience of stress. Increased stress causes a multitude of long-term health risks including greater risk of major cardiac events.¹ In a large, busy city it is important to eliminate unnecessary sources of significant noise to promote public health and general livability. I want to hear birds when I go to Brooklyn Bridge Park, not helicopters. Spaces of respite from the noisy urban soundscape are important; helicopters make those spaces non-existent. The bills and resolutions introduced today prioritize the wellbeing of New Yorkers and the sustainability of New York City. For that reason, I urge you to support their adoption.

Thank you for your consideration,
Eleanora Dyer

¹ Baumgaertner et al. “Noise Could Take Years Off Your Life. Here’s How.” *The New York Times*. June 9, 2023. sec. Health. <https://www.nytimes.com/interactive/2023/06/09/health/noise-exposure-health-impacts.html>.

April 16, 2024 - New York City Council Meeting Testimony

Stop the Plague of Non-Essential Helicopter Traffic in the Skies above New York City

Dear City Council Members:

I strongly urge you to pass the bills and resolutions before you aimed at stopping the plague of non-essential helicopter traffic in our city which has degraded the quality of life of all New Yorkers.

The bills in question are:

Int 0026-2024

Int 0070-2024

Int 0027-2024

and the resolutions are:

Res 0085-2024

Res 0233-2024

Res 0226-2024

As you consider your support for these bills and resolutions, I urge you to take into account the very negative impacts of helicopter air and noise pollution in New York City (NYC) and the very real danger of helicopter accidents causing death and destruction on our streets. It is difficult to imagine any downside from approving all of these bills and resolutions which will serve to hugely improve the quality of life, health, and safety of all New Yorkers.

Helicopters use more fuel per mile traveled than either cars or airplanes and therefore create unnecessary air pollution.

Helicopter noise is omnipresent and unbearable in NYC, fueled by the prevalence of non-essential helicopters taking rich tourists on joy rides over the iconic sights of NYC and ferrying the wealthy to area airports and to their mansions on Long Island. I often take my family to Central Park (the Park), which was created as an oasis of peace and quiet in which New Yorkers can escape the chaos and noise of our city life. As helicopters hover overhead for long periods of time to give tourists a good look at the famous sights in the Park, and as rich commuters use the Park as a commuter thoroughfare to their destinations in the Outer Boroughs, Long Island and New Jersey, the Park and its surrounding streets have become a more noise-polluted, air-polluted, and dangerous place. On a typical afternoon in the Park, we will be harassed by the

noise of no fewer than 10 helicopters per hour, often multiple helicopters at a time, hovering over us and torturing us with their very loud blade-slap noise.

When we recently spent a day at the park on Governor's Island, also created as a respite and escape from our noisy and polluted city life, we were under the constant assault of helicopter noise as the island and the nearby waterways were under continuous siege by sightseeing and commuter helicopters during our several hours there.

This non-essential helicopter traffic is an air and noise pollution and safety disaster created by the wealthiest 1% to the detriment of all New Yorkers.

Numerous studies (such as those by the Acoustical Society of America and the International Civil Aviation Organization) have provided robust evidence of the harm of aviation noise, including sleep deprivation, cardiovascular health issues, stroke, dementia, delays in reading comprehension and development of cognitive skills, physiological and psychological stress responses. These negative health impacts are magnified when the noise comes from helicopters which are perceived by those on the ground to be particularly loud because of the blade-vortex interaction and the blade-slap caused by blades moving through the air as well as the vibrations (or rattle noise) helicopters create. And of course, there is the annoyance factor which is HUGE where helicopters are concerned, due not only to their magnified noise impact, but also due to fear of crashes, fear that they could be used for terrorist purposes, the obvious air pollution they create relative to other modes of transportation, the lack of information about the reason for their flights, the low perceived necessity of their flights, and the perception that they are, fundamentally, rich people's toys.

I thank you in advance for your support of these bills and resolutions and for putting the health and safety of your constituents first.

Thank you,

Elizabeth Chow

liz.chow@outlook.com

###-###-####

Ellen Cassedy
Riverside Drive, ### ##
New York, NY 10025
###-###-####

April 7, 2024

Testimony re: Int. Bill 26-2024 to prohibit non-essential non-electric helicopter operations at NYC heliports

I urge the Council to support this bill to prohibit non-essential non-electric helicopter operations at New York City heliports. These helicopter trips increase the pollution of the air I breathe. They decrease my quality of life by adding a near-constant noisy roar to the skies near my apartment. This noise has a bad impact on my hearing, my peace of mind, and my mental acuity when I'm in my apartment. When I go out into Riverside Park for the restoration that city living requires, often I can't even hear my walking partner speaking because of these loud, unnecessary helicopter flights.

Ellen Cassedy

Dear NYC Council,

I am writing in support of the bill to ban nonessential helicopter traffic at city heliports. I reside on the upper west side with my husband and 2 toddlers. We bought a home here because we love New York City and plan to raise our kids here. We fell in love with the people, culture, schools, parks, and amazing outdoor lifestyle on the upper west side. After 15 years living in the Flatiron/Chelsea neighborhoods, we decided to make the move uptown. Unfortunately we have been shocked by the vibrating, loud helicopter noise that radiates throughout the entire neighborhood due to the helicopters flying up and down the Hudson. There has been so much investment in the parks and beauty of this neighborhood yet many residents feel restricted on what they can do because of the unbearable helicopter noise. You cannot hold a conversation in Riverside Park when they pass up and down the Hudson. If it's beautiful weather on a Saturday, we are deterred from going to the playgrounds in Riverside Park because of how loud it is for our kids.

We can't figure out why so many families, thousands of families if you count the Jersey side of the river, need to endure this noise so a few tourists can view the city. There are much too many people that live along these routes and much too many other ways to see and enjoy nyc to allow this to continue. There are bans and fines for people with loud mufflers on their cars. Why do these noise rules not apply to helicopters? Helicopter noise is louder and radiates far wider than a car muffler too. A few tourists flying up the Hudson River is heard by the entire upper west side!

We would be so grateful if these non-essential helicopters were banned from all nyc airspace including the rivers. When an activity done by so few negatively impacts such a huge population, there must be some quantifiable benefit for the city. I have never seen one and I don't think there is one. There are so many other ways to see the city. This city is too densely populated to have a few tourists stopping all conversation in Riverside Park so they can take a picture of the skyline. I guarantee they would not be that upset if they needed to take a vastly quieter ferry across the river and view the skyline from New Jersey. Even the National Parks realized it's unfair that loud sounds and vibrations of helicopters ruin the experience of all the people on the ground. They drastically restricted them or banned them late last year. Why can nyc not do the same? The Statue of Liberty is a National Monument.

Thank you so much for your time.

Emily Kirsch

Emily Oppenheimer, *Senior Officer at Columbia University, New York, NY*
Webster Ave, Jersey City, NJ 07307

###-###-####

epoppenheimer@gmail.com

April 17, 2024

To the New York City Council:

Please review my written testimony and documentation in response to Committee on Economic Development 4/16/2023.

As a resident an employee in New York City and resident of neighboring Jersey City (i.e. tax payer for both districts). I am deeply distressed by the constant air traffic – it is a detriment to public health, public air, the noise, the wind, the shadows are deeply distressing and the helicopter flights are incessant.

This issue is of great concern to me. I would like to submit my investigation and complaint which was formally sent to the FAA in the summer of 2023. Of note, all helicopters are flying between New Jersey and New York City (Exhibit A). I have further documentation of dozens of helicopters flying below 500 feet altitude margin as recently as April 16, 2024.

These are the helicopters flying low and directly over my home multiple times each day. I have included flight tracking details as well as a photo. These helicopters are unregulated per FAA letter in response to my investigations also attached in Exhibits B and C. The lack of regulation is a dire concern for public health and safety.

Please, anything that can be done to regulate constant noise, air, and sound pollution over New York City this is necessary now.

Sincerely,


Emily Oppenheimer

603-702-1445

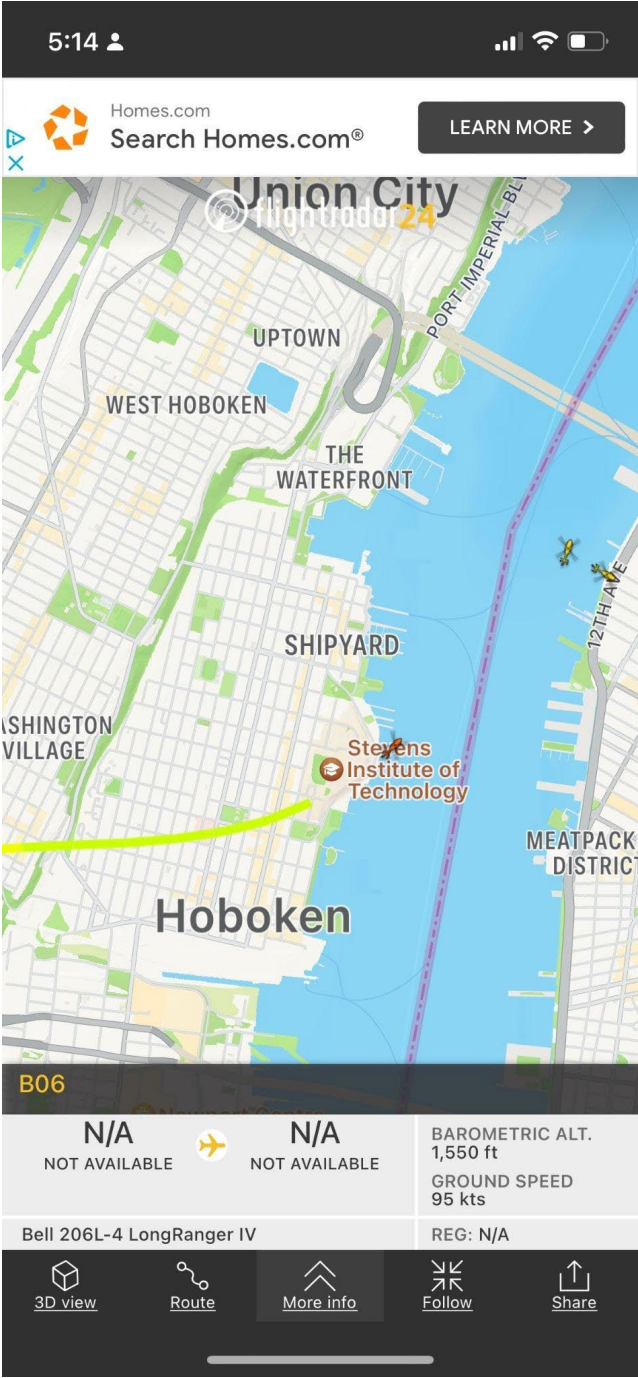
epoppenheimer@gmail.com

Exhibit A: Jersey City Heights - Residential, low-flying helicopters Investigation

- B06, Bell 206L-4 Long Ranger IV, REG:N/A – there seem to be multiple helicopters of this type without a registration
 - July 12, 2023, 5:11PM
 - July 18, 2023, 5:14PM
 - July 18, 2023, 8:07PM
 - July 19, 2023, 7:10AM
 - July 19, 2023, 10:00AM
 - July 19, 2023, 10:04AM
- N227MH, Bell 206L-4 Long Ranger IV, REG: N227MH
 - July 8, 2023, 3:47PM
- N155RR, Sikorsky S-76C, REG: N155RR
 - July 17, 2023, 7:29AM
- N216MH, Bell 206L-4 Long Ranger IV, REG: N216MH
 - July 18, 2023, 2:39PM

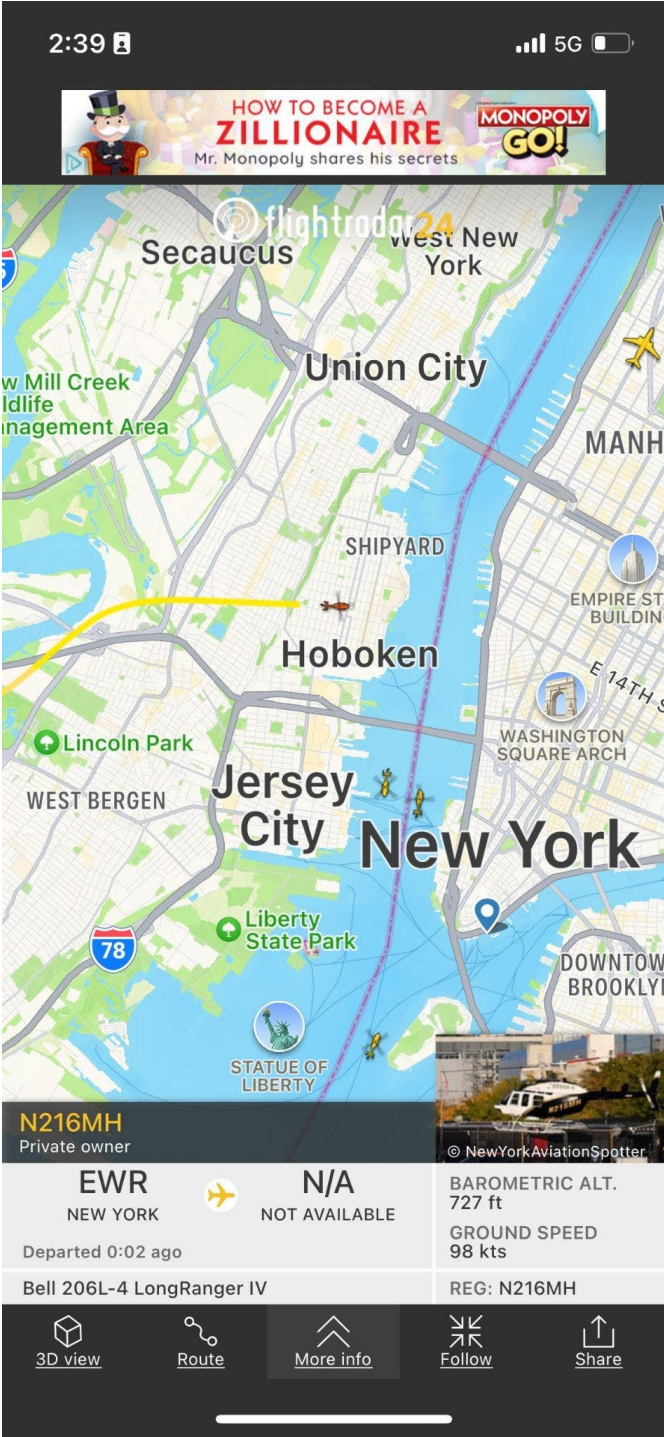
Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com

7:29

5G

Homes.com

Find Your Perfect Home

LEARN MORE >

N155RR

Private owner

EWR

NEW YORK

N/A

NOT AVAILABLE

Sikorsky S-76C

REG: N155RR

BAROMETRIC ALT.

1,636 ft

GROUND SPEED

131 kts

3D view

Route

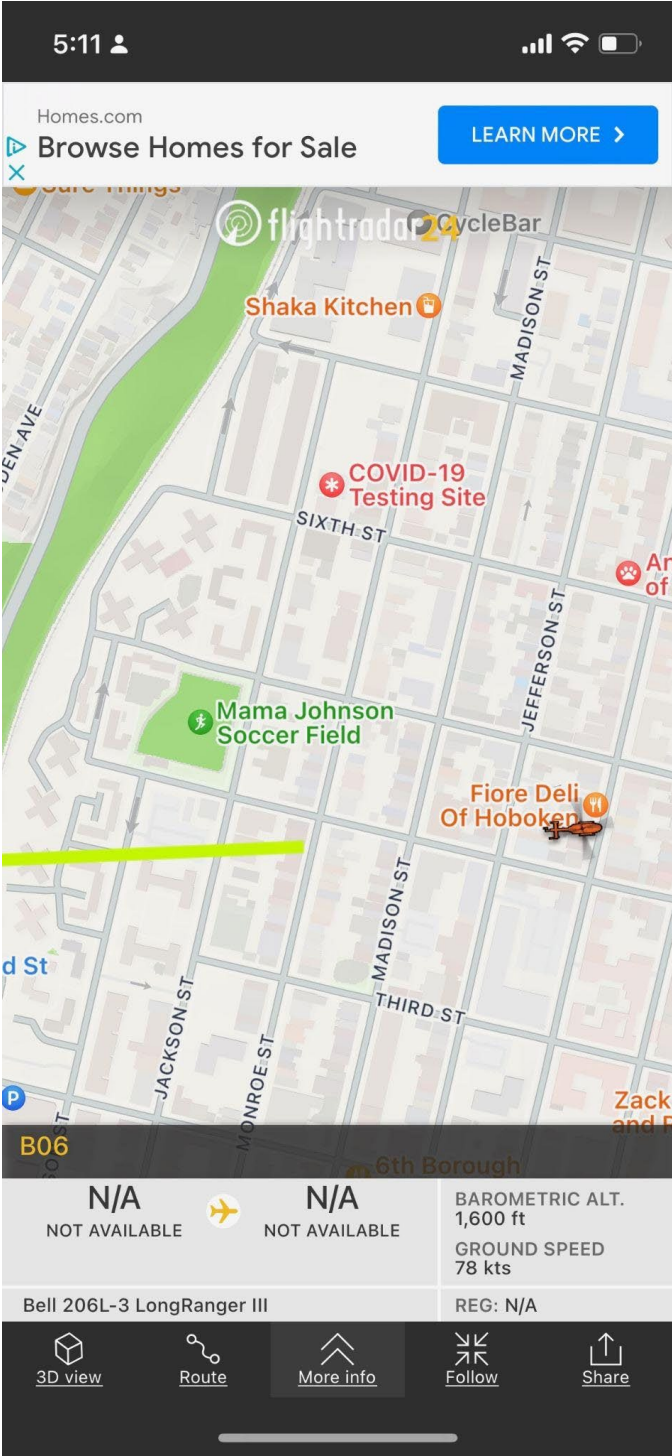
More info

Follow

Share

Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307


603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com

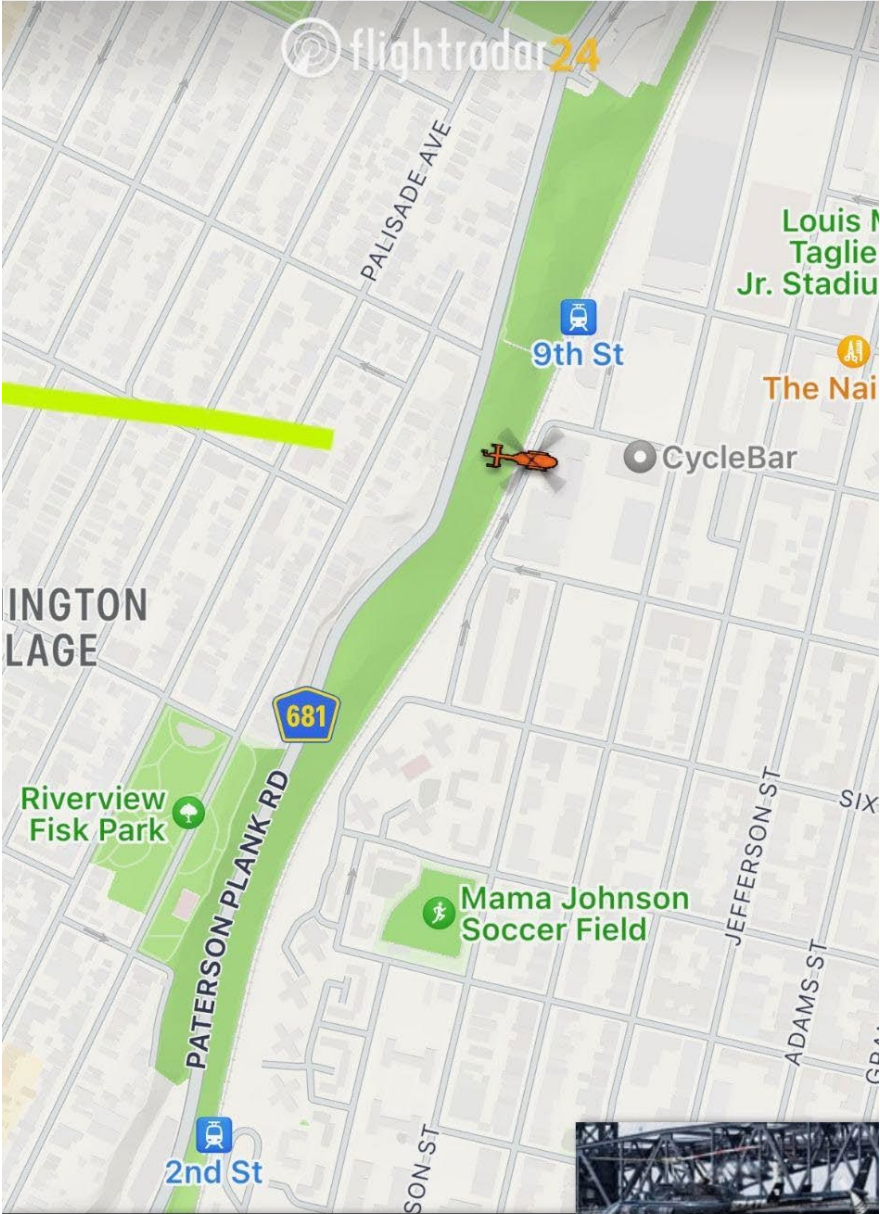
3:47



Track My Flight Now

4.6 ★ FREE

INSTALL




Map showing flight path and location. The flight is tracked near Paterson, NJ, near the Hudson River. Key locations include Riverview Fisk Park, Mama Johnson Soccer Field, and CycleBar. Streets shown include Palisade Ave, 9th St, 2nd St, Jackson St, Adams St, and Jefferson St. A yellow line indicates the flight path.

N227MH
Private owner

EWR
NEW YORK

Departed 0:03 ago





N/A
NOT AVAILABLE


BAROMETRIC ALT.
1,550 ft


GROUND SPEED
89 kts


REG: N227MH

 3D view

 Route

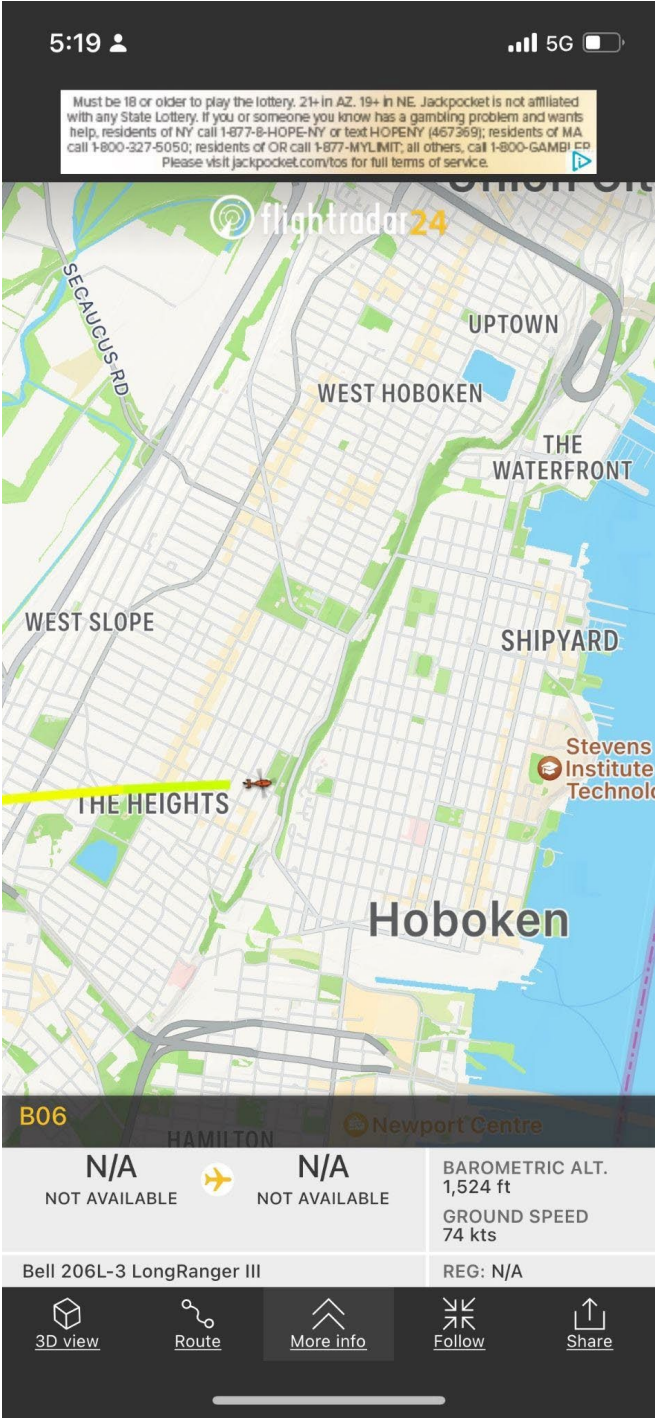
 More info

 Follow

 Share

Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, *Senior Officer at Columbia University, New York, NY*
118A Webster Ave, Jersey City, NJ 07307

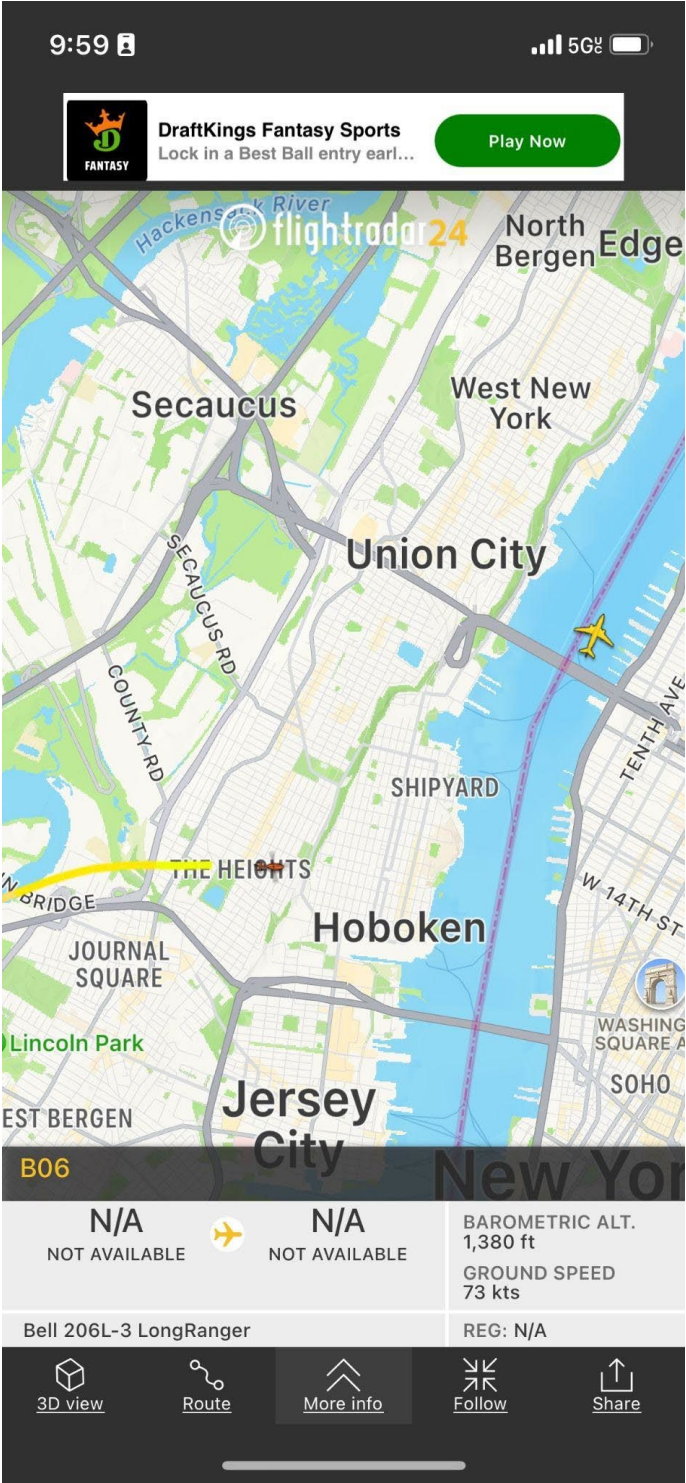
603-702-1445

epoppenheimer@gmail.com



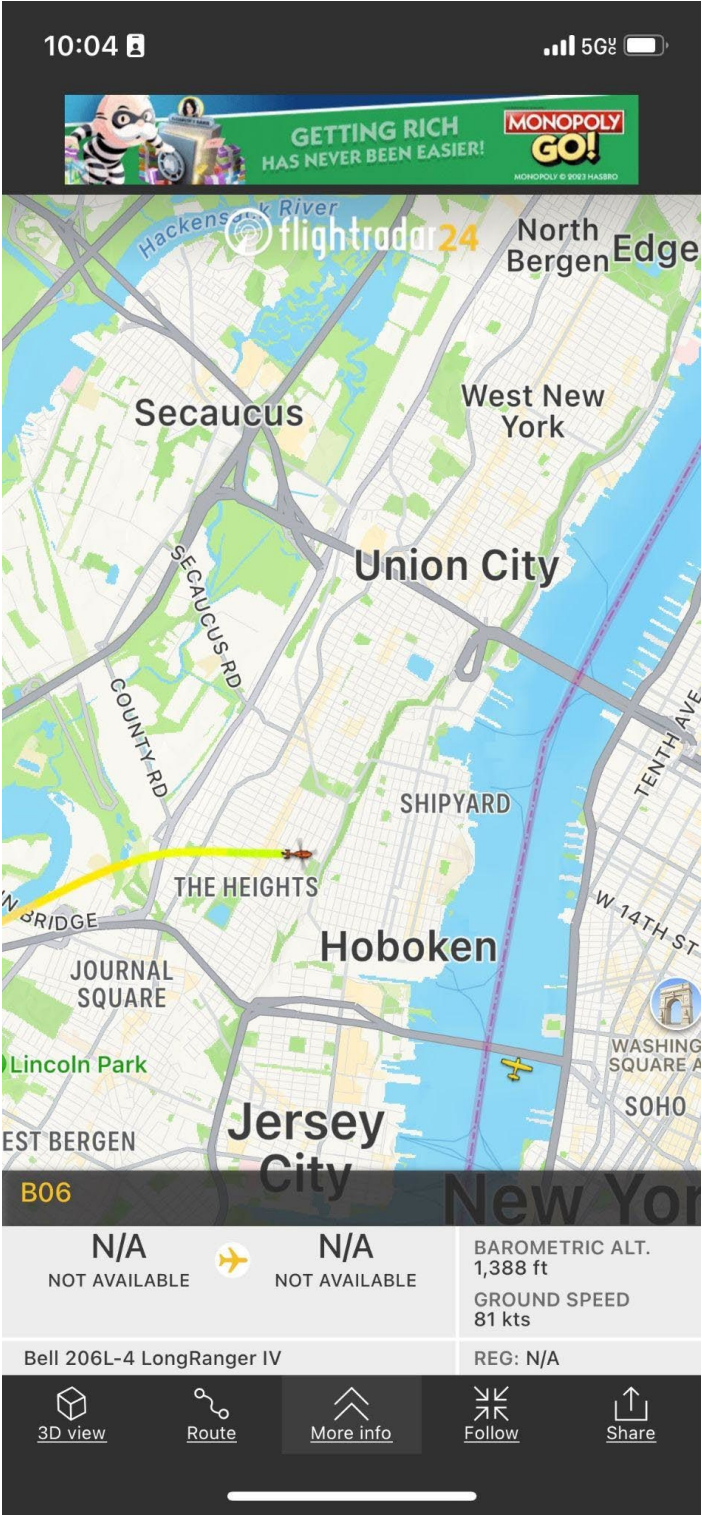
Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, Senior Officer at Columbia University, New York, NY
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com



Emily Oppenheimer, *Senior Officer at Columbia University, New York, NY*
118A Webster Ave, Jersey City, NJ 07307

603-702-1445

epoppenheimer@gmail.com



Emily Oppenheimer, *Senior Officer at Columbia University, New York, NY*
118A Webster Ave, Jersey City, NJ 07307

603-702-1445
epoppenheimer@gmail.com

Exhibit B: FAA Response January 26, 2024



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

Teterboro Flight Standards District Office
Park 80 West, Plaza One
250 Pehle Avenue, Suite 003
Saddle Brook, NJ 07663
(201) 368-6600, Fax: (201) 556-6623

January 26, 2024

Electronically Delivered

Ms. Emily Oppenheimer
118A Webster Avenue
Jersey City, NJ 07307

Dear Ms. Oppenheimer:

This letter is in response to your inquiries between July 1, 2023, and July 25, 2023, regarding low flying helicopters near 118A Webster Ave. Jersey City, NJ 07307. An inspector from this office has reviewed all the photographs that you submitted, and all available data. The data shows that the helicopters are routinely operating between 700 and 1,636 feet, and the lowest helicopter at 432 feet. We have not found any evidence of a violation or unsafe operation, and consider this matter closed.

Federal regulations restrict airplane operations to specific altitudes. However, such regulatory restrictions generally do not exist for helicopters. There are limited exceptions, and the most restrictive scenario for helicopters operating under Visual Flight Rules requires that an on-demand helicopter that is flying over a congested area operate at least 300 feet above the surface. Additionally, while some metropolitan areas have defined helicopter routes, they are usually voluntary and helicopter pilots can deviate from those routes. Finally, the agency does not have the authority to prohibit aircraft overflights of a particular geographic area unless the operation is unsafe, or the aircraft is operated in a manner inconsistent with Federal Aviation Regulations.

The FAA's Aviation Noise Ombudsman serves as the public liaison for issues about noise complaints and could be reached at:

Federal Aviation Administration,
Aviation Noise Ombudsman, ARA
800 Independence Ave. S.W. Suite 306
Washington, DC 20591
National email: 9-AWA-NoiseOmbudsman@faa.gov
Regional email: 9-aea-noise@faa.gov
Website: <https://www.faa.gov/noise/inquiries/>

Thank you for your concern and cooperation in this matter.

Sincerely,

YECHESKEL
FOGEL

Yechezkel Fogel
Principal Operations Inspector

Digitally signed by YECHESKEL
FOGEL
Date: 2024.01.26 12:50:09
-05'00'

Emily Oppenheimer, *Senior Officer at Columbia University, New York, NY*
118A Webster Ave, Jersey City, NJ 07307

603-702-1445

epoppenheimer@gmail.com

Exhibit C: FAA email response to investigation August 22, 2023

From: **Rohrig, Richard (FAA)** <richard.rohrig@faa.gov>

Date: Tue, Aug 22, 2023 at 4:38 PM

Subject: Helicopter Operations

To: epoppenheimer@gmail.com <epoppenheimer@gmail.com>

This office has reviewed your emails regarding helicopter operations in the Jersey City, NJ area. Reviewing these operations we find no regulatory or safety issues involved. Federal regulations restrict airplane operations to specific altitudes. **However, such regulatory restrictions generally do not exist for helicopters.** Helicopter operations may be conducted below the minimum altitudes set for fixed-wing aircraft due to the helicopter's unique operating characteristics, the most important of which is its ability to execute pinpoint emergency landings during power failure. While some metropolitan areas have defined helicopter routes, they are usually voluntary and helicopter pilots can deviate from those routes. Additionally, the agency does not have the authority to prohibit aircraft overflights of a particular geographic area unless the operation is unsafe, or the aircraft is operated in a manner inconsistent with Federal Aviation Regulations.

We certainly appreciate your concerns, however if noise is the issue, FAA Flight Standards District Offices have no jurisdiction over noise issues. You might consider contacting the responsible resources below regarding aircraft noise concerns.

Port Authority Noise Office – 212-435-3880

Teterboro Aircraft Noise Abatement Advisory Council (TANAAC) – 800-225-1071

<https://aircraftnoise.panynj.gov/>

Regards,

Richard T. Rohrig

Richard T. Rohrig
Front Line Manager, Operations
Federal Aviation Administration
AFG - Teterboro FSDO - EA25
Park 80 West, Plaza One
250 Pehle Avenue, Suite 003

Saddle Brook, NJ 07663
(201) 368-6617

Dear New York City Council,

My wife and I recently bought an apartment at 839 West End in the Upper West Side, looking forward to the quiet and being near Riverside Park. Unfortunately, we didn't realize when we bought the place that extremely loud helicopters flying past every 30 second or more for most of the day have made the park (and our apartment) feel like a warzone much of the time. We had to shell out thousands of dollars for noise reducing windows and even then you can still hear a loud noise every time a helicopter flies path. I've stopped going to the park since it's so hard to enjoy it with helicopters constantly zooming past above.

It's unconscionable that a few small companies are making millions and polluting our environment via these helicopter noise, at the cost of the peace and quiet of millions of New Yorkers. Please pass NYC Council Bill #26-2024 and resolution #85-2024, your constituents demand it.

Best,
Eric Blanc

West End Ave, ###.

Erin E. Byrne

Regarding the proposal to ban nonessential helicopter traffic at City-run heliports

April 4, 2023

To the Committee on Economic Development:

My name is Erin Byrne and, in addition to having been born in Manhattan, I have been a Chelsea resident since 2013. I am 33 years old, work full-time as a product manager at Adobe, have an A.B. from Princeton and an M.B.A. from Darden, and am pursuing a graduate degree in education at Harvard. I am also a frequent and dedicated volunteer at Hudson River Community Sailing (HRCS), a youth development nonprofit serving Title I schools and based at Pier 66, just south of the West 30th Street Helipad in Manhattan.

I write this testimony to you today to express my support for the bill being reviewed by the Council on the 16th of April 2024 to ban nonessential helicopter traffic at City-run heliports, even if the specific one to which I have just alluded is not included.

As a volunteer sailing instructor at HRCS, I spend an enormous amount of time near heliports and helicopter traffic on our city's waterways. Beyond being irritating, the constant noise of helicopters makes it difficult to communicate with others in the vicinity. In the maritime space, this noise pollution can have legitimate safety implications, especially when working with children, who tend to require a higher volume of verbal instruction. In addition to the noise, these helicopters produce noxious fumes that infiltrate public facilities and are damaging to the health of people and wildlife. I've experienced many days at Pier 66 when the main rooms in the public boathouse, used to teach youth from Title I schools in the city, reek of exhaust. Areas adjacent to City-run heliports experience similar scenarios. We owe our city's residents and children better than this.

From a more common city-dweller perspective, I enjoy spending time in our city parks and on our biking and running paths. The evening before I had to undergo surgery last June, I went to the park just north of Chelsea Piers to spend some time outdoors with a friend before being relegated to indoor recovery. It's the closest real park to my apartment. I distinctly recall the incessant noise of helicopters and having to yell to be heard by someone 4 feet away. We had a northerly wind that evening, meaning that fumes blew south and filled the park. It was legitimately difficult to breathe. We left. I was so disappointed, and this was far from the first time I have had this happen near a heliport in the city. A public city park full of residents and visitors and children was filled with noxious gasses so that a wealthy few could, presumably, get to Teterboro or the Hamptons. Our city has precious few outdoor spaces, and helicopter noise, traffic, and fumes materially diminish their value.

Helicopter traffic inarguably adversely affects the health of our residents via localized and general air and sound pollution. From a density perspective alone, it is shocking to me that nonessential helicopter travel was ever permitted at all. These vehicles benefit the extreme few through profit

and efficiency while massively and materially negatively impacting our residents, our children, our wildlife, and our city's image.

I encourage the Council to lend gravity to the voices of common citizens in this matter, who care about the health and the wellness and the quality of this great city, and to not over-index on those of the corporations lobbying for their own profits.

Thank you for taking the time to read this testimony. Your thoughtful consideration of this matter is very much appreciated.

Sincerely,

A handwritten signature in black ink, reading "Erin Byrne". The signature is written in a cursive, flowing style. The first name "Erin" is written in a larger, more prominent script, and the last name "Byrne" is written in a slightly smaller, more compact script. The signature is positioned above the printed name.

Erin E. Byrne

Erin M. Gromen

W: ### Plymouth Street, Brooklyn, NY 11201

H: ### South Street, Jersey City, NJ 07307

C: ###-###-####

April 15, 2024

Thank you so much for this opportunity to submit testimony on the bills and resolutions under consideration to end nonessential helicopter traffic at City-run heliports. I work in DUMBO, in District 33. I can attest that the noise from helicopters during work hours is disruptive and nonstop. My office is on the fifth floor of a building, yet my co-workers and I can hear the helicopters very clearly. The noise is loud enough that it is often difficult to concentrate. On a beautiful day like today, the flights are so constant that it seems as if one is permanently hovering overhead.

Unfortunately the situation is even worse at home. I live in the Heights area of Jersey City. I realize this is out of the council's jurisdiction, however, the bills and resolutions under consideration would have a positive ripple effect across the whole NYC region. My neighborhood is in the flight path of helicopters taking passengers from EWR to NYC and for tourist flights taking off from Kearny, NJ (including the companies FlyNYON and New York Helicopter Tours), just west of Jersey City. In our neighborhood, which sits atop the start of the NJ palisades, the helicopters fly low enough to shake windows and in fact low enough that I can read the company name on the helicopter door. If my husband and I are outside our home, sitting on our stoop, we have to shout to hear each other over the noise. The noise creates anxiety for our dog, who sometimes will shake and hide from low flights. On Saturdays with clear weather, the flights seem nonstop. The number of flights and noise seem to have gotten worse in the past 1-2 years. It is our understanding that the neighborhoods south of us (the downtown area) successfully lobbied to have the flight patterns changed, so now my (less wealthy) neighborhood bears the brunt of all of these flights. Our local councilman has encouraged the residents of the Heights to support the efforts of organizations like Stop the Chop as there is little Jersey City can do, lying between the origination and termination points for such flights.

Thank you so much for your consideration of the bills and resolutions before you, which would have a tremendously positive impact on the quality of life for all affected neighborhoods.

Sincerely,
Erin M. Gromen

I would like to **STRONGLY advocate** for the **bill to ban nonessential helicopter traffic at city heliports**. The noise and pollution from these helicopters is insufferable. On nice days our city sounds like a warzone, often times with multiple helicopters flying right near our parks. The noise doesn't just disrupt what should be places of respite like our parks, it penetrates walls and windows so there is absolutely no escaping. This type of disruption to our homes and parks should be reserved for emergency and life-saving vehicles, NOT tourist rides. The noise impacts stress levels and therefore the health of residents along the water. I hope the city can ban these nonessential helicopters and give us our city back.

Eve Goldman

Helicopter Noise:

I am an artist and have lived in Jersey City Heights for the past 23 years. Originally, I moved here from New York for more space as well as additional peace and quiet. All of that has changed because of the incessant helicopter noise that interrupts my day, sometimes every 10 to 20 minutes. On a sunny day, there are at least fifty to seventy five helicopters passing over my live/work space. They start around nine am and sometimes continue past 10 pm. This has become a serious problem, diminishing the quality of daily life as well as affecting my work where I find myself often distracted by the continuous sound of hovering helicopters (even with my headphones on) not to mention the additional air pollution created by all these flights. After reaching out to Jersey City's Mayor's office, I was told to file a complaint with the Federal Aviation Association. The FAA's first suggestion was to contact the related airport. While searching for heliports where some of these flights originate from, I was informed to contact New York Helicopter company Inc. The response from the NY Helicopter Company was to hang up after hearing my complaint. I am writing this testimony to request an immediate stop to the unnecessary tourist flights that have diminished the quality of life for many residents including myself in the state of New Jersey and New York.

Farsad Labbauf

I am testifying in support of proposed bills and resolutions Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, Res 0226-2024, and Res 0233-2024 to limit or end tourist helicopter flights in New York City.

I am begging the Council to help. I live in Brooklyn Heights. The constant noise from the helicopters is intollerable. They take off an land every minute or so and at busy times every 30 seconds.

Please name one other major city that would allow this? I can't open my windows from the noise and the jet fuel smell is even worse. How is the pollution and noise affecting the children playing in Brooklyn Bridge Park below the flights and directly across the river from the helliport? And what about the opportunity for a serious accident with this many helicopters so close at the same time.

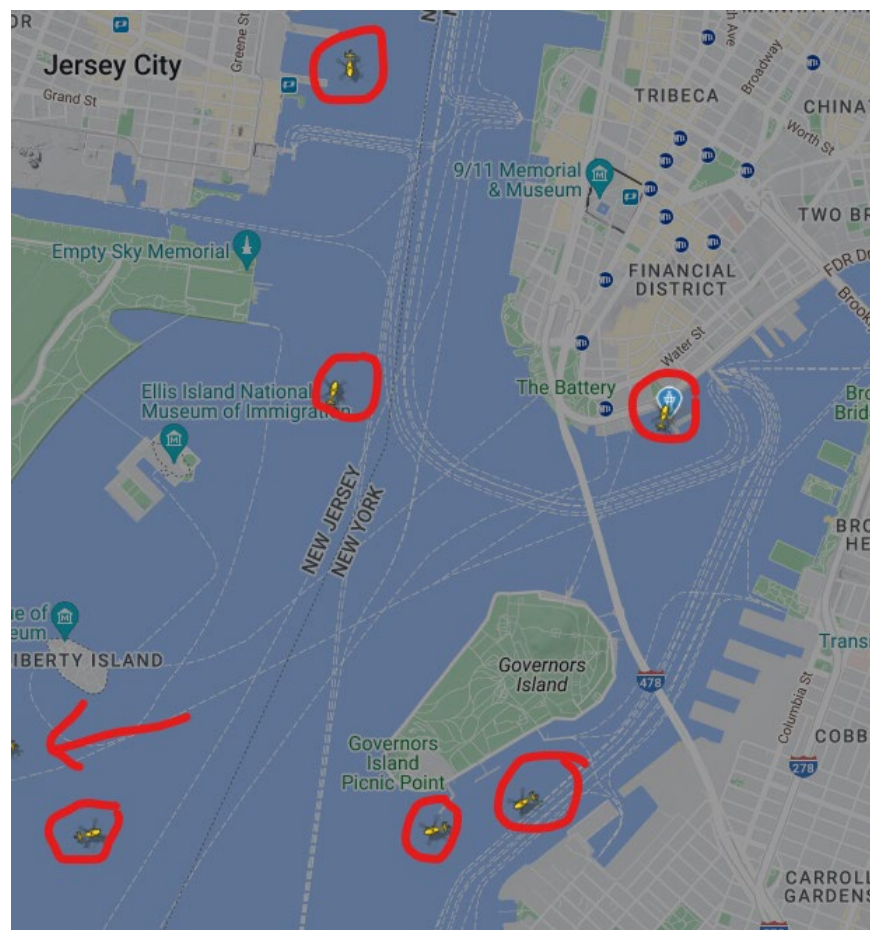
I am aware the city needs to raise revenue from tourists, but at what expense to the residents?

I tried to make a video from my phone but was not successful. As I write this, there are seven helicopters in the immediate area and this is a relatively slow day! See tracker screenshot below.

Please help us!

Sincerely,

Fred Loessel



Testimony regarding Helicopter disruption

TO WHOM IT MAY CONCERN:

My name is Gabriela Aguado and I live in Guttenberg, NJ; I moved here 3 years ago and I love the area; however, the constant noise of the helicopters has disrupted significantly my life as there is constant noise and contamination from these helicopters, and this seems to have worsened since I moved to this area.

I am respectfully requesting that these helicopters be stopped as it affects our inner peace, tranquility and lifestyle, as well as those of our pets and kids.

My house is my biggest investment and I believe I have the right to live in a place that is quiet and clean from noise contaminants such as these non-stop helicopters.

I thank you in advance for your consideration of this petition and would be happy to provide any additional information needed as requested.

Kind regards,

A handwritten signature in black ink, appearing to read 'Gabriela Aguado', written over a horizontal line.

Gabriela Aguado
Guttenberg resident

TESTIMONY on helicopter noise

I live on 83rd St., right off Riverside Park. Our building has a shared roof deck. As the weather gets warmer and the sightseeing helicopters increase, it is impossible to carry on a conversation on the roof. The amount of helicopter traffic has become unbearable. The helicopter transverse lane is supposed to be 86th St east/west. However, almost every helicopter takes a shortcut and heads south early, flying over 83 St. and, my roofdeck.

In addition, helicopters fly up the Hudson, hugging Riverside Park, to 83rd St. They then hover for photo ops and make a u-turn heading south. If the park is supposed to be a retreat for peace and quiet in a busy city, the helicopters have certainly changed that.

In conclusion, our quality of life has been greatly impacted by helicopters on the upper westside. The only people reaping benefits are the sightseeing helicopter companies and the tourists. Those of us who live here shouldn't have the peace in our homes and in our communities compromised because of it.

I firmly believe the helicopters should go for the good of residents of New York.

Thank you.

Gail Dubov

President, W. 83rd St. Block Association

SUBJECT: Unnecessary Helicopter Noise

I live in Brooklyn, directly under the flight path of helicopters leaving the Wall Street heliport which travel to JFK and the Hamptons. The noise is excessive; it is impossible to have a conversation outside when the helicopters are passing overhead. The noise level is much higher than the planes which fly over Brooklyn on the way to LaGuardia Airport, partly because those planes are much higher than the helicopters. Especially on Friday afternoons in the summer it is impossible to enjoy being outside because there is a continuous stream of helicopters leaving Wall Street.

These flights are unnecessary and provide service only to the 1% who can afford a \$400 trip to JFK or a \$1000 trip to the Hamptons. There are alternatives (LIRR) which the majority of Brooklyn residents would use for these trips.

It is unfair that millions of Brooklyn residents have their environment degraded for the benefit of a small number of ultra-wealthy travelers.

Yours truly,

George Sheldon

nyc0521@aol.com

April, 18, 2024

Geraldine Diamond
Orange Street
Brooklyn, NY 11201
Littlelu347@gmail.com
###-###-####

Dear Council:

I understand there is legislation up for a vote to limit commercial helicopter traffic. I live in Brooklyn Heights and there is constant helicopter noise. My residential neighborhood sounds like a war zone. It is continuous all day and I often hear them at midnight and 6:00 AM. I have been woken up at 2:00 AM by a helicopter. The sound is loud and can be heard even when my windows are closed. The Promenade and Brooklyn Bridge Park are also impacted.

To disturb so many residents by what I am sure are very few people for each trip in a helicopter does not seem reasonable. It is affecting the quality of life of people in the vicinity of the helicopter paths. I do hope you will take steps to rectify this situation.

Very truly yours,
Geraldine Diamond

April 18, 2024

To: New York City Council

Re: Helicopters

Dear Council Members,

I live in Weehawken and have for over 30 years. The helicopters from NYC have become intolerable over the years, interrupting conversations, sleep, work. This is a densely populated area. People live and work here. The low flying helicopters are numerous, loud and terrifying at times.

Please consider restricting private helicopter routes and use the fly low and directly over our homes, schools and businesses.

Thank you.

Geralyn Abinader

End the noise.

I encourage the city council to do anything within its power to limit unnecessary helicopter flights within the city, especially on the crowded and superfluous routes over Brooklyn to JFK and points east.

On busy days, the noise is almost never ending, causing deep harm to quality of life.

Unlike many other common urban annoyances, there is no tangible benefit to me, a tax payer and voter and citizen, to these flights, which only serve to ferry the 1% on their journeys while the rest of us sit in traffic.

Furthermore, as the city seeks to reduce emissions with congestion pricing, bus investments, and more, helicopters are a massive part of the puzzle that are being overlooked.

Graham Rapier

I live in Park Slope, Brooklyn and here on 9th St, there are days when we have 20+ low-flying helicopters passing directly over our apartment starting before the sun has risen and continuing until late into the night, shuttling the well-to-do to LaGuardia and the Hamptons. These helicopters are so loud that it's hard to have a conversation inside my apartment until they pass by and it's been detrimental to my and my neighbors' wellbeing. To say nothing of the environmental hazards of the emissions coming from these unnecessary craft that we're forced to breathe.

In the summer it's hard to enjoy the nice weather both in and outside. Having the windows open or going up to the roof to enjoy the breeze are both made untenable by the constant stream of helicopters. It's infuriating and I can literally feel the stress and anxiety filling my body every time I hear the tell-tale rumble of a helicopter approaching. We can't even escape to Prospect Park because they frequently buzz overhead, making the park feel like a war zone.

I am not interested in the EVTOL solution and see that as a wolf in sheep's clothing. I am not convinced that they will be quiet enough and these flights are *non-essential*. The rich do not *have* to take a helicopter to the Hamptons. EVTOL is a distraction from what we really need: a ban on ALL non-essential helicopters. Let's invest in public transit instead.

I sincerely hope that the city council is able pass a slew of anti-helicopter legislation because I am unsure how much longer I can take this noise. I question whether I want to raise a family here because I can't imagine subjecting my future children to this hellish level of noise and the air pollution it brings with it.

Hannah Harry

My name is Henry Sidel. I am a born and raised New Yorker of fifty-six years. I have been living in the West Village with my family since 2002.

Over the past few years, the amount of helicopter traffic over the West Side Highway and over our neighborhood has become excessive. I used to walk down the West Side Highway at least three times a week. It was my quiet time. Now, there is no quiet. There are hardly any interruptions in the constant traffic of helicopters over this public space. It is not just a public space, however, it is a New York City space and residential and commercial space.

We also live three blocks from the Hudson River. There have been times when I will be woken by as many as three helicopters hovering over my apartment building. Presumably, these are tourist helicopters getting a view of the sunset. They are not traveling. They are hovering. They are not news or police helicopters. I experience this in other parts of our neighborhood. I would imagine there are people from all over the city who are experiencing this invasion.

This needs to be stopped.

More importantly, the New York City government needs to stop giving away our city for free. We can no longer walk on our sidewalks without motorized delivery bikers running us over. These same drivers and companies are blowing up buildings with their dangerous batteries. The City and the Police have given this away for free. Where are the traffic tickets? The Police stop people for jumping the turnstiles? They can do the same for bikers on our sidewalks. The City has also given our streets away for free to restaurants who have set up outdoor dining rooms. For free. The same is true for our air rights, with these helicopters, especially. These benefit the few, not the many. They also benefit tourists over New Yorkers. The City is going to charge commuters for congestion pricing? Do the same for helicopters. Do the same for grubhub delivery motorbikers.

The City needs to put its citizens, taxpayers, voters, and residents over the companies who benefit from our streets, sidewalks, and skies. Stop giving away New York. You have given away way too much already.

Henry Sidel

To Whom it May Concern:

I am a 68 year old woman residing at 865 West End Avenue. I walk my dog on the promenade at Riverside Park every day. It should be a joy, but the noise from the helicopter traffic is unbearable. I am now forced to walk with noise canceling headphones which are uncomfortable and still I hear the sound of the whirling propellor.

Additionally the damage to the environment through the use of fossil fuel is criminal.

The quality of life for local residents has been greatly impacted and I urge you to ban all **nonessential fossil fuel-based helicopters from the two City-owned heliports.**

Thank you,
Hope Pingree

Impact of Tourist Helicopters on the Upper West Side

Residents of the Upper West Side, particularly those living at West 85th Street and Riverside Drive, are experiencing significant disturbances due to the frequent flights of tourist helicopters. These helicopters, primarily departing from New Jersey, follow a scenic route that takes them up the Hudson River, directly over residential buildings to showcase Central Park and other landmarks of New York City. They often fly at lower altitudes to provide tourists with a closer view, which results in louder and more disruptive noise levels.

The noise from over a dozen helicopter flights each day has become a considerable nuisance for residents, especially for those who work from home, like myself. The incessant drone of helicopter engines not only disrupts concentration and work productivity but also significantly increases stress levels. Living under the constant buzz of helicopters has made it challenging to enjoy the tranquility that one expects in their living space.

Moreover, these helicopter routes are not limited to those coming from New Jersey. Additional flights originate from lower Manhattan, following similar paths up the Hudson, compounding the noise pollution in the area. The cumulative effect of these flights from multiple origins significantly degrades the quality of life, contributing to potential health issues such as elevated blood pressure, particularly in individuals sensitive to persistent loud noises.

The community's plight underscores the need for regulatory measures to mitigate the impact of these aerial tours. Limiting the number of flights per day, enforcing stricter altitude regulations, and exploring the use of electric helicopters, which are quieter and emit fewer pollutants, could significantly improve the situation. Additionally, establishing designated no-fly zones over residential areas would further protect the tranquility of the neighborhood. By implementing these solutions, the residents of West 85th Street and Riverside Drive could enjoy a quieter, more serene living environment, safeguarding their homes as a peaceful refuge from the hustle and bustle of tourist activities.

James Jarnot

James Liess

Fulton Ct

West New York, NJ 07093

jamesliess@gmail.com

4/13/24

New York City Council

City Hall

New York, NY 10007

Dear Council Members,

I am writing to address a pressing environmental and public health issue that impacts thousands of New Yorkers daily: the pervasive noise and associated health risks caused by nonessential helicopter traffic in our city.

As a resident living close to the Hudson River, my experience exemplifies the distress many of us feel due to the relentless helicopter activity. These aircraft frequently fly directly over my home, disrupting the serene environment that the riverfront offers. The constant drone of helicopters not only shatters the peacefulness of this beautiful area but also affects our daily living conditions by vibrating windows and interrupting conversations, thus diminishing the quality of life that we riverfront residents cherish.

New York City is known for its vibrant energy and bustling activity. However, the incessant noise generated by helicopters conducting nonessential flights has increasingly become a source of disturbance, disrupting residents' peace and quality of life. These helicopters, often operating tours or serving private transit purposes, contribute significantly to noise pollution in our urban environment. They fly at all hours, often starting early in the morning and continuing until late at night, amounting to hundreds of flights per day.

The effects of this noise pollution are not merely an annoyance; they pose serious health risks. Sustained exposure to the loud sounds produced by helicopter rotors and engines has been scientifically linked to hearing impairment, sleep disturbance, and heightened stress levels. These conditions can lead to more severe health issues, such as cardiovascular diseases, which are a growing concern in urban settings. The mental health of our community members is also at stake, as the constant background noise can exacerbate anxiety and stress.

Moreover, the environmental impact of these helicopters extends beyond noise. The emissions from helicopter engines contribute to air pollution and release a significant amount of greenhouse gases, which contradicts our city's sustainability and environmental responsibility goals.

Considering these points, I urge the New York City Council to take decisive action by banning nonessential helicopter traffic over the city. By implementing such a policy, the council will demonstrate its commitment to the health and well-being of its citizens and take a significant step towards reducing our city's environmental footprint.

Many cities worldwide recognize the detrimental effects of helicopter noise and are taking measures to curb these disturbances. It is time for New York City to lead by example and prioritize our community's long-term health and peace over short-term conveniences.

Thank you for considering this crucial matter. I hope for your support and look forward to seeing the positive changes your actions will undoubtedly bring about.

Sincerely,

James Liess

April 15, 2024

To: Councilmember Amanda Farias, Chair of the New York City Council Committee on Economic Development.

I'm writing in support of Intro 0026 - 2024, a bill to ban nonessential helicopter traffic at city heliports.

I'm a Brooklyn resident, an active community member and a parent concerned about climate change and pollution in our city. This bill is a long-overdue measure that will have the important benefits of (i) reducing noise in the city, (ii) eliminating an important source of carbon emissions and (iii) removing a major source of lead emissions (from piston engine helicopters). Nonessential helicopter services targeted by this measure overwhelmingly serve a small group of ultra-wealthy individuals, many of whom live outside of New York City. The noise and environmental impacts of these services, in contrast are disproportionately borne by the working families of Brooklyn. And, of course, the impacts of the shockingly excessive and wholly unjustifiable carbon emissions produced by these services will be borne by all of the world's children for generations to come.

I encourage the council to do the right thing for New York City's children in supporting this bill.

Thank you,
Bill Haddican
Brooklyn, New York

April 15, 2024

To Whom it may Concern,

I spend a significant amount of time around the Soldiers and Sailor's Monument in Riverside Park. This is a great retreat which is often much needed from the stresses of the day. That is too frequently ruined by helicopter noise. It is distracting and loud.

I also enjoy the Hudson Classical Theatre Company productions that happen in the summer. It is wonderful to spend an evening being whisked away in theatre production, but the helicopters will come and ruin that experience.

Please reduce helicopter traffic and help improve our quality of life.

Sincerely,

A handwritten signature in black ink, appearing to read "Jared Kirby", written in a cursive style.

Jared Kirby

Jeffrey D. Blum
Riverside Drive, ### ##
New York, NY 10025
###-###-####

April 7, 2024

Testimony re: Int. Bill 26-2024 to prohibit non-essential non-electric helicopter operations at NYC heliports, hearing 10 a.m. April 16 Committee on Economic Development

I urge the Council to support the bill to prohibit non-essential non-electric helicopter operations at New York City heliports. These helicopter trips pollute the air. They decrease my quality of life. They are extremely annoying both inside the apartment and in Riverside Park where I walk and sit to maintain my health and gain peace of mind. My grandchildren play in the playgrounds in the park, and I worry about the impact on their hearing and their mental development. Please stop these polluting, non-essential flights.

Jeffrey D. Blum

To Whom It May Concern:

In regard to the proposition to stop all but essential helicopters from flying over the city I urge you to pass the law because not only are helicopters dangerous, they are detrimental to people's physical and mental health. I urge you to also include the unregulated sea planes, which take off and land in the East River, right by Waterside Plaza, where I live.

In spring, summer and early fall, hundreds of sea planes taxi and take off beneath my apartment every month. Summers are particularly bad especially around the weekend. In August of last year over 800 planes took off, a pattern that will no doubt continue this year. That means that over 30 planes will take off each day and 30 planes will land each day. Often, on the busiest days, there are eight planes on the East River between the terminal on 23rd St and the heliport on 34th St. Some are taxiing, some are taking off and some are landing. The noise is ear shattering. It's impossible to get any peace, knowing that at any given time throughout the day, you're going to hear this noise. Tailwinds, which flies the majority of these commercial planes, are much bigger and louder than the traditional planes. They plan to expand their routes in the next year or two, making the situation even worse.

Besides the deafening noise, the sea planes pollute this neighborhood that already has one of the highest rates of pollution in the city. In addition, they are very dangerous. The East River is one of the busiest harbors in the country. All day long there are tugboats, barges, container ships and ferry boats. Meanwhile, there are low flying helicopters overhead and at some point, it's inevitable that an accident is going to happen.

I am beseeching you to ban non-essential helicopter flights, as well as the even louder and possibly more dangerous sea planes.

Jeffrey Nelson

My name is Jeffrey Starin and I am the president of NextGenNoise.org a community group that fights to reduce aircraft noise.

My statement is very brief: that an aviation-affiliated organization – the Eastern Region Helicopter Council - would come into a hearing on reducing helicopter noise and proudly explain how they plan to increase helicopter operations in inclement weather, rather than reducing it, is a good example of how incredibly detached they are from reality, while being beholden to the industry itself.

April 17, 2024

To whom it may concern:

I am writing to request that the bill to prohibit all non-essential Helicopter traffic be modified to include banning the Seaplane traffic as well.

I have been a resident of Waterside Plaza since 2014. Over the last few years, the noise from the seaplanes and helicopters, as well as the smell from their gasoline fumes have caused the quality of life at Waterside Plaza to deteriorate significantly.

We in the Waterside Plaza Community chose to live here because it is quiet and peaceful near the East River. This is no longer the case now that the Seaplane and Helicopter traffic has increased to unreasonable levels. We can no longer enjoy sitting outside on our beautiful plaza relaxing in the sun, having meals with friends and family, or studying because of the overwhelming noise and smell from the planes.

In addition, most of the Seaplane take-offs and landings are concentrated on Fridays and Sundays, when we are trying to enjoy our weekends at home. There is also no Air Traffic Control monitoring these flights, and this puts us in great danger should there be a crash.

Sincerely,

Jennifer Buckmeyer

To Whom It May Concern:

I am writing to address the ongoing issue of excessive helicopter noise affecting the residents of Hoboken, NJ, and surrounding areas, including New York. As a resident of Hoboken, I have observed a significant increase in helicopter traffic, particularly from tourist helicopters, which seem to operate incessantly throughout the day.

These helicopters create a constant disturbance, flying over our neighborhoods every 10 minutes for up to 12 hours a day. The noise pollution has become unbearable, robbing residents of peace and quiet in their own homes. The situation is exacerbated by adverse weather conditions, during which helicopters fly even lower, intensifying the nuisance and disrupting daily activities.

This issue has been escalating since the end of March, and despite our community's efforts to address it, there has been no relief. As concerned residents, we question the lack of consideration for quality of life issues affecting those who call this area home.

We urge authorities to take immediate action to address this pressing concern and implement measures to mitigate helicopter noise pollution. Residents deserve the right to enjoy a peaceful living environment, free from the constant intrusion of helicopter traffic.

Thank you for your attention to this matter. We trust that steps will be taken to prioritize the well-being and quality of life of residents in our community.

Sincerely,

Jennifer Lecowitch

As a NYC resident of 35 years, I am dedicated to the elimination of non-essential helicopters from the New York metropolitan area. I support the mission of Stop the Chop in these efforts. Non-essential (tourist, charter, and commuter) helicopter flights dramatically reduce the quality of life for millions of people in the New York metropolitan area. They pollute our environment, pose significant safety and health risks, harm our children, and make us miserable from the frequent droning and whomping noise.

For the last few years the increase in nonessential helicopter flights over my neighborhood (but also in just about every location of the city I visit) has been obvious. Never does a day go by (weather permitting) that up to 10-30 or more helicopters hover, circle, and fly at low altitudes over my home at 60 East 96th St/Manhattan. I have reported many, many flights to the FAA and EDC with no effect and few responses. For years I have collected and maintain a library of screen shots recording the speed and kts of the helicopters over my home, circling Central Park and the reservoir, from FlightRadar24. Speeds are as low as 5-15 kts and altitudes as low as 1,500 feet. They are practically on top of our buildings often. Sikorskys (used often as commuters) create incredible noise that makes the city feel like a war zone. The ones near my home originate from Kearny NJ Heliport, Teterboro NJ, and Newark airports primarily but many other flights originate from NYC heliports. They all need to be banned or controlled to restore quality of life for NYers.

NOISE: I work from home and live on the 9th floor – the helicopters interfere with my concentration and work calls. The peace and quiet that New Yorkers deserve in the skies over our homes is missing due to these uncontrolled and nonessential flights. A walk in Central Park is frequently spoiled by droning choppers overhead – no respect even for the quiet expected in a park. In July 2023, my family visited and we made a trip to the Statue of Liberty. Even there, many helicopters were buzzing our dear lady coming so close they could one day damage her. It ruins the experience our visitors deserve to this hallowed monument.

DANGER: The danger of frequent flights over NYC consists of several threats:

Many are unmarked or identified (on FlightRadar24) and depart from small, nonsecure airfields as above. Risks of terrorism is increased as security is likely not optimal at these airfields and unmonitored or screened individuals may be able to access helicopters easily to reach Manhattan and other boroughs. Crashes of helicopters happen often enough it should be of concern to NYC and the FAA. A crash occurring in the dense areas of our city would potentially kill hundreds or thousands and can destroy buildings.

POLLUTION: studies have shown the amount of pollution created by helicopter flights. One helicopter generates the same amount of pollution as multiple automobiles.

The noise of helicopters adds to the excessive noise Nyers must bear daily from hospital and police emergency vehicle sirens, construction, motorcycles, and other forms of noise common in dense cities. It is too much and I ask the City Council to take action to reduce or eliminate allowed flights in its control, as well as working with the FAA to eliminate flights originating outside NY.

Thank you.

Jennifer Mitchell

I am writing to express my strong support for the proposed bill to restrict non-essential helicopter operations at New York City heliports. Passing this legislation would be a crucial step towards mitigating the adverse environmental impact associated with traditional combustion engine-powered helicopters. I believe the bill can effectively reduce noise pollution and air pollution in our city, contributing to improved public health and quality of life for all residents.

On a more personal note, my husband and I purchased a condo in Carroll Gardens roughly 2 years ago. Our first baby is now 1, and we wanted to raise our family here. The helicopter noise is relentless. I cannot count the number of disturbed naps and overnight wake-ups caused by the sheer magnitude and volume of the helicopters. We would like to have a second baby, but will not go through this disruption again, so we're heavily considering leaving the city. The city continues to get more expensive, and the quality of life continues to go down. I have lived here since 2007, and this is the first time I've felt that the city is no longer a place for my family and me.

I urge the council to swiftly enact this legislation, recognizing its potential to significantly improve air quality, reduce noise pollution, and promote sustainability in our city. We should work towards creating a cleaner, healthier, and more livable environment for current and future generations of New Yorkers. Thank you.

Jessica Theisen

April 17, 2024

Testimony of Jim Boyd. Chelsea resident. Hell's Kitchen worker.

I strongly support: Int 0026-2024, Int 0070-2024, Int 0027-2024, and Res 0085-2024

I very strongly support
Res 0226-2024.

I am a Park User fighting to close the Hudson River Park Trust's VIP Heliport at W.30th St.

HRPT has been pimping the Public's Health and Safety at W.30th for 25 years, banking revenue from the toxic flight privileges of their donor class. Park workers, volunteers, park users, and all New Yorkers are poisoned everyday by that open air gas chamber.

The Trust refuses to discuss its malfeasance. The HRPT Board opens each meeting by proclaiming; "The Board does not entertain questions or comments from The Public." Their's is a long story of such C-Suite condescension.

At the Hearing Tues April 16, the EDC and Helicopter Industry reps very adroitly greenwashed continued private and commercial helicopter use with the promise of an imminent deployment of eVTOLs (electric helicopters).

Council members wanted to know how soon these would be flying.

No one questioned why anyone would need them.

In my opinion, no one needs helicopters, esp for Private flights like those out of W.30th St.

Wealth's helicopter privileges will be fiercely defended by the Governor, Mayor, the FAA, and HRPT since those are donors' entitlements. The ambiguous term 'nonessential' will be loopholed to nothing by Wealth's unlimited legal firepower.

Alarmingly, The Council seemed to accept the premise that electric helicopters will be quieter and carbon neutral.

- eVTOLs are quieter, but not actually quiet and the helicopter industry is planning for hundreds of 'air taxis' buzzing over each city. NASA is designing the air control now.
- the manufactor plus the generation of electricity for battery charging will still be fossil fueled. The plastics are petroleum products.
- Blade will continue to ferry passengers to fossil fueled private jets and mega-yachts.

More alarming, and unrealized by most Americans, is that eVTOL batteries use toxic Cobalt and Lithium (REE minerals) that are mined in the world's poorest regions, using child slavery and very low wage slaves, while poisoning the local environment.

This neo-colonial REE pillage is re-creating the same level of exploitation and environmental crisis as the oil extraction that has led to our current environmental trainwreck.

Now is not the time to be wasting innovation and investment on frivolous luxuries like electric helicopters, (or electric cars and the latest iphone, unfortunately).

We desperately need the best electric Public Transportation.
We need to figure a way out of private transportation altogether and the first thing to cut is Private Aviation, gas or electric.

The 5 million workers who use the NYC subway everyday will never use a helicopter or an electric air taxi.

Thank you for your work towards a possible future.

Best to us all,
Jim Boyd
###-###-####

Joanna Oltman Smith
President Street
Brooklyn, NY 11215

April 16, 2024

Testimony re 4/16 NYC Council Economic Development Hearing — Opposing Non-Essential Helicopter Flights from NYC-Owned Heliports

Dear Sir or Madam:

I take the time as a New York City citizen, taxpayer, and voter to tell you briefly all the reasons non-essential helicopter flights should be banned from NYC heliports.

- 1) **Noise Pollution and Mental/Physical Health Connection:** These helicopters that are only transporting the very wealthy and tourists around our area from their noise alone create untold stress on New Yorkers that we end up paying for in increased health expenses. Many, many times, I have had outdoor cultural events and recreation interrupted by low flying helicopters, which often do circuits and hover over our city's parks and rivers.
- 2) **Public Safety:** These helicopters are often not in compliance with FAA elevation standards; I know because I can track their altitudes I track via the FlightRadar app. It is shocking how often they disobey minimum elevation regulations. This poses a grave public safety risk due to increased possibility of crashes with the many high objects in NYC.
- 3) **Environmental Concerns:** Helicopter travel is one of the most fossil fuel-intensive modes of transportation, and should be discouraged in all ways possible. We are a coastal city in the midst of climate breakdown. It is a matter of survival.

Please use all your power within the NYC Council to stop these non-essential flights NOW.

Best,
Joanna Smith
jo@nycsmith.com
###-###-####

I am writing to offer my enthusiastic support for the proposed bill aimed at limiting non-essential helicopter operations at New York City heliports. This legislation represents a crucial stride toward addressing the environmental repercussions linked to traditional combustion engine-powered helicopters. I firmly believe that by enacting this bill, we can effectively curb both noise and air pollution in our city, thereby enhancing the overall well-being and quality of life for all residents.

On a personal level, my wife and I made the decision to purchase a condo in Carroll Gardens approximately two years ago, with the intention of raising our family here. However, the incessant noise from helicopters has been a persistent source of disruption. Countless disturbed naps and overnight wake-ups due to the overwhelming volume of helicopter activity have prompted us to reconsider our plans for keeping our family in the city. As the city's cost of living continues to rise and the quality of life diminishes, we find ourselves contemplating the possibility of leaving altogether. Having been a resident of Brooklyn for the better part of two decades, this is the first time I have felt that the city may no longer be conducive to the needs of my family and me.

I urge the council to swiftly enact this legislation, recognizing its potential to significantly enhance air quality, diminish noise pollution, and foster sustainability within our city. It is imperative that we strive towards cultivating a cleaner, healthier, and more hospitable environment for both current and future generations of New Yorkers. Thank you for your consideration of this critical matter.

John Campbell

Dear Council Members,

I am writing to you today as a deeply concerned resident of New York City, compelled to address an issue that affects the daily peace and quality of life for myself and countless other New Yorkers: the pervasive noise and disruption caused by non-essential helicopter flights over our city.

Living in such a vibrant metropolis, we expect a certain level of noise as part of our shared experience. However, the frequent low-altitude helicopter flights that traverse our skies are not just a mere inconvenience; they represent a significant intrusion on our right to peaceful enjoyment of our homes and public spaces. The volume of a typical helicopter flying at low altitude is profoundly disruptive. Unlike airliners, which ascend and descend at high altitudes and are barely audible from the ground during their descent, helicopters operating at low levels generate noise that is not only unavoidable but also sharply penetrative, making everyday activities like conversation and relaxation at home or in parks nearly impossible.

I lived near Grand Army Plaza during the Black Lives Matter protests in the summer of 2020. As the protests persisted, NYPD helicopters would hover for hours on end over my apartment and the demonstrations nearby. Their presence was so pronounced that I could see the pilots clearly as they flew at unthinkable low levels. During a time when stress from COVID-19 lockdowns was already high, the constant, brazen harassment by these helicopters caused such an overwhelming sensory overload that now, the mere sound of a helicopter passing by at low altitude raises the hair on my neck. This invasive surveillance and noise are clear indications that helicopters, as currently deployed, do not belong in our airspace.

The impact of this noise pollution extends beyond mere annoyance. Research has shown that sustained exposure to high levels of noise can lead to adverse health outcomes, including increased stress, impaired sleep, and more serious cardiovascular issues. It is imperative that we consider not only the environmental and aesthetic degradation caused by these helicopters but also the potential health implications for our communities.

Moreover, the argument for the necessity of these flights—often cited as tourism or quick transit—does not justify the widespread disruption they cause. New York City boasts an extensive and efficient public transportation system, and the benefits of offering aerial views of our skyline must be weighed against the collective wellbeing of the city's residents.

In light of these considerations, I urge the New York City Council to take a firm stand against non-essential helicopter flights over our city. Other major cities around the world have implemented regulations to eliminate unnecessary aerial traffic, and it is time for New York City to lead by example in protecting the health and tranquility of its environment.

Thank you for your attention to this urgent matter. I trust in your commitment to the welfare of all New Yorkers and look forward to seeing the positive changes your leadership can bring.

Sincerely,

John Martin
johnmartinjr@gmail.com

Council Hearing Helicopter Noise

Noise rates high on the number of complaints to the city's 311 complaint line. I served on the board of Southbridge Towers, a sixteen-hundred-unit housing cooperative with almost five thousand residents located in the South Street Seaport area. Diagonally across the street from us is Smith Houses, a 1900-unit NYCHA housing complex with almost six thousand residents.

As you can imagine, noise is high on our priority list especially sirens, whoop horns and helicopters. Many of us survived the 9/11 WTC bombing, when helicopters flew overhead constantly, so present helicopters present a stressful reminder of the past. I avoid going into the Seaport and over on the west side of Manhattan as the noise is too disruptive. As I was preparing for this hearing, on April 9th, at 9:20 AM, I heard helicopter noise and went to look toward the Brooklyn Bridge /Seaport area. I saw an NYPD helicopter flying over the Brooklyn Bridge at South Street, and since I live on the 27th floor, I noted that the helicopter was at eye level (way too low for those walking in the street). And helicopters burn fuel at the rate of \$460.00 per hour as well as discharge air pollution.

NYPD aircraft regularly fly and hover over both our development and Smith Houses, creating stressful disturbances. Especially unnecessary as our lower Manhattan area is in what is called a "ring of steel" putting us under 24-hour police video surveillance. (see link below)

<https://www.counterpunch.org/2012/02/06/wall-streets-secret-spy-center-run-for-the-1-by-nypd/>

In addition to the very unpleasantness helicopter noise brings us we have the noise of the sirens and whoop horns of emergency vehicles (FDNY, NYPD and ambulances)—some not stuck in traffic but using their sirens anyway. Part of this problem is caused by the continued closure of Park Row by the NYPD (which had been a major north south roadway) since 9/11. Although technically and legally emergency vehicles can use the roadway, because the "check in" by the NYPD officers at the entrance takes too long, so they do not use the roadway. Uber and Lyft taxis and tour buses (which have returned) add to the pollution and noise and further contribute to the unpleasantness in our area. (Perhaps the council could have a separate hearing to investigate these issues.)

My final observation and concern is that the NYC Economic Development Corporation is not an organization elected by us or appointed by the City Council, but it appears that it has the power to make decisions about helicopters in our lives that may seriously affects us, both physically and psychologically.

I, and many neighbors, appreciate the council undertaking to pass the bills and resolutions on today's calendar.

John Ost ### Pearl Street New York 10038 ### ##-####

Good Morning NYC Council-

I would like to voice my support for the bill banning all non-essential, non-emergency related helicopter traffic in the Hudson River heliports and throughout the five boroughs of New York. As a father and school teacher , I have many times had to stop activities with my students and children because of the noise or smell of copter exhaust or some of my students being frightened by the loud overhead noises.

Also spending lots of time along the Hudson River Park, tourists and citizens, bikers, cyclists runners and families out for a quiet weekend walk have often, in outward disgust, complained and walked quickly past these heliports with their ears plugged and their noses plugged.

They didn't have enough hands to plug their ears and their nose at the same time and in disgust said, "Can't New York City do better. It smells like a sewer over here that is burning plastic and that is the smell of helicopter fuel, and the noise is horrible.?"

So the city Council, The mayor's Office and the Gov.s Office, need to pass this bill .

It needed to be passed about a decade ago but it is now time to stop and cease all non-essential, non-emergency, non-medical helicopter traffic in the New York City metro area. Also if we are to reach the governors and mayor's goal of NetZero by 2030 one helicopter ride for 2 minutes burns more fossil fuels than all the buildings do during a week!

And with the New Mandate of noise pollution and noise cameras being placed throughout the city to stop motorcycle and car noise it's time to also stop the helicopter and overhead traffic noise,

Stop the Choppers, stop the noise, stop the pollution, stop the burning of massive amounts of Jet and helicopter fuel, and stop the major carbon footprint of the helicopters which is primarily the private helicopter industry.

it is a disgraceful, disgusting, destructive, damaging blight on our city.

- John Plenge, New School University

I live in Brooklyn Heights, and it is impossible to sit in our back yard because of the unending noise of the helicopters from the Wall Street heliport.

John W Keefe

Light manufacturing was all there was along the western shore of Brooklyn and Queens when I grew up. Now, after billions of dollars of investment, a green chain of parks is flourishing. I live near one of the those parks, Gantry State Park in Queens.

All day, every day, unnecessary helicopter overflights with their unrelenting, unbearable rotor noise shatter the peaceful enjoyment of these parks that so many — like me — have grown to love, and that have cost so much public money. The surrounding apartment towers act as a kind of amphitheater for the rotor sound, amplifying it and making it seem to come from all directions at once.

These parks were built at our expense, for our enjoyment. Not for tourists to despoil by noxious joyriding, or by commuting to the Hamptons via helicopter.

These flights are a public nuisance.

Jonathan Arkin

Hello,

I'm a performer with the Hudson Classical Theater Company and we bring the Arts to Tourists and neighbors in the community. The helicopters fly over us continually during our shows which makes it very difficult for our audiences to enjoy and hear our shows. It also makes it difficult for the actors to perform. We either have to yell over the Helicopter noise or wait till it flies away, it is very disruptive!!!
Please Stop The Chop, so we can enjoy nature and the Arts without the Noise Pollution.

Thank you,
Sincerely,
Karen Collazzo

To all it may concern:

I can testify, as an audience member and actor with the Hudson Classical Theatre which performs at the Soldiers and Sailors monument at 89th and Riverside, that I am in favor of the proposed resolution to prohibit non-essential helicopter traffic at City-run heliports.

I can testify that all New York City outdoor performances are hampered by huge amounts of noise from these vehicles. We cannot hear each other or the words of the play or musical. The air traffic is impeding and hurting our audiences and ultimately our ability to maintain the reputation this city has for high-achievement and excellent entertainment in every venue.

Thank you for your time,

Karen Eterovich-Maguire

I frequently go to Brooklyn Bridge Park to walk, to watch birds, to relax and have picnics with family and friends. The unceasing noise of helicopters, especially on fair weather days completely ruins the enjoyment of the park. On some weekend afternoons a helicopter is flying low over the park, every 5 to 10 minutes, all afternoon.

Sometimes multiple helicopters idle at the Downtown Manhattan heliport in lower Manhattan, the noise carrying loudly across the East River, and sometimes they will just hover over the north end of the park, turn around at the Brooklyn Bridge and swoop back over the park again and again. We would love to have quiet enjoyment of the park, without the endless noise of the helicopters. This is a quality of life issue and also an environmental issue.

I have also experienced incredibly loud helicopter noise at close proximity to the Downtown Manhattan Heliport while waiting for ferries at Wall Street Pier 11. The adjacent heliport to the south is so incredibly loud, and when you are waiting for a ferry, with no other option of a place to go while waiting for 15 or 20 minutes, exposed to this level of noise it is almost unbearable. Please support halting all non essential helicopter operations at the Downtown Manhattan Heliport.
Thank you.

Kate McKenzie

April 15, 2024

Dearest NYC Council,

After the scarring summer of 2020 living one block east of the Barclays Center, I bit the expense bullet and sought tranquil refuge by moving to Brooklyn Heights in January of 2021. It was a godsend respite waking up to birds with nary a siren to be heard in my new, worth-it-to-me downsized square footage.

I don't quite recall when helicopter noise crept into my psyche and daily life, but by the spring of 2023 there it was - like a red car when you're looking for one. Gradually awareness turned into distraction, distraction into irritation and irritation into anger. And I could not turn it off.

About 80% of my work is using data to problem solve so, when I was awoken by a helicopter at 1:51am on Tuesday October 31st, I decided it was time to go on a personal mission for the sake of my mental health and quality of life. At the sound of every particularly loud and disruptive helicopter flight (both overhead and rifling across the East River up Clark Street from DMH), I took a screenshot on my phone as a time stamp. After nearly two weeks, I searched online for how to file a complaint, thumbed through my screenshots and spent an entire hour of my life submitting 20 complaints to 311.

<u>20 Submissions to 311</u>			
Sunday	11/12/23	4:33 PM	start
		5:34 PM	end
Tuesday	10/31/2023	1:51 AM	
		6:02 AM	
		8:17 AM	
		8:24 AM	
Thursday	11/2/2023	6:01 AM	
		11:46 PM	
Saturday	11/4/23	7:56 AM	
Sunday	11/5/23	7:59 AM	
Monday	11/6/23	7:34 AM	
		7:40 AM	
Wednesday	11/8/23	7:38 AM	
Thursday	11/9/23	6:07 AM	
Friday	11/10/23	6:06 AM	
		6:17 AM	
Sunday	11/12/23	5:40 AM	
		5:43 AM	
		5:44 AM	
		5:46 AM	

		6:43 AM	
		9:00 AM	

It should be noted that to submit a single complaint, one must click through four [311 web pages](#). For example, my complaint submitted today entailed:

- 1 - WHAT (two drop down questions, 24 clicks to enter the date + time, 1 click to next page)
- 2 - WHERE (address input + selection and three clicks)
- 3 - WHO (input to 10 fields, 1 click to next page)
- 4 - REVIEW (confirmation of non-robotic status, 1 click to submit)

This is why 20 complaints took me an hour to submit, why helicopter noise complaints are certainly severely underreported and why one might litigate to rule this process itself as some sort of malfeasance.

It should also be noted that all 20 complaints were closed 68 days later on January 19th with the exact same vague email response, the language of which is indicative that EDC did not investigate the complaint at all (*see excerpt below). Despite this, my due diligence prompted me to follow EDC's suggestion of filing FAA complaints but those have gone unacknowledged altogether.

At this point in November I decided that, before I go spouting off about how maddening the helicopter noise has become, I should better track the noise to make sure my growing exponential infuriation is truly warranted before allowing any rage to ensue. The stress at this time was a physical health player in my miserable Thanksgiving week flu, but in a literally sick way it prompted me to persist.

Below you will find data input from screenshots taken within my closed-window home any time I was actually *at home* this fall/winter and disturbed enough to track the noise - the most agonizing of recurrences being those that awoke me before 7am and resulted in bed counting minutes of helicopter idling at DMH. A full sixteen minutes of idling in one instance being the longest wearily counted! Between the lines, this data clearly demonstrates my tiring resolve and exacerbated mental state.

Suffice it to say that massive disturbances to my sleep, sanity and overall quality of life have pushed me beyond my human limits. This, on top of the blatant disregard for our suffering environment by climate crisis joyriders, is why I voice my full support for Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, A7638A/S7216A, Res 0226-2024 and Res 0233-2024. And I highly recommend that any building near Clark + Columbia Heights serve as a guinea pig for the new sound level meters that I trust will be implemented before, say, paintball guns are taken to the sky by taxpayers absolutely losing their minds.

Many thanks,
Katheryn Keller
Clark Street
Brooklyn, NY 11201

Day	Date	Time
Tuesday	11/14/2023	6:30 AM
Tuesday	11/14/2023	6:33 AM
Tuesday	11/14/2023	8:55 AM
Tuesday	11/14/2023	8:57 AM

Tuesday	11/14/2023	8:58 AM
Tuesday	11/14/2023	8:59 AM
Tuesday	11/14/2023	9:01 AM
Tuesday	11/14/2023	9:03 AM
Tuesday	11/14/2023	9:07 AM
Tuesday	11/14/2023	9:08 AM
Tuesday	11/14/2023	10:27 AM
Tuesday	11/14/2023	10:41 AM
Tuesday	11/14/2023	11:03 AM
Tuesday	11/14/2023	11:04 AM
Tuesday	11/14/2023	11:14 AM
Tuesday	11/14/2023	11:18 AM
Tuesday	11/14/2023	11:19 AM
Tuesday	11/14/2023	11:23 AM
Tuesday	11/14/2023	11:36 AM
Tuesday	11/14/2023	11:10 PM
Tuesday	11/14/2023	11:13 PM
Wendesday	11/15/23	1:00 AM
Wendesday	11/15/23	7:27 AM
Wendesday	11/15/23	7:37 AM
Wendesday	11/15/23	7:44 AM
Wendesday	11/15/23	7:45 AM
Wendesday	11/15/23	7:49 AM
Wendesday	11/15/23	7:51 AM
Wendesday	11/15/23	7:52 AM
Wendesday	11/15/23	7:54 AM
Wendesday	11/15/23	8:14 AM
Wendesday	11/15/23	2:14 PM
Wendesday	11/15/23	4:30 PM
Thursday	11/16/23	6:50 AM
Thursday	11/16/23	7:22 AM
Thursday	11/16/23	7:57 AM
Thursday	11/16/23	8:09 AM
Thursday	11/16/23	8:20 AM
Thursday	11/16/23	8:30 AM
Thursday	11/16/23	12:08 PM
Thursday	11/16/23	5:40 PM
Friday	11/17/23	5:55 AM

Friday	11/17/23	7:05 AM
Friday	11/17/23	2:38 PM
Friday	11/17/23	3:18 PM
Friday	11/17/23	3:25 PM
Friday	11/17/23	3:26 PM
Friday	11/17/23	3:51 PM
Friday	11/17/23	4:23 PM
Friday	11/17/23	5:31 PM
Friday	11/17/23	5:32 PM
Friday	11/17/23	6:49 PM
Saturday	11/18/23	12:18 AM
Saturday	11/18/23	12:21 AM
Saturday	11/18/23	7:21 AM
Saturday	11/18/23	10:04 AM
Saturday	11/18/23	10:10 AM
Saturday	11/18/23	10:15 AM
Saturday	11/18/23	10:22 AM
Saturday	11/18/23	1:19 PM
Saturday	11/18/23	1:43 PM
Saturday	11/18/23	2:45 PM
Saturday	11/18/23	3:01 PM
Saturday	11/18/23	4:36 PM
Saturday	11/18/23	5:38 PM
Saturday	11/18/23	11:17 PM
Sunday	11/19/23	7:20 AM
Sunday	11/19/23	7:36 AM
Sunday	11/19/23	9:24 AM
Sunday	11/19/23	9:42 AM
Sunday	11/19/23	10:22 AM
Sunday	11/19/23	10:31 AM
Sunday	11/19/23	10:32 AM
Sunday	11/19/23	11:30 AM
Sunday	11/19/23	11:32 AM
Sunday	11/19/23	3:33 PM
Sunday	11/19/23	3:34 PM
Sunday	11/19/23	3:37 PM
Sunday	11/19/23	3:51 PM
Sunday	11/19/23	4:34 PM

Sunday	11/19/23	4:35 PM
Sunday	11/19/23	4:41 PM
Sunday	11/19/23	5:32 PM
Sunday	11/19/23	5:36 PM
Sunday	11/19/23	5:45 PM
Sunday	11/19/23	6:18 PM
Monday	11/20/23	11:21 PM
Tuesday	11/21/23	10:52 AM
Tuesday	11/21/23	10:54 AM
Tuesday	11/21/23	11:35 AM
Tuesday	11/21/23	3:09 PM
Tuesday	11/21/23	3:14 PM
Tuesday	11/21/23	3:20 PM
Tuesday	11/21/23	3:25 PM
Wednesday	11/22/23	3:29 AM
Wednesday	11/22/23	5:27 AM
Wednesday	11/22/23	12:23 PM
Wednesday	11/22/23	5:15 PM
Thursday	11/23/23	12:09 AM
Thursday	11/23/23	10:14 AM
Thursday	11/23/23	10:17 AM
Thursday	11/23/23	10:19 AM
Thursday	11/23/23	10:23 AM
Thursday	11/23/23	10:25 AM
Thursday	11/23/23	10:28 AM
Thursday	11/23/23	10:32 AM
Thursday	11/23/23	10:34 AM
Thursday	11/23/23	10:47 AM
Thursday	11/23/23	10:49 AM
Thursday	11/23/23	12:32 PM
Thursday	11/23/23	12:36 PM
Thursday	11/23/23	12:38 PM
Thursday	11/23/23	12:40 PM
Thursday	11/23/23	12:53 PM
Thursday	11/23/23	12:56 PM
Thursday	11/23/23	1:10 PM
Thursday	11/23/23	1:16 PM
Thursday	11/23/23	1:23 PM

Thursday	11/23/23	2:16 PM
Thursday	11/23/23	2:22 PM
Thursday	11/23/23	2:40 PM
Thursday	11/23/23	2:55 PM
Thursday	11/23/23	3:00 PM
Thursday	11/23/23	3:12 PM
Thursday	11/23/23	3:18 PM
Thursday	11/23/23	3:22 PM
Thursday	11/23/23	3:32 PM
Thursday	11/23/23	3:36 PM
Thursday	11/23/23	3:51 PM
Thursday	11/23/23	4:01 PM
Thursday	11/23/23	4:18 PM
Thursday	11/23/23	4:23 PM
Thursday	11/23/23	4:25 PM
Thursday	11/23/23	4:27 PM
Thursday	11/23/23	4:29 PM
Thursday	11/23/23	4:34 PM
Thursday	11/23/23	4:54 PM
Thursday	11/23/23	4:58 PM
Thursday	11/23/23	5:04 PM
Thursday	11/23/23	5:16 PM
Thursday	11/23/23	5:33 PM
Thursday	11/23/23	5:35 PM
Thursday	11/23/23	5:59 PM
Thursday	11/23/23	6:01 PM
Thursday	11/23/23	6:23 PM
Thursday	11/23/23	6:30 PM
Thursday	11/23/23	6:46 PM
Thursday	11/23/23	6:49 PM
Friday	11/24/23	12:02 AM
Friday	11/24/23	4:37 AM
Friday	11/24/23	8:55 AM
Friday	11/24/23	9:07 AM
Friday	11/24/23	9:13 AM
Friday	11/24/23	9:15 AM
Friday	11/24/23	9:44 AM
Friday	11/24/23	9:47 AM

Friday	11/24/23	9:53 AM
Friday	11/24/23	9:58 AM
Friday	11/24/23	10:01 AM
Friday	11/24/23	10:12 AM
Friday	11/24/23	10:18 AM
Friday	11/24/23	10:20 AM
Friday	11/24/23	10:44 AM
Friday	11/24/23	10:46 AM
Friday	11/24/23	10:52 AM
Friday	11/24/23	10:56 AM
Friday	11/24/23	10:58 AM
Friday	11/24/23	11:00 AM
Friday	11/24/23	11:03 AM
Friday	11/24/23	2:55 PM
Friday	11/24/23	3:04 PM
Friday	11/24/23	3:08 PM
Friday	11/24/23	3:13 PM
Friday	11/24/23	3:15 PM
Friday	11/24/23	5:19 PM
Friday	11/24/23	5:39 PM
Friday	11/24/23	5:49 PM
Friday	11/24/23	6:00 PM
Friday	11/24/23	6:37 PM
Friday	11/24/23	6:43 PM
Friday	11/24/23	6:45 PM
Friday	11/24/23	6:49 PM
Friday	11/24/23	7:35 PM
Friday	11/24/23	10:29 PM
Friday	11/24/23	11:41 PM
Saturday	11/25/23	8:56 AM
Saturday	11/25/23	9:01 AM
Saturday	11/25/23	9:06 AM
Saturday	11/25/23	9:07 AM
Saturday	11/25/23	9:33 AM
Saturday	11/25/23	9:35 AM
Saturday	11/25/23	9:37 AM
Saturday	11/25/23	9:56 AM
Saturday	11/25/23	10:22 AM

Saturday	11/25/23	10:25 AM
Saturday	11/25/23	10:38 AM
Saturday	11/25/23	10:46 AM
Saturday	11/25/23	10:48 AM
Saturday	11/25/23	10:56 AM
Saturday	11/25/23	10:58 AM
Saturday	11/25/23	11:04 AM
Saturday	11/25/23	11:16 AM
Saturday	11/25/23	11:19 AM
Saturday	11/25/23	11:21 AM
Saturday	11/25/23	11:23 AM
Saturday	11/25/23	11:25 AM
Saturday	11/25/23	11:27 AM
Saturday	11/25/23	11:29 AM
Saturday	11/25/23	11:32 AM
Saturday	11/25/23	11:33 AM
Saturday	11/25/23	11:34 AM
Saturday	11/25/23	11:35 AM
Saturday	11/25/23	11:37 AM
Saturday	11/25/23	11:38 AM
Saturday	11/25/23	11:42 AM
Saturday	11/25/23	11:44 AM
Saturday	11/25/23	11:46 AM
Saturday	11/25/23	11:50 AM
Saturday	11/25/23	11:58 AM
Saturday	11/25/23	12:01 PM
Saturday	11/25/23	12:10 PM
Saturday	11/25/23	12:14 PM
Saturday	11/25/23	12:15 PM
Saturday	11/25/23	12:26 PM
Saturday	11/25/23	12:32 PM
Saturday	11/25/23	12:39 PM
Saturday	11/25/23	1:02 PM
Saturday	11/25/23	1:12 PM
Saturday	11/25/23	1:24 PM
Saturday	11/25/23	1:29 PM
Saturday	11/25/23	1:59 PM
Saturday	11/25/23	2:00 PM

Saturday	11/25/23	2:07 PM
Saturday	11/25/23	2:09 PM
Saturday	11/25/23	2:18 PM
Saturday	11/25/23	2:22 PM
Saturday	11/25/23	2:29 PM
Saturday	11/25/23	2:59 PM
Saturday	11/25/23	3:01 PM
Saturday	11/25/23	3:04 PM
Saturday	11/25/23	3:06 PM
Saturday	11/25/23	3:10 PM
Saturday	11/25/23	3:13 PM
Saturday	11/25/23	3:15 PM
Saturday	11/25/23	3:18 PM
Saturday	11/25/23	3:27 PM
Saturday	11/25/23	3:45 PM
Saturday	11/25/23	3:49 PM
Saturday	11/25/23	3:50 PM
Saturday	11/25/23	4:24 PM
Saturday	11/25/23	4:31 PM
Saturday	11/25/23	4:32 PM
Saturday	11/25/23	4:34 PM
Saturday	11/25/23	4:37 PM
Saturday	11/25/23	4:46 PM
Saturday	11/25/23	5:00 PM
Saturday	11/25/23	5:03 PM
Saturday	11/25/23	5:33 PM
Saturday	11/25/23	5:45 PM
Saturday	11/25/23	5:47 PM
Saturday	11/25/23	6:21 PM
Saturday	11/25/23	6:28 PM
Saturday	11/25/23	6:54 PM
Saturday	11/25/23	7:01 PM
Saturday	11/25/23	7:05 PM
Saturday	11/25/23	7:07 PM
Saturday	11/25/23	7:33 PM
Saturday	11/25/23	7:41 PM
Saturday	11/25/23	9:14 PM
Saturday	11/25/23	9:55 PM

Saturday	11/25/23	11:38 PM
Sunday	11/26/23	4:54 AM
Sunday	11/26/23	8:37 AM
Sunday	11/26/23	8:47 AM
Sunday	11/26/23	8:49 AM
Sunday	11/26/23	11:10 AM
Sunday	11/26/23	11:23 AM
Sunday	11/26/23	11:41 AM
Sunday	11/26/23	11:54 AM
Sunday	11/26/23	11:57 AM
Sunday	11/26/23	12:04 PM
Sunday	11/26/23	12:11 PM
Sunday	11/26/23	12:14 PM
Sunday	11/26/23	12:56 PM
Sunday	11/26/23	1:02 PM
Sunday	11/26/23	1:05 PM
Sunday	11/26/23	1:10 PM
Sunday	11/26/23	2:01 PM
Sunday	11/26/23	2:06 PM
Sunday	11/26/23	2:15 PM
Sunday	11/26/23	2:21 PM
Monday	11/27/23	9:16 AM
Monday	11/27/23	9:35 AM
Monday	11/27/23	9:52 AM
Monday	11/27/23	10:04 AM
Monday	11/27/23	10:50 AM
Monday	11/27/23	11:25 AM
Monday	11/27/23	11:34 AM
Monday	11/27/23	11:43 AM
Monday	11/27/23	2:50 PM
Monday	11/27/23	5:56 PM
Monday	11/27/23	6:12 PM
Monday	11/27/23	6:31 PM
Monday	11/27/23	6:41 PM
Tuesday	11/28/23	12:08 AM
Tuesday	11/28/23	8:13 AM
Tuesday	11/28/23	8:15 AM
Tuesday	11/28/23	8:17 AM

Tuesday	11/28/23	9:47 AM
Tuesday	11/28/23	9:56 AM
Tuesday	11/28/23	10:11 AM
Tuesday	11/28/23	11:31 AM
Tuesday	11/28/23	2:37 PM
Tuesday	11/28/23	4:00 PM
Tuesday	11/28/23	4:03 PM
Tuesday	11/28/23	4:20 PM
Tuesday	11/28/23	5:53 PM
Tuesday	11/28/23	6:38 PM
Wednesday	11/29/23	6:12 AM
Wednesday	11/29/23	9:00 AM
Wednesday	11/29/23	9:57 AM
Wednesday	11/29/23	10:04 AM
Wednesday	11/29/23	10:47 AM
Wednesday	11/29/23	2:14 PM
Wednesday	11/29/23	4:06 PM
Wednesday	11/29/23	4:22 PM
Wednesday	11/29/23	8:45 PM
Thursday	11/30/23	7:45 AM
Thursday	11/30/23	8:45 AM
Thursday	11/30/23	9:52 AM
Thursday	11/30/23	10:54 AM
Thursday	11/30/23	11:14 AM
Thursday	11/30/23	11:29 AM
Thursday	11/30/23	11:32 AM
Thursday	11/30/23	11:35 AM
Thursday	11/30/23	11:37 AM
Thursday	11/30/23	12:16 PM
Thursday	11/30/23	12:26 PM
Thursday	11/30/23	12:28 PM
Thursday	11/30/23	12:34 PM
Thursday	11/30/23	12:54 PM
Thursday	11/30/23	1:45 PM
Thursday	11/30/23	1:50 PM
Thursday	11/30/23	1:53 PM
Thursday	11/30/23	2:06 PM
Thursday	11/30/23	2:13 PM

Thursday	11/30/23	2:20 PM
Thursday	11/30/23	2:22 PM
Thursday	11/30/23	2:28 PM
Thursday	11/30/23	2:50 PM
Thursday	11/30/23	2:51 PM
Thursday	11/30/23	2:53 PM
Thursday	11/30/23	2:55 PM
Thursday	11/30/23	2:57 PM
Thursday	11/30/23	3:03 PM
Thursday	11/30/23	3:15 PM
Thursday	11/30/23	3:21 PM
Thursday	11/30/23	3:22 PM
Thursday	11/30/23	3:24 PM
Thursday	11/30/23	3:31 PM
Thursday	11/30/23	3:38 PM
Thursday	11/30/23	3:51 PM
Thursday	11/30/23	3:52 PM
Thursday	11/30/23	3:55 PM
Thursday	11/30/23	4:00 PM
Thursday	11/30/23	4:02 PM
Thursday	11/30/23	4:03 PM
Thursday	11/30/23	4:07 PM
Thursday	11/30/23	4:08 PM
Thursday	11/30/23	4:15 PM
Thursday	11/30/23	4:16 PM
Thursday	11/30/23	4:27 PM
Thursday	11/30/23	4:28 PM
Thursday	11/30/23	4:29 PM
Thursday	11/30/23	4:32 PM
Thursday	11/30/23	4:37 PM
Thursday	11/30/23	4:38 PM
Thursday	11/30/23	4:43 PM
Thursday	11/30/23	4:52 PM
Thursday	11/30/23	5:03 PM
Thursday	11/30/23	5:06 PM
Thursday	11/30/23	5:07 PM
Thursday	11/30/23	5:13 PM
Thursday	11/30/23	5:19 PM

Thursday	11/30/23	5:22 PM
Thursday	11/30/23	5:24 PM
Thursday	11/30/23	5:56 PM
Thursday	11/30/23	5:58 PM
Thursday	11/30/23	6:02 PM
Thursday	11/30/23	6:05 PM
Thursday	11/30/23	6:10 PM
Thursday	11/30/23	6:17 PM
Thursday	11/30/23	6:23 PM
Thursday	11/30/23	6:25 PM
Thursday	11/30/23	6:41 PM
Thursday	11/30/23	6:47 PM
Thursday	11/30/23	6:50 PM
Thursday	11/30/23	7:26 PM
Thursday	11/30/23	7:29 PM
Thursday	11/30/23	8:13 PM
Thursday	11/30/23	8:37 PM
Thursday	11/30/23	9:23 PM
Thursday	11/30/23	9:29 PM
Thursday	11/30/23	9:38 PM
Thursday	11/30/23	11:16 PM
Thursday	11/30/23	11:19 PM
Thursday	11/30/23	11:26 PM
Friday	12/1/2023	8:00 AM
Friday	12/1/2023	8:08 AM
Friday	12/1/2023	8:09 AM
Friday	12/1/2023	8:14 AM
Friday	12/1/2023	8:21 AM
Friday	12/1/2023	8:24 AM
Friday	12/1/2023	8:33 AM
Friday	12/1/2023	8:38 AM
Friday	12/1/2023	9:07 AM
Friday	12/1/2023	9:08 AM
Friday	12/1/2023	9:15 AM
Friday	12/1/2023	9:21 AM
Friday	12/1/2023	9:30 AM
Friday	12/1/2023	9:37 AM
Friday	12/1/2023	9:39 AM

Friday	12/1/2023	9:41 AM
Friday	12/1/2023	9:48 AM
Friday	12/1/2023	9:49 AM
Friday	12/1/2023	9:55 AM
Friday	12/1/2023	10:00 AM
Friday	12/1/2023	10:05 AM
Friday	12/1/2023	10:09 AM
Friday	12/1/2023	10:11 AM
Friday	12/1/2023	10:15 AM
Friday	12/1/2023	10:18 AM
Friday	12/1/2023	10:24 AM
Friday	12/1/2023	10:28 AM
Friday	12/1/2023	10:41 AM
Friday	12/1/2023	10:46 AM
Friday	12/1/2023	10:49 AM
Friday	12/1/2023	10:56 AM
Friday	12/1/2023	11:00 AM
Friday	12/1/2023	11:03 AM
Friday	12/1/2023	11:04 AM
Friday	12/1/2023	11:11 AM
Friday	12/1/2023	11:14 AM
Friday	12/1/2023	11:16 AM
Friday	12/1/2023	11:17 AM
Friday	12/1/2023	11:19 AM
Friday	12/1/2023	11:20 AM
Friday	12/1/2023	11:22 AM
Friday	12/1/2023	11:26 AM
Friday	12/1/2023	11:28 AM
Friday	12/1/2023	11:30 AM
Friday	12/1/2023	11:31 AM
Friday	12/1/2023	11:34 AM
Friday	12/1/2023	11:36 AM
Friday	12/1/2023	11:37 AM
Friday	12/1/2023	11:38 AM
Friday	12/1/2023	11:40 AM
Friday	12/1/2023	11:41 AM
Friday	12/1/2023	11:42 AM
Friday	12/1/2023	11:43 AM

Friday	12/1/2023	11:45 AM
Friday	12/1/2023	11:47 AM
Friday	12/1/2023	11:49 AM
Friday	12/1/2023	11:50 AM
Friday	12/1/2023	11:52 AM
Friday	12/1/2023	11:57 AM
Friday	12/1/2023	11:59 AM
Friday	12/1/2023	12:03 PM
Friday	12/1/2023	12:05 PM
Friday	12/1/2023	12:06 PM
Friday	12/1/2023	12:09 PM
Friday	12/1/2023	12:10 PM
Friday	12/1/2023	12:12 PM
Friday	12/1/2023	12:14 PM
Friday	12/1/2023	12:16 PM
Friday	12/1/2023	12:17 PM
Friday	12/1/2023	12:19 PM
Friday	12/1/2023	12:21 PM
Friday	12/1/2023	12:22 PM
Friday	12/1/2023	12:24 PM
Friday	12/1/2023	12:27 PM
Friday	12/1/2023	12:28 PM
Friday	12/1/2023	12:32 PM
Friday	12/1/2023	12:33 PM
Friday	12/1/2023	12:34 PM
Friday	12/1/2023	12:36 PM
Friday	12/1/2023	12:37 PM
Friday	12/1/2023	12:39 PM
Friday	12/1/2023	12:45 PM
Friday	12/1/2023	12:46 PM
Friday	12/1/2023	12:47 PM
Friday	12/1/2023	12:48 PM
Friday	12/1/2023	12:53 PM
Friday	12/1/2023	12:55 PM
Friday	12/1/2023	12:57 PM
Friday	12/1/2023	12:59 PM
Friday	12/1/2023	1:07 PM
Friday	12/1/2023	1:10 PM

Friday	12/1/2023	1:13 PM
Friday	12/1/2023	1:31 PM
Friday	12/1/2023	1:36 PM
Friday	12/1/2023	1:40 PM
Friday	12/1/2023	1:43 PM
Friday	12/1/2023	1:44 PM
Friday	12/1/2023	1:45 PM
Friday	12/1/2023	1:47 PM
Friday	12/1/2023	1:57 PM
Friday	12/1/2023	2:00 PM
Friday	12/1/2023	2:01 PM
Friday	12/1/2023	2:04 PM
Friday	12/1/2023	2:06 PM
Friday	12/1/2023	2:10 PM
Friday	12/1/2023	2:14 PM
Friday	12/1/2023	2:21 PM
Friday	12/1/2023	2:24 PM
Friday	12/1/2023	2:25 PM
Friday	12/1/2023	2:26 PM
Friday	12/1/2023	2:27 PM
Friday	12/1/2023	2:28 PM
Friday	12/1/2023	2:42 PM
Friday	12/1/2023	2:44 PM
Friday	12/1/2023	2:46 PM
Friday	12/1/2023	2:47 PM
Friday	12/1/2023	2:49 PM
Friday	12/1/2023	2:50 PM
Friday	12/1/2023	2:51 PM
Friday	12/1/2023	2:52 PM
Friday	12/1/2023	2:56 PM
Friday	12/1/2023	3:01 PM
Friday	12/1/2023	3:02 PM
Friday	12/1/2023	3:04 PM
Friday	12/1/2023	3:06 PM
Friday	12/1/2023	3:09 PM
Friday	12/1/2023	3:10 PM
Friday	12/1/2023	3:12 PM
Friday	12/1/2023	3:17 PM

Friday	12/1/2023	3:18 PM
Friday	12/1/2023	3:20 PM
Friday	12/1/2023	3:25 PM
Friday	12/1/2023	3:28 PM
Friday	12/1/2023	3:30 PM
Friday	12/1/2023	3:31 PM
Friday	12/1/2023	3:41 PM
Friday	12/1/2023	3:42 PM
Friday	12/1/2023	3:46 PM
Friday	12/1/2023	3:50 PM
Friday	12/1/2023	3:59 PM
Friday	12/1/2023	4:01 PM
Friday	12/1/2023	4:06 PM
Friday	12/1/2023	4:08 PM
Friday	12/1/2023	4:12 PM
Friday	12/1/2023	4:13 PM
Friday	12/1/2023	4:14 PM
Friday	12/1/2023	4:18 PM
Friday	12/1/2023	4:21 PM
Friday	12/1/2023	4:27 PM
Friday	12/1/2023	4:28 PM
Friday	12/1/2023	4:33 PM
Friday	12/1/2023	4:34 PM
Friday	12/1/2023	4:40 PM
Friday	12/1/2023	4:43 PM
Friday	12/1/2023	4:46 PM
Friday	12/1/2023	4:48 PM
Friday	12/1/2023	4:49 PM
Friday	12/1/2023	4:50 PM
Friday	12/1/2023	4:51 PM
Friday	12/1/2023	4:52 PM
Friday	12/1/2023	4:54 PM
Friday	12/1/2023	4:55 PM
Friday	12/1/2023	4:56 PM
Friday	12/1/2023	4:58 PM
Friday	12/1/2023	5:01 PM
Friday	12/1/2023	5:02 PM
Friday	12/1/2023	5:03 PM

Friday	12/1/2023	5:05 PM
Friday	12/1/2023	5:06 PM
Friday	12/1/2023	5:08 PM
Friday	12/1/2023	5:10 PM
Friday	12/1/2023	5:11 PM
Friday	12/1/2023	5:12 PM
Friday	12/1/2023	5:13 PM
Friday	12/1/2023	5:14 PM
Friday	12/1/2023	5:15 PM
Friday	12/1/2023	5:16 PM
Friday	12/1/2023	5:17 PM
Friday	12/1/2023	5:19 PM
Friday	12/1/2023	5:20 PM
Friday	12/1/2023	5:23 PM
Friday	12/1/2023	5:28 PM
Friday	12/1/2023	5:29 PM
Friday	12/1/2023	5:31 PM
Saturday	12/2/2023	8:48 AM
Saturday	12/2/2023	8:51 AM
Saturday	12/2/2023	12:08 PM
Saturday	12/2/2023	12:20 PM
Saturday	12/2/2023	12:27 PM
Saturday	12/2/2023	12:41 PM
Saturday	12/2/2023	12:43 PM
Saturday	12/2/2023	12:49 PM
Saturday	12/2/2023	12:51 PM
Saturday	12/2/2023	12:54 PM
Saturday	12/2/2023	1:01 PM
Saturday	12/2/2023	1:02 PM
Saturday	12/2/2023	1:05 PM
Saturday	12/2/2023	1:07 PM
Saturday	12/2/2023	1:09 PM
Saturday	12/2/2023	1:15 PM
Saturday	12/2/2023	1:17 PM
Saturday	12/2/2023	1:20 PM
Saturday	12/2/2023	1:24 PM
Saturday	12/2/2023	1:29 PM
Saturday	12/2/2023	1:33 PM

Saturday	12/2/2023	1:36 PM
Saturday	12/2/2023	1:49 PM
Saturday	12/2/2023	1:53 PM
Saturday	12/2/2023	1:55 PM
Saturday	12/2/2023	1:59 PM
Saturday	12/2/2023	2:02 PM
Saturday	12/2/2023	2:10 PM
Saturday	12/2/2023	2:13 PM
Saturday	12/2/2023	2:15 PM
Saturday	12/2/2023	2:20 PM
Saturday	12/2/2023	2:23 PM
Saturday	12/2/2023	2:37 PM
Saturday	12/2/2023	2:42 PM
Saturday	12/2/2023	2:43 PM
Saturday	12/2/2023	2:46 PM
Saturday	12/2/2023	2:48 PM
Saturday	12/2/2023	2:53 PM
Saturday	12/2/2023	4:54 PM
Saturday	12/2/2023	5:02 PM
Saturday	12/2/2023	5:17 PM
Saturday	12/2/2023	5:25 PM
Saturday	12/2/2023	5:31 PM
Saturday	12/2/2023	5:41 PM
Saturday	12/2/2023	5:52 PM
Saturday	12/2/2023	5:57 PM
Saturday	12/2/2023	6:09 PM
Saturday	12/2/2023	6:12 PM
Saturday	12/2/2023	6:15 PM
Saturday	12/2/2023	6:23 PM
Saturday	12/2/2023	6:39 PM
Saturday	12/2/2023	6:40 PM
Saturday	12/2/2023	6:43 PM
Saturday	12/2/2023	8:19 PM
Sunday	12/3/2023	Hallelujah rain
Monday	12/4/2023	5:45 AM
Monday	12/4/2023	6:11 AM
Monday	12/4/2023	6:17 AM
Monday	12/4/2023	9:03 AM

Monday	12/4/2023	9:05 AM
Monday	12/4/2023	9:08 AM
Monday	12/4/2023	9:10 AM
Monday	12/4/2023	9:13 AM
Monday	12/4/2023	9:16 AM
Monday	12/4/2023	9:17 AM
Monday	12/4/2023	9:18 AM
Monday	12/4/2023	9:22 AM
Monday	12/4/2023	9:25 AM
Monday	12/4/2023	9:26 AM
Monday	12/4/2023	9:27 AM
Monday	12/4/2023	9:30 AM
Monday	12/4/2023	9:33 AM
Monday	12/4/2023	9:36 AM
Monday	12/4/2023	9:38 AM
Monday	12/4/2023	9:41 AM
Monday	12/4/2023	9:45 AM
Monday	12/4/2023	9:48 AM
Monday	12/4/2023	9:49 AM
Monday	12/4/2023	9:51 AM
Monday	12/4/2023	9:53 AM
Monday	12/4/2023	9:59 AM
Monday	12/4/2023	10:00 AM
Monday	12/4/2023	10:02 AM
Monday	12/4/2023	10:05 AM
Monday	12/4/2023	10:09 AM
Monday	12/4/2023	10:10 AM
Monday	12/4/2023	10:11 AM
Monday	12/4/2023	10:12 AM
Monday	12/4/2023	10:13 AM
Monday	12/4/2023	10:14 AM
Monday	12/4/2023	10:15 AM
Monday	12/4/2023	10:16 AM
Monday	12/4/2023	10:19 AM
Monday	12/4/2023	10:20 AM
Monday	12/4/2023	10:23 AM
Monday	12/4/2023	10:26 AM
Monday	12/4/2023	10:29 AM

Monday	12/4/2023	10:31 AM
Monday	12/4/2023	10:33 AM
Monday	12/4/2023	10:34 AM
Monday	12/4/2023	10:36 AM
Monday	12/4/2023	10:38 AM
Monday	12/4/2023	10:39 AM
Monday	12/4/2023	10:40 AM
Monday	12/4/2023	10:42 AM
Monday	12/4/2023	10:43 AM
Monday	12/4/2023	10:45 AM
Monday	12/4/2023	10:47 AM
Monday	12/4/2023	10:48 AM
Monday	12/4/2023	10:49 AM
Monday	12/4/2023	10:50 AM
Monday	12/4/2023	10:51 AM
Monday	12/4/2023	10:53 AM
Monday	12/4/2023	10:54 AM
Monday	12/4/2023	10:56 AM
Monday	12/4/2023	10:57 AM
Monday	12/4/2023	10:59 AM
Monday	12/4/2023	11:02 AM
Monday	12/4/2023	11:05 AM
Monday	12/4/2023	11:06 AM
Monday	12/4/2023	11:07 AM
Monday	12/4/2023	11:08 AM
Monday	12/4/2023	11:09 AM
Monday	12/4/2023	11:14 AM
Monday	12/4/2023	11:15 AM
Monday	12/4/2023	11:17 AM
Monday	12/4/2023	11:19 AM
Monday	12/4/2023	11:22 AM
Monday	12/4/2023	11:23 AM
Monday	12/4/2023	11:24 AM
Monday	12/4/2023	3:50 PM
Monday	12/4/2023	3:52 PM
Monday	12/4/2023	3:56 PM
Monday	12/4/2023	3:58 PM
Monday	12/4/2023	4:02 PM

Monday	12/4/2023	4:06 PM
Monday	12/4/2023	4:09 PM
Monday	12/4/2023	4:11 PM
Monday	12/4/2023	4:14 PM
Monday	12/4/2023	4:15 PM
Monday	12/4/2023	4:17 PM
Monday	12/4/2023	4:19 PM
Monday	12/4/2023	4:20 PM
Monday	12/4/2023	4:22 PM
Monday	12/4/2023	4:26 PM
Monday	12/4/2023	4:29 PM
Monday	12/4/2023	4:30 PM
Monday	12/4/2023	4:33 PM
Monday	12/4/2023	4:35 PM
Monday	12/4/2023	4:36 PM
Monday	12/4/2023	4:37 PM
Monday	12/4/2023	4:38 PM
Monday	12/4/2023	4:40 PM
Monday	12/4/2023	4:41 PM
Monday	12/4/2023	4:43 PM
Monday	12/4/2023	4:44 PM
Monday	12/4/2023	4:46 PM
Monday	12/4/2023	4:48 PM
Monday	12/4/2023	4:50 PM
Monday	12/4/2023	4:52 PM
Monday	12/4/2023	4:55 PM
Monday	12/4/2023	4:57 PM
Monday	12/4/2023	4:58 PM
Monday	12/4/2023	5:00 PM
Monday	12/4/2023	5:01 PM
Monday	12/4/2023	5:04 PM
Monday	12/4/2023	5:06 PM
Monday	12/4/2023	5:07 PM
Monday	12/4/2023	5:08 PM
Monday	12/4/2023	5:09 PM
Monday	12/4/2023	5:10 PM
Monday	12/4/2023	5:11 PM
Monday	12/4/2023	5:16 PM

Monday	12/4/2023	5:17 PM
Monday	12/4/2023	5:22 PM
Monday	12/4/2023	5:24 PM
Monday	12/4/2023	5:26 PM
Monday	12/4/2023	5:27 PM
Monday	12/4/2023	5:28 PM
Monday	12/4/2023	5:30 PM
Monday	12/4/2023	5:37 PM
Monday	12/4/2023	5:41 PM
Monday	12/4/2023	5:44 PM
Monday	12/4/2023	5:46 PM
Monday	12/4/2023	5:47 PM
Monday	12/4/2023	5:48 PM
Monday	12/4/2023	5:49 PM
Monday	12/4/2023	5:50 PM
Monday	12/4/2023	5:54 PM
Monday	12/4/2023	5:57 PM
Monday	12/4/2023	5:58 PM
Monday	12/4/2023	6:01 PM
Monday	12/4/2023	6:02 PM
Monday	12/4/2023	6:04 PM
Monday	12/4/2023	6:05 PM
Monday	12/4/2023	6:06 PM
Monday	12/4/2023	6:07 PM
Monday	12/4/2023	6:08 PM
Monday	12/4/2023	6:10 PM
Monday	12/4/2023	6:12 PM
Monday	12/4/2023	6:13 PM
Monday	12/4/2023	6:14 PM
Monday	12/4/2023	6:15 PM
Monday	12/4/2023	6:17 PM
Monday	12/4/2023	6:18 PM
Monday	12/4/2023	6:20 PM
Monday	12/4/2023	6:21 PM
Monday	12/4/2023	6:22 PM
Monday	12/4/2023	6:23 PM
Monday	12/4/2023	6:30 PM
Monday	12/4/2023	6:31 PM

Monday	12/4/2023	6:32 PM
Monday	12/4/2023	6:33 PM
Monday	12/4/2023	6:34 PM
Monday	12/4/2023	6:36 PM
Monday	12/4/2023	6:37 PM
Monday	12/4/2023	6:39 PM
Monday	12/4/2023	6:42 PM
Monday	12/4/2023	6:44 PM
Monday	12/4/2023	6:45 PM
Monday	12/4/2023	6:46 PM
Monday	12/4/2023	6:48 PM
Monday	12/4/2023	6:50 PM
Monday	12/4/2023	6:51 PM
Monday	12/4/2023	6:54 PM
Monday	12/4/2023	6:57 PM
Monday	12/4/2023	7:00 PM
Monday	12/4/2023	7:03 PM
Monday	12/4/2023	7:08 PM
Monday	12/4/2023	7:09 PM
Monday	12/4/2023	7:11 PM
Monday	12/4/2023	7:13 PM
Monday	12/4/2023	7:14 PM
Monday	12/4/2023	7:20 PM
Monday	12/4/2023	7:21 PM
Monday	12/4/2023	7:24 PM
Monday	12/4/2023	7:27 PM
Monday	12/4/2023	7:30 PM
Monday	12/4/2023	7:31 PM
Monday	12/4/2023	7:33 PM
Monday	12/4/2023	7:35 PM
Monday	12/4/2023	7:36 PM
Monday	12/4/2023	7:37 PM
Monday	12/4/2023	7:43 PM
Monday	12/4/2023	7:47 PM
Monday	12/4/2023	7:48 PM
Monday	12/4/2023	7:51 PM
Monday	12/4/2023	7:56 PM
Monday	12/4/2023	8:00 PM

Monday	12/4/2023	8:01 PM
Monday	12/4/2023	8:03 PM
Monday	12/4/2023	8:05 PM
Monday	12/4/2023	8:08 PM
Monday	12/4/2023	8:13 PM
Monday	12/4/2023	8:16 PM
Monday	12/4/2023	8:18 PM
Monday	12/4/2023	8:20 PM
Monday	12/4/2023	8:26 PM
Monday	12/4/2023	8:30 PM
Monday	12/4/2023	8:33 PM
Monday	12/4/2023	8:36 PM
Monday	12/4/2023	8:41 PM
Monday	12/4/2023	8:45 PM
Monday	12/4/2023	8:46 PM
Monday	12/4/2023	8:47 PM
Monday	12/4/2023	8:50 PM
Monday	12/4/2023	8:53 PM
Monday	12/4/2023	8:56 PM
Monday	12/4/2023	8:58 PM
Monday	12/4/2023	9:07 PM
Monday	12/4/2023	9:11 PM
Monday	12/4/2023	9:14 PM
Monday	12/4/2023	9:18 PM
Monday	12/4/2023	9:23 PM
Monday	12/4/2023	9:51 PM
Monday	12/4/2023	9:55 PM
Monday	12/4/2023	10:06 PM
Monday	12/4/2023	10:24 PM
Monday	12/4/2023	10:36 PM
Monday	12/4/2023	10:37 PM
Monday	12/4/2023	10:42 PM
Monday	12/4/2023	11:13 PM
Monday	12/4/2023	11:17 PM
Monday	12/4/2023	11:26 PM
Tuesday	12/5/2023	8:02 AM
Tuesday	12/5/2023	8:04 AM
Tuesday	12/5/2023	8:09 AM

Tuesday	12/5/2023	8:10 AM
Tuesday	12/5/2023	8:15 AM
Tuesday	12/5/2023	8:21 AM
Tuesday	12/5/2023	8:22 AM
Tuesday	12/5/2023	8:24 AM
Tuesday	12/5/2023	8:31 AM
Tuesday	12/5/2023	8:47 AM
Tuesday	12/5/2023	8:59 AM
Tuesday	12/5/2023	9:05 AM
Tuesday	12/5/2023	9:09 AM
Tuesday	12/5/2023	9:12 AM
Tuesday	12/5/2023	9:16 AM
Tuesday	12/5/2023	9:17 AM
Tuesday	12/5/2023	9:20 AM
Tuesday	12/5/2023	9:21 AM
Tuesday	12/5/2023	9:27 AM
Tuesday	12/5/2023	9:29 AM
Tuesday	12/5/2023	9:32 AM
Tuesday	12/5/2023	9:35 AM
Tuesday	12/5/2023	9:36 AM
Tuesday	12/5/2023	9:38 AM
Tuesday	12/5/2023	9:45 AM
Tuesday	12/5/2023	9:52 AM
Tuesday	12/5/2023	9:53 AM
Tuesday	12/5/2023	9:54 AM
Tuesday	12/5/2023	9:55 AM
Tuesday	12/5/2023	9:59 AM
Tuesday	12/5/2023	10:00 AM
Tuesday	12/5/2023	10:01 AM
Tuesday	12/5/2023	10:02 AM
Tuesday	12/5/2023	10:06 AM
Tuesday	12/5/2023	10:07 AM
Tuesday	12/5/2023	10:17 AM
Tuesday	12/5/2023	10:19 AM
Tuesday	12/5/2023	10:21 AM
Tuesday	12/5/2023	10:23 AM
Tuesday	12/5/2023	10:26 AM
Tuesday	12/5/2023	10:37 AM

Tuesday	12/5/2023	10:43 AM
Tuesday	12/5/2023	10:51 AM
Tuesday	12/5/2023	10:57 AM
Tuesday	12/5/2023	11:02 AM
Tuesday	12/5/2023	11:04 AM
Tuesday	12/5/2023	11:06 AM
Tuesday	12/5/2023	11:07 AM
Tuesday	12/5/2023	11:08 AM
Tuesday	12/5/2023	11:09 AM
Tuesday	12/5/2023	11:12 AM
Tuesday	12/5/2023	11:13 AM
Tuesday	12/5/2023	11:16 AM
Tuesday	12/5/2023	11:17 AM
Tuesday	12/5/2023	11:26 AM
Tuesday	12/5/2023	11:27 AM
Tuesday	12/5/2023	11:33 AM
Tuesday	12/5/2023	11:34 AM
Tuesday	12/5/2023	11:40 AM
Tuesday	12/5/2023	11:44 AM
Tuesday	12/5/2023	11:45 AM
Tuesday	12/5/2023	11:48 AM
Tuesday	12/5/2023	11:49 AM
Tuesday	12/5/2023	11:51 AM
Tuesday	12/5/2023	11:53 AM
Tuesday	12/5/2023	11:57 AM
Tuesday	12/5/2023	11:58 AM
Tuesday	12/5/2023	11:59 AM
Tuesday	12/5/2023	12:00 PM
Tuesday	12/5/2023	12:03 PM
Tuesday	12/5/2023	12:04 PM
Tuesday	12/5/2023	12:06 PM
Tuesday	12/5/2023	12:07 PM
Tuesday	12/5/2023	12:10 PM
Tuesday	12/5/2023	12:14 PM
Tuesday	12/5/2023	12:17 PM
Tuesday	12/5/2023	12:20 PM
Tuesday	12/5/2023	12:26 PM
Tuesday	12/5/2023	12:29 PM

Tuesday	12/5/2023	12:34 PM
Tuesday	12/5/2023	12:36 PM
Tuesday	12/5/2023	12:37 PM
Tuesday	12/5/2023	12:39 PM
Tuesday	12/5/2023	12:41 PM
Tuesday	12/5/2023	12:42 PM
Tuesday	12/5/2023	12:44 PM
Tuesday	12/5/2023	12:46 PM
Tuesday	12/5/2023	12:47 PM
Tuesday	12/5/2023	12:48 PM
Tuesday	12/5/2023	12:50 PM
Tuesday	12/5/2023	12:52 PM
Tuesday	12/5/2023	12:54 PM
Tuesday	12/5/2023	12:55 PM
Tuesday	12/5/2023	12:57 PM
Tuesday	12/5/2023	12:58 PM
Tuesday	12/5/2023	12:59 PM
Tuesday	12/5/2023	1:01 PM
Tuesday	12/5/2023	1:02 PM
Tuesday	12/5/2023	1:04 PM
Tuesday	12/5/2023	1:06 PM
Tuesday	12/5/2023	1:07 PM
Tuesday	12/5/2023	1:08 PM
Tuesday	12/5/2023	1:09 PM
Tuesday	12/5/2023	1:10 PM
Tuesday	12/5/2023	1:14 PM
Tuesday	12/5/2023	1:15 PM
Tuesday	12/5/2023	1:18 PM
Tuesday	12/5/2023	1:19 PM
Tuesday	12/5/2023	1:20 PM
Tuesday	12/5/2023	1:21 PM
Tuesday	12/5/2023	1:26 PM
Tuesday	12/5/2023	1:29 PM
Tuesday	12/5/2023	1:34 PM
Tuesday	12/5/2023	6:10 PM
Tuesday	12/5/2023	6:23 PM
Tuesday	12/5/2023	6:26 PM
Tuesday	12/5/2023	6:38 PM

Tuesday	12/5/2023	6:45 PM
Tuesday	12/5/2023	6:48 PM
Tuesday	12/5/2023	6:51 PM
Tuesday	12/5/2023	7:28 PM
Tuesday	12/5/2023	7:34 PM
Tuesday	12/5/2023	7:46 PM
Tuesday	12/5/2023	7:50 PM
Tuesday	12/5/2023	7:57 PM
Tuesday	12/5/2023	8:00 PM
Tuesday	12/5/2023	8:21 PM
Tuesday	12/5/2023	8:42 PM
Tuesday	12/5/2023	8:45 PM
Tuesday	12/5/2023	8:46 PM
Tuesday	12/5/2023	9:03 PM
Tuesday	12/5/2023	9:14 PM
Tuesday	12/5/2023	9:25 PM
Tuesday	12/5/2023	9:39 PM
Tuesday	12/5/2023	11:15 PM
Wednesday	12/13/2024	12:34 AM
Wednesday	12/13/2024	12:28 AM
Wednesday	12/13/2024	12:25 AM
Tuesday	12/12/2024	6:11 AM
Tuesday	12/12/2024	6:01 AM
Saturday	12/9/2024	11:55 PM
Thursday	12/7/2024	6:04 AM
Thursday	12/7/2024	5:58 AM
Tuesday	2/6/2024	11:54 PM
Tuesday	2/6/2024	1:45 AM
Wednesday	2/7/2024	11:42 PM
Thursday	2/8/2024	10:34 PM
Friday	2/9/2024	6:15 AM
Friday	2/9/2024	5:59 AM
Sunday	2/11/2024	12:01 AM
Monday	2/12/2024	6:53 AM
Tuesday	2/13/2024	11:44 PM
Wednesday	2/14/2024	10:51 PM
Thursday	2/15/2024	4:09 AM

Friday	2/16/2024	4:42 AM
Sunday	2/18/2024	10:23 PM
Saturday	2/24/2024	12:43 AM
Friday	3/1/2024	10:55 PM
Friday	3/1/2024	6:45 AM
Saturday	3/2/2024	11:25 PM
Saturday	3/2/2024	11:19 PM
Friday	3/8/2024	5:14 AM
Wednesday	3/13/2024	6:50 AM
Wednesday	3/13/2024	6:14 AM
Wednesday	3/13/2024	6:10 AM
Friday	3/15/2024	6:09 AM
Sunday	3/17/2024	7:33 AM
Monday	3/18/2024	5:59 AM
Tuesday	3/19/2024	11:13 PM
Wednesday	3/20/2024	6:55 AM
Wednesday	3/20/2024	10:40 PM
Tuesday	3/26/2024	11:54 PM
Wednesday	3/27/2024	12:00 AM
Friday	3/29/2024	12:27 AM
Wednesday	4/3/2024	4:44 AM
Sunday	4/14/2024	12:05 AM
Monday	4/15/2024	10:59 PM

**EDC provided the following information:*

*The New York City Economic Development Corporation determined that this issue is not within its jurisdiction because the helicopter did not belong to a tour company departing from a NYC heliport. Instead, **it was most likely** a law enforcement or news gathering helicopter not subject to the routing protocols established for tour helicopters. **It may also have been** a helicopter that departed as a charter or tour from another City but flew over NYC airspace. Helicopter tours originating from outside NYC are not subject to the same City regulations as tours departing from heliports managed by NYCEDC. Any City regulation of these flights is pre-empted by federal law and subject only to the jurisdiction of the Federal Aviation Administration. To file a complaint with the FAA, you can contact the New York Flight Standards District Office at the following web address:*

https://www.faa.gov/about/office_org/field_offices/fsdo/

April 11, 2024

Hello,

My name is Kathryn Birstein and I live at 56th and Ninth Avenue in Manhattan. I have lived in the same apartment for 34 years and have never considered moving from my small tenement apartment because I'm a ten-minute walk from the jewel of NYC, Central Park.

Unfortunately, low-flying helicopters have had a big impact on my Central Park visits. The noise drowns out the natural sounds in the Park and makes me nervous and angry because I can't help thinking about how unnecessary it is. Therefore, I only visit the park during times when the tourist helicopters don't fly, i.e. before 8:00 am in the morning or when it's raining. If it's a sunny warm day and I can't resist going to Central Park during midday, I wear noise-cancelling, over-the-ear headphones to block out the helicopter noise, losing the opportunity to hear birds singing and children playing.

All of us who live in NYC know how critical it is to find a little peace and quiet in our extremely noisy city. It is astonishing to me that the various government agencies allow non-essential helicopter traffic to severely impact NYC's most precious resource—it's parks! And for what gain? So a few tourists can buzz around our city and the helicopter company Blade can make some money? It's incomprehensible.

Of course, tourism is important to NYC but with the immense number of cultural opportunities and entertainment venues in the city, why are helicopter tourist flights necessary? Central Park hosts 42 million visitors per year. How many people are served by these helicopter flights? A few thousand?

The Central Park Conservancy's budget last year to maintain Central Park was \$74 million dollars, all of which the Conservancy raises itself. I think it's high time to honor their commitment of the last 43 years and ban non-essential helicopter flights **now**.

Let the 42 million visitors hear the birds sing!

Sincerely,

Mrs. Kathryn Birstein
West 56th Street, ###
NY, NY 10019
kathryn@birstein.com
###-###-####

Good morning and thank you for this opportunity,

My name is Kenneth Lay, and I am testifying today as a Brooklyn resident and Board Member of Stop the Chop. I previously testified before this Council in November, 2022, about the incessant and deafening helicopter flights that constantly fly over huge swaths of Brooklyn, including many environmental justice communities such as Brownsville, East New York, and more.

The situation has, if anything, only worsened: last week for example, a Blade flight passed over the park where I was watching the solar eclipse with hundreds of my neighbors at the exact moment of peak coverage, rendering it impossible to speak with anyone for nearly 30 seconds. This happens dozens of times per day.

You already heard my story and my wholehearted support for bills like those we're discussing today over a year ago, so I will use my time to instead let other area residents have their say. Here are a number of quotes we at Stop the Chop have collected from New Yorkers. We have hundreds more I will be submitting as my written testimony:

City	State/ Province	Zip code	Comments
Worcester	MA	1609	One person enjoys himself; thousands do not and suffer from that one person's enjoyment.

City	State/ Province	Zip code	Comments
Riverside	CT	6878	I am working at Pine Street downtown and can not escape the noise from the heliport - in the office and when I try to have a precious break enjoying the waterfront. Helicopter are constantly landing, starting and hovering and the noise pollution is extreme!
Stamford	CT	6902	When I lived on the UWS and frequented Central Park often, there was frequent noise pollution due to the number of helicopters. It disturbed the peace of Central Park.
Brooklyn, NY		7020	The Noise drowns out all conversation when we are in Brooklyn Bridge Park
edgewater	NJ	7020	Helicopter noise next to GW bridge is out of control, every minute there is a helicopter flying.
edgewater	NJ	7020	Please stop this horror inflicted on residential communities. Thank you.
edgewater	NJ	7020	Please stop this horror inflicted on residential communities. Thank you
Hoboken	NJ	7030	Enough. It's constant noise.
Hoboken	NJ	7030	It's a curse in NJ, too, all along the Hudson River waterfront.
Hoboken		7030	noise pollution, climate pollution,
Hoboken	NJ	7030	Please put an end to this constant noise and source of pollution that is damaging to the quality of life in New York and across the river in NJ.
Hoboken,	NJ	7030	Please pass bill Int 0551, which would help increase the quality of life for those of us along the Hudson River. Thank you.

City	State/ Province	Zip code	Comments
Keyport, NJ		7032	Please stop allowing helicopter flights for individuals from ruining visitor experience at great American monuments like the Statue of Liberty and Ellis Island and the quality of life in our local neighborhoods in the region.
Maplewood	NJ	7040	I used to live in Jersey City, in Newport, on the Hudson. We moved, mainly because of the noise.
Rutherford NJ		7070	Not only over NYC, but flights come out of and into NYC using Route 3 in NJ constantly. A couple of these flights are at tree top level.
wood ridge		7075	too many. fly too low...too late at night...whole house shakes
Weehawken	NJ	7086	They ruin the quiet enjoyment of living on the Hudson River and the health of the residents with their noise and gas pollution.
Weehawken	NJ	7086	Standing in front of our home in Weehawken, I have to ask my husband to wait to speak until the low flying helicopter passes overhead. A regular occurrence. When inside our house shakes and rattles. Are they really necessary? I'm sure some regulations can be put in place to protect everyone affected by these low flyovers. Please help.

City	State/ Province	Zip code	Comments
Weehawken	NJ	7086	They are out of control. Too many, too loud and they fly to low causing hearing problems and housing shaking. This is not a resort area and they should only shuttle back and forth from airports at rush hours only. No more elite people who has the money too spend they must use the roads like most of us. Nothing is that important 24/7, they are just lazy
Weehawken	NJ	7086	Enough is enough. I'm tired of my quiet neighborhood sounding like a war zone at all hours.
Weehawken	NJ	7086	It has to stop. Sounds like a war zone even at odd hours in my quiet neighborhood. Have to close windows to talk on phone!!!
Weehawken	NJ	7086	Please stop the incessant noise! Every 5 minutes!!!
Union City	NJ	7087	The noise drives me crazy every day those helicopters are buzzing around every 2 minutes. Restrict times and days this is allowed to 10am-2 pm Monday through Wednesday.
West New York	NJ	7093	The noise level is unacceptable and has reached absurd levels. This is undeniably a quality of life issue, and it must be addressed. I have over 300 helicopters flying over my roof top each day. It gets so loud, I can't even make a phone call, and my appointment actually shakes. I can see the pilots' faces as they fly by. After 20 years of this, enough is enough already. I respectfully ask that the noise be abated.

City	State/ Province	Zip code	Comments
West New York	NJ	7093	Incessant, intrusive & non-stop noise affects me and my entire family and our community. The low flying flights from both helicopters and prop planes buzz our community at only a few hundred feet while flying approx 150+ mph. This is wanton recklessness, endangerment and complete disregard. Action is way, way overdue. Ban these flights now!
Weehawken	NJ	7096	About 350 helicopters per day (40 per hour). Very disturbing.
Jersey City	NJ	7302	Excess noise is one of the worst aspects of the NYC/NJ area. We need to have stronger oversight regarding this problem. We need to improve the quality of life by addressing this issue. Thank you.
Jersey City		7304	Please stop non essential helicopter traffic. They make it impossible to enjoy nyc It's like a war zone with the non-stop air traffic. Studies have shown this noise to be a factor in shortening life span
jersey city	NJ	7305	The noise is very loud and vibrating my home all hours of the night.

City	State/ Province	Zip code	Comments
Jersey City		7306	<p>Please fix this, you'll get my vote.</p> <p>These guys fly so low to the ground, above multiple schools - disrupting people's sleep and well being.</p> <p>If this isn't an attack on the people on the ground, then I don't know what is. I</p>
Jersey City	NJ	7306	Although I live in Jersey City, I am signing to show support to end non essential helicopter traffic. These helicopters negatively effect our quality of life.
Jersey City	NJ	7306	I have performed in, picnicked in and just generally hiked in and enjoyed Riverside Park for some years now. The constantly increasing noise pollution from helicopters flying over the park is extremely disruptive and distressing and is clearly impairing the ability of others I have observed to enjoy the park, to say nothing of myself. I strongly urge these bills be passed to restore a measure of peace to one of the city's greatest assets, it's public parks.
Jersey City	NJ	7307	<p>Pollution is a subsidy and it's a theft!</p> <p>Robert Kennedy</p>

City	State/ Province	Zip code	Comments
Jersey City	NJ	7307	Helicopters regularly fly within 200 feet of our apartment in Jersey City. It's greatly decreased quality of life.
Jersey City		7307	In a city filled with people and noise that can not be avoided, this is something that can be regulated and used to improve mental health, physical health and reduce stress. Green space is useless if there are constant and unnecessary interruptions. Please put people over profits.
Jersey City	NJ	7307	The noise pollution is horrible over our neighborhood in Jersey city and Hoboken.
Jersey City	NJ	7307	I have lived in Jersey City Heights since October 2018. The low-flying helicopters over Pershing Field Park are appearing more frequently and the noise is now unbearable. I live 5 minutes away from the park. I can hear and see the chopper blades over my roof every 5 minutes at the intersection of Carlton Avenue and Summit Avenue to the entrance of Pershing Field Park. I hear the choppers even at 3am. How do we lessen the frequency of this noise, if we can't eliminate the noise?
Jersey City	NJ	7307	I have lived and worked in Jersey City heights for 22 years and the helicopter noise has become a very distressing problem in the past years. Each day starting at 9am and continuing past 9pm. If the weather is good there are more than 50 to 75 helicopters passing over our heads each day. This needs to be banned.

City	State/ Province	Zip code	Comments
Jersey City	NJ	7311	I hope that the passage of this legislation does not simply transfer the heliports to Jersey City & Hoboken.
Jersey City	NJ	7311	The non essential helicopter noise is a stress to us and our community!!
New York		7311	Way too many helicopters makes it very distracting and unpleasant to live in NYC.
Englewood Cliffs	NJ	7632	We are tired of the unnecessary noise and air pollution in our neighborhood. These helicopters pose a hazard to the residential communities along the Hudson River on both sides, if one of these helicopters has a mishap and crashes it would be devastating to our communities below.
Mendham	NJ	7945	I moved out of Hoboken in 2014 because of the noise and pollution from tourist helicopters.
New York	NY	10001	These choppers emit tons of waste, literally poisoning our environment! It's easy to be an "environmentalist," but these rich folks are in name only. Shame on them, and shame on the city and state for allowing these horrible things to haunt our parks and city.
New York	NY	10001	The noise! Ugh!
New York	NY	10003	Free us from the unnecessary psychological distress this causes all New Yorkers NOW! A handful of unaware at best and evil at worst wealthy people should not get to interfere in so many lives.

City	State/ Province	Zip code	Comments
New York	NY	10003	We need to keep New Yorkers safe from potential helicopter crashes onto our streets and buildings.
New York, NY 10003, USA	NY	10003	Thank you. Noise is a public health problem which will cost a fortune in years to come due to hearing loss in the population.
NY	NY	10003	These helicopters are destroying the quality of life with the noise pollution and must be stopped.
Nyc		10003	I moved to Vienna to escape the unending awfulness of the chopper Plage. It's apocalypse now every day. Had to get out.
Nyc		10003	On the edge of a nervous breakdown each time I cycle to the Hudson to unwind. Might have to move elsewhere. There is no end to the aerial plague.
Manhattan	NY	10004	We live overnight short-term on Governors Island and there's too many helicopters! We can barely sleep!
New York	NY	10004	non-essential helicopters serve very few people at the noise and air-pollution expense of thousands of people. Stop all non-essential flights.
NY NY	NY	10004	This is serious and a crisis — the noise and air pollution is excessive, unfortunate, and dangerous, and threatens our well-being on a daily basis.
New York	NY	10007	Tourist helicopters are a nuisance. Please ban them forever.
New York	NY	10009	Stop the noise pollution!!

City	State/ Province	Zip code	Comments
New York	NY	10009	Used to live near the areas that are overrun by helicopters. On a recent "retreat" to Governors Island, I thought I was part of a remake of Goodfellas with the scary chopper scenes filling Henry Hill everywhere!
New York	NY	10009	This is a no-brainer. Please stop these noisy and polluting helicopters which disturb tens thousands of people each day!
New York	NY	10009	I live in Stuy Town close the East River. The incessant noise from helicopters is something that negatively impacts my quality of life. They should be banned, exoeciaily in this day and age when we need to curb global warming. It is unconscionable that this mode of transport is still available to the elite few who can afford it.
New York	NY	10009	Stop non essential air traffic / helicopters
23K	NY	10010	Besides being ear shattering, the relentless non essential helicopters spew toxic fumes and are dangerous. They should be banned. If people want to get to their second homes, they can take the train or drive. Tourists who want to see a wonderful few can go to the top of the Empire state building. Why should their whims supersede the rights of New Yorkers to peaceful, quiet, healthy, safe environment?

City	State/ Province	Zip code	Comments
23K	NY	10010	The helicopters fly so close to my window, I can't believe it even legal. It certainly isn't safe. The relentless noise throughout the late spring through early fall causes great stress in my life. There is no way to drown out the noise, which at certain hours is every minute of two. How does allowing these helicopters to fly in the middle of the city help the residents who live here. In no other city in the world would this be allowed.
New York	NY	10011	The quality of life of every day NY'ers should be at LEAST as important to public officials as that of the privileged.
New York	NY	10011	We have been fighting this fight for a long time. STOP THE CHOP once and for all!
New York	NY	10011	Every time I hear a helicopter overhead, it gives me the jitters. I feel like there's a burglary in progress somewhere. It diminishes my enjoyment of walking along the Hudson River. Please co-sponsor this bill.
New York	NY	10011	Please choose to care more about the quality of life of millions of everyday NY'ers vs the wealthy few who are looking for a faster commute to JFK or the Hamptons.
New York	NY	10011	I'm jittery and miserable when I hear a helicopter overhead. We'd be better off without commercial helicopter joyrides over Manhattan. Thanks!

City	State/ Province	Zip code	Comments
New York	NY	10011	It's absolutely outrageous that enjoyment of the Chelsea waterfront is spoiled by constant, extremely loud, helicopter landings here. There are hundreds of folks on the waterfront, the city has invested millions to make it pleasurable, and it's like we are living underneath an airport.
New York	NY	10011	The tourist and commuter helicopter business is destroying the quality of life in NYC. We have no peace.
New York	NY	10011	Noise is unbearable
New York	NY	10011	Please
new york	NY	10012	The choppers fly at low altitude and make a ton of noise. They can be in operation for hours on end - from morning to well into the evening. Thank you,
New York	NY	10012	Incredibly noisy and disturbing at all times!
New York, New York	NY	10012	I sail and race Sailboats, jog and walk on and along the Hudson I am constantly aware how loud the chopper noise is daily! It's awful. And one day while sailing a chopper came so low to our boat it caused a whiplash in the wind and hurt our necks as the sailboat jerked!
New York, New York	NY	10012	STOP 'EM!
New York	NY	10013	Hi!

City	State/ Province	Zip code	Comments
New York	NY	10013	It is especially oppressive over lower Manhattan and Governors Island. It is especially disruptive at sunset, when many of us are gathering with our families for a peaceful dinner at the end of a hectic day. The noise is jarring.
New York	NY	10014	Please stop flying unnecessary helicopters. It affects my time in the park, at home...
New York	NY	10014	Their noise is awful!
New York	NY	10014	Helicopter noise (and fumes on west side bikeway) affects my well being when I am trying to exercise or relax. For no good reason.
New York	NY	10014	Stop the chop!!!
New York	NY	10014	It's completely obvious, we need to stop non-essential helicopters, if not why not??
New York	NY	10014	Why do these helicopters that fly from NYC to Hamptons go out of their way to fly over Mastic Beach??????
New York	NY	10014	The noise is just ridiculous.
NY	NY	10014	This is out of control and impacts the quality of life for millions of New Yorkers!
NY	NY	10014	Even as I write this at 9:23 pm, I am hearing constant noise from the unceasing helicopter traffic. It often literally rattles my windows. This is a profound quality of life issue. Non-essential flights must be restricted.

City	State/ Province	Zip code	Comments
New York	NY	10016	Get this done already. I called 311 2x yesterday. I'm sick of this noise directly over my balcony and top fl. I'm across from UN .. constant noise by East 34th St Heliport. My nerves are shot
New York	NY	10016	I feel we are fighting a constant war, helicopters,sirens.
New York	NY	10016	THE noise is nonstop
New York	NY	10016	I've had enough already it's Sunday morning and they are going back and forth. FAA probably
New York	NY	10016	Living with this noise for so many years on the East River by United Nations. They are flying directly over my balcony and roof deck. Waiting for help all these years. Politics has not done anything. All these bills and nothing has changed.
New York	NY	10016	I live with this noise daily from tourist helicopters over my bldg and balcony on the East River at 40th St 2nd Ave. Enough already. 20 years and its gotten worse. Laws never pass
NYC	NY	10016	East 34th street heliport (6N5) is a hazard to the health of the neighborhood.
NYC	NY	10016	Joanna get in touch with me!
New York	NY	10018	this has got to stop!

City	State/ Province	Zip code	Comments
New York	NY	10019	Please approve this bill, it is a clear gain for the environment and social equity for New York City and the destinations served from New York City it will be a loss for the few and a major benefit for the many who are negatively impacted by these far from essential polluting helicopter services serving luxury tourism and super wealthy 2nd home commuters
New York	NY	10019	Stop The Chop!
New York	NY	10021	The noise and disruption has become out of control. Stop the unnecessary helicopters do we can have more peace.
New York	NY	10022	HELICOPTER NOISE POLLUTION PUTS PUBLIC HEALTH AT RISK
New York	NY	10022	This is a serious quality of life issue that must be addressed by our elected officials.
New York	NY	10022	The peace and quiet of Central Park is constantly disturbed by helicopter and airplane noise. This must end.
New York	NY	10022	The amount of helicopter noise in NYC and Central Park is not acceptable
New York	NY	10023	The helicopters ruin residents' enjoyment and use of Central Park. They are dangerous and polluting. Other cities have banned pleasure helicopters, why does NYC allow this?
New York	NY	10023	I have a garden & I believe it's noise pollution to have to hear tourist helicopters all the time

City	State/ Province	Zip code	Comments
New York	NY	10023	It's way past time to make NYC the calm, peaceful utopia it used to be instead of being bombarded constantly with never-ending helicopter noise.
New York	NY	10023	I understand essential helicopters, but the excess helicopters are disruptive to the nature, pets and humans in the city. I love to workout in Central Park and every time I hear a helicopter my time of peace and contemplation becomes negatively affected. Sightseeing helicopters result in potentially thousands of tourists and New Yorkers days becoming disrupted, multiple times a day. Perhaps banning noisy helicopters can spark innovation to create silent ones. Until that day I believe the disruption to the people is not just. The noise from above is much different than your occasional honking and ambulance sirens, it negatively impacts the whole natural aura and energy from the sky. Thunderstorms are natural and at times enjoyable, helicopters never are.
New York	NY	10023	Helicopters unbearable. Hovering over our homes and our green space - Central Park. What we have to endure for one person's joy ride is simply shameful and inexcusable.
New York	NY	10023	Given the rapidly changing national and international climate and the multiple hazards confronting mega- cities, advanced systems of monitoring air traffic over NYC is essential. There are bigger risks from helicopter flights that noise and pollution and all non-essential flights should be stopped.

City	State/ Province	Zip code	Comments
new york	NY	10023	<p>The noise from helicopters flying over the Upper West Side and hovering for an outrageous amount of time is unbearably loud. It sounds like we are under attack! This should never be allowed over a populated urban area.</p> <p>In addition, this is extremely unsafe. One day, there will be an accident, and a helicopter will come down over a densely populated area.</p>
New York	NY	10023	Please let us live in peace in our apartments.
NEW YORK	NY	10023	Please help give back some peace to NYC! We've been through a lot these past few years.
New York	NY	10023	I live close to the Hudson and can no longer enjoy the use of our terrace due to the constant noise of tourist helicopters. The noise and air pollution on the Upper West Side is yet another major NYC stressor for senior citizens.
New York	NY	10023	Fully support this effort to reduce both noise and fuel pollution in our community.
New York	NY	10023	Begging you to stop the non stop helicopters over our residential West Side. Mind jarring Too loud. Horrible vibrations. Outlaw air space over NYC residential areas please!
New York	NY	10023	Strictly Limit Helicopter Flights ASAP!

City	State/ Province	Zip code	Comments
New York	NY	10023	It's tragic that as we try tirelessly to fight factors influencing climate change which includes noise pollution that disrupts the natural patterns of wildlife, including stress on humans, a privileged few feel no remorse or give no thought to their contributions by flying in helicopters for fun or ease of their commute.
new york	NY	10023	Stop the madness.
New York	NY	10023	The excessive noise on the upper west side has become intolerable - yet another reason for long-time New Yorkers to leave the city. It's a shame - please do something POSITIVE for normal, tax paying NY residents on this issue. Thank you for your consideration
New York, NY	NY	10023	This is one important way of reducing noise pollution in our great city! Bravo to Stop the Chop for leading this crucial effort! Katina
New York, NY	NY	10023	Thank you for your good work on this critical issue!
NY	NY	10023	Helicopter Traffic hurts hundreds of thousands of NYers quality of life for the ease of a privileged few. thank you for passing this bill
nyc	NY	10023	HELICOPTERS ARE THE SCOURGE OF THE CITY. BAD FOR ENVIRONMENT AND NOISILY INTRUSIVE.

City	State/ Province	Zip code	Comments
New York	NY	10024	<p>I am signing and sharing this petition as the helicopter traffic, and resulting noise, over NYC is out of control. As a long-time resident of NYC, I cannot remember another time when the helicopter problem has been this bad. Walks or jogs in our beautiful UWS parks have become disrupted by low-flying, loud helicopters that are carrying either sightseeing tourists or commuters - both forms of such helicopter traffic are completely unnecessary as tourists can photograph the city from above at the various observation decks and commuters can use more environmentally-friendly and quieter modes of transportation to get to the airports and the Hamptons. Similarly, the Hudson River now has become a "helicopter highway" as NYC-based sightseeing helicopters from the Downtown Manhattan Heliport tour the river and harbor six days per week and combined with the commuter helicopters as well, the incessant roar of the helicopters sounds like we are in a war zone (this also triggers many New Yorkers who may have PTSD from experiencing 9/11). Again, tourists can use sightseeing boats which do not create such harmful noise pollution and do not disturb our waterside walks or even our right to quiet in our homes. With the issue of air quality being front and center these days, and looming catastrophic climate change conditions locally and globally, these fossil-fuel guzzling nonessential helicopters should and must be banned.</p>

City	State/ Province	Zip code	Comments
New York	NY	10024	Looks much better on my Android phone.
New York	NY	10024	Make the noise stop!!!!
New York	NY	10024	These flights are ruining the quality of life on the UWS.
New York	NY	10024	It is very important that you pass bill int 0551. We must reduce helicopter traffic over NYC NOW.
New York	NY	10024	The noise pollution caused by choppers taking off and landing in this choppers as far away as in Central Park and along Hudson should not be allowed to continue.
New York	NY	10024	STOP UNNECESSARY HELICOPTER TOURS/TRAVEL THAT ARE POLLUTING OUR SKIES AND DISRUPTING OUR LIVES
New York	NY	10024	The noise is loud, non-stop, and it begins often at 8AM. It should be banned
New York	NY	10024	Dear Mayor Adams--Please support this bill. The quality of life for residents in Manhattan has been severely impaired by the noise pollution of tourist helicopters hovering over Central Park. It affects the mental well-being of many. Thank you, Cathleen
New York	NY	10024	These copters are ruining the city.
New York	NY	10024	I support this petition.
New York	NY	10024	Stop the intrusive noise over my home please

City	State/ Province	Zip code	Comments
New York	NY	10024	Nonessential helicopters unnecessarily place New Yorkers at risk from noise pollution and possible catastrophic injury should any of them ever crash. People who want to experience the real NYC should do it from the ground, like its citizens do.
New York	NY	10024	Thank you for this!
New York	NY	10024	Stop the chop!
New York	NY	10024	The mayor could eliminate most of the helicopter traffic over NYC TOMORROW if he chose to do so.
New York	NY	10024	Please also go after the NJ heliports too. The noise is incessant and unbearable on the UWS.
New York	NY	10024	I work on Governors Island and it has gotten so bad there is no quiet
New York	NY	10024	Thank you
New York	NY	10024	I am a 79 year old woman who gets great joy spending time in both Central Park and Riverside Park. Unfortunately I do not go to the park as often because of the loud helicopter noise. The helicopters spoil everything.
New York	NY	10024	The helicopter noise along the Hudson and on major crossing streets in Manhattan like 86th is utterly outrageous. It is greatly affecting the pleasure to be found in Riverside Park. My wife and I feel like we live in a war zone or at an airport Why are a few wealthy tourists allowed to significantly damage the quality of life of New York residents?

City	State/ Province	Zip code	Comments
New York	NY	10024	The never ending helicopter noise make and attempt to find quiet in Central Park impossible
New York	NY	10024	Can we please get some control over our own air space? Why do we have to suffer all of this noise and pollution for aircraft that serve too few people and for non essential use???
New York	NY	10024	A lot of helicopters come from Kearny, New Jersey and pay no taxes in NYC, simply destroy the quality of life. Also the FAA has no interest in regulating helicopter tourism even though it is clearly a homeland security issue. My kids have to take off their sneakers to get on a plane, but helicopters can fly right overhead and the FAA & HSA won't say boo.
New York	NY	10024	Noise pollution hurts everyone !
New York	NY	10024	Please reduce the terrible helicopter traffic over New York City!!!!
New York	NY	10024	Let us not be assaulted by noise from the air!
New York	NY	10024	The noise is terrible. Please act on this petition.

City	State/ Province	Zip code	Comments
New York	NY	10024	The helicopter noise is out of control and needs to be better regulated by the FAA. Not only does it result in horrendous noise in our neighborhood (sounds like we are being attacked by copters) it also is a health hazard to have that many helicopters traversing the skies along the Hudson and Riverside Park- -why can't we limit the # of flights and respect those of us who live here. Barbara
New York	NY	10024	Helicopter noise is such a brutal assault on our senses. Please help reduce it.
New York	NY	10024	PLEASE STOP THESE HELICOPTERS, IT'S ENVIRONMENTALLY DESTRUCTIVE (as much as 80 gallons of fuel per hour) AND THE DAILY—BUMPER TO BUMPER—STREAM OF HELICOPTERS DESTROYS CENTRAL PARK AS A RESPITE FROM CITY NOISE. THANK YOU FOR TAKING ACTION TO HALT THIS HEALTH HAZARD!
New York	NY	10024	toourisrt helicopters fly over and near playgrounds. Any accident could kill hundreds of children. It's time to stop non-essential helicopter traffic over or adjacent to New York City.
New York	NY	10024	This flying over the Upper West Side must stop!

City	State/ Province	Zip code	Comments
New York	NY	10024	Thank God someone told my about STC. Helicopter noise is out of control. In Central Park, it is a constant nuisance. 180g per hour?! And 40 idling cars per hour output?! Are you kidding me?!!! It's time this got done. HMcC 120 RSD
New York	NY	10024	The incessant, grating noise from these helicopters ruins any outdoor activities, and one can even hear them indoors with windows closed, making it feel like we live next door to an airport!
New York	NY	10024	Tourist helicopters from NJ fly over my building constantly, making the noise pollution unbearable.
New York	NY	10024	Helicopters have worsened our quality of life. They are loud, polluting, and unnecessary. It's impossible to enjoy a simple walk in the park or leave my windows open on a nice day because of the constant noise they create. I hate them with a passion and would like them to disappear and never be seen again.
New York	NY	10024	Do something to reduce this noise. Make our city better.
New York	NY	10024	Every day helicopters fly up the Hudson Rivers and over Central Park. Taxpayers are sick to death of rich tourists ruining any pleasant day with endless noise.
New York	NY	10024	The helicopter noise is incessant on the Upper West Side. It needs to stop!

City	State/ Province	Zip code	Comments
New York	NY	10024	<p>This is a quality of life issue:</p> <p>The noise is non--stop</p> <p>It is often difficult to hear conversations in outdoor space with choppers overhead.</p>
New York	NY	10024	<p>Please address the constant grinding of helicopter noise in our neighborhood! It adds tremendous stress to an already stressful world and the pollution is not good for our overall health, the copters coming from NJ are especially loud and obnoxious.....there should be much tighter restrictions on the # of helicopters allowed to fly over our city at any one time. They pose health risks on many levels so I am hopeful we will see more controls and abatement of the noise. Thank you, Barbara</p>
New York	NY	10024	Make NYC liveable peace before profit
Ny	NY	10024	And also helicopters over Central Park delacorte theater!!
Ny ny	NY	10024	I've been hearing these helicopters overhead for years and I wish something could be done about it. It causes stress.
NYC	NY	10024	I support closing NYC-owned heliports to nonessential flights.
NYC	NY	10024	Stop the dangerous and noisy helicopters

City	State/ Province	Zip code	Comments
New York	NY	10025	Please stop the tourist helicopters from destroying our quality of life on Central Park west. They cross the park at all hours of the day, at low altitudes, disrupting humans and wildlife alike. We pay good money to live here, and shouldn't have to deal with the noise and pollution of non-essential travel
New York	NY	10025	I report noise problems in the 311 app, and I call my representatives, and nothing seems to happen. Please stop allowing nonessential helicopter flights over densely populated city and listen to what people are saying.
New York	NY	10025	Helicopter noise and pollution is a major nuisance to New Yorkers.
New York	NY	10025	Please stop the noise and protect the environment!
New York	NY	10025	Enough already.
New York	NY	10025	Living by Riverside Dr. is a joy which has been steadily degraded by so much helicopter pollution which affects my physical and mental health. Please ban all non-essential helicopters from our already-pollution-burdened skies.
New York	NY	10025	stop polluting our city with noise and carbon.
New York	NY	10025	Please!!!

City	State/ Province	Zip code	Comments
New York	NY	10025	Nonessential, commercial tourist and luxury commuter helicopters are destroying quality of life for NYC and the entire Metro Area. They are damaging the physical, mental and environmental health of more than 22 million areas residents. They are also contributing to rapidly worsening climate change and global warming. As a NYC resident and taxpayer, i demand the City end all these operations at City owned heliports and stop subsidizing all of this destructive enterprise with our tax dollars
NEW YORK	NY	10025	We are UWS podcasters many times recording with our neighbors outside. It is not uncommon that non-essential helicopter noise has interrupted our conversations. Is this sort of urban disturbance necessary?
New York	NY	10025	I regularly walk in the park to see and hear nature, not to see and hear choppers chopping!
New York	NY	10025	Sign this bill give New Yorkers some quality of life in their parks back.
New York	NY	10025	When will this end? Have lived here 6 yrs and it's time to stop these non-esserntial flights originating in NJ. Tourist from NJ enjoy Central Park views at the expense of the peace of Upper West and East side Manhattan residents of buildings adjacent to the Park. Time to outlaw this miserable situation.

City	State/ Province	Zip code	Comments
New York	NY	10025	There is no describing how intrusive, loud, annoying, distracting, constant and disgusting these non-essential helicopters and planes are over the Hudson. I can't bird anymore in Riverside Park because I can't hear anything but the constant drone.
New York	NY	10025	STOP THE CHOP - STOP DESTROYING OUR PARKS.
New York	NY	10025	Helicopters reduce the quality of life here. I have been to many cities, around the world. Only NYC is plagued with so many helicopters. WHY?
New York	NY	10025	The helicopters are just one more troubling illustration of how our city sacrifices quality of life so that the wealthiest inhabitants and visitors get to have one more luxury. The sound of the helicopters is so obnoxious when I am trying to relax in our beautiful parks. Please limit helicopter traffic to safety and emergency purposes.
New York	NY	10025	I CANNOT TAKE IT ANYMORE!!!! PLEASE STOP THEM!!!!
New York	NY	10025	Helicopters and small planes are often in the air at less than 10 minute intervals, 2 and 3 overhead simultaneously, from 6 am and earlier to late at night. It is hard to have a conversation in Riverside and Central Parks without yelling to be heard. Give us a break!
New York	NY	10025	This is not only annoying but also dangerous.

City	State/ Province	Zip code	Comments
New York	NY	10025	The frequency of helicopters ruin the park and often fly below 1000 ft so their noise echoes off the building walls along Riverside doubling their impact. Shameful travesty destroying our great city for a few people who can't fly a helicopter in the Google Earth program to see the same view.
New York	NY	10025	Helicopters are robbing New Yorkers of one of our most vital resources—the tranquility of our beloved Central Park!
New York	NY	10025	Nonessential helicopter noise often ruins part of my lovely Riverside Park walks. Please help to clean-up and quiet our city skies.
New York	NY	10025	Passage of this will be an important improvement to almost all New Yorkers' quality of life.
New York	NY	10025	Stop this sound pollution in our parks & city.
New York	NY	10025	We don't need the unnecessary air pollution and noise pollution. We have enough already. Helicopters are not a need by any stretch.
New York	NY	10025	Why not act proactively to prevent children's hearing loss and auditory environmental pollution? Ban the choppers, please.
New York	NY	10025	Many people have been trying to end the tourist flights and low-flying helicopters over parks and rivers for years with seemingly no results. Hope something is done this time

City	State/ Province	Zip code	Comments
New York	NY	10025	I have made many tickets in 311 and yet nothing happens. I know I am not the only one! I was at Governor's Island yesterday and the helicopters were, low flying, loud and non-stop!!! Why can't anyone do anything about it.
new york	NY	10025	!!!! please!
New York	NY	10025	Problem is that given the Israel/Hamas war and the number of synagogues on the Upper West Side there are often police helicopters circling for security reasons. Yes, it has been an awful year for helicopter noise!
New York	NY	10025	The noise is ceaseless--it is ruining life in Riverside Park and the West Side of Manhattan.
New York	NY	10025	There is enough stress living in this city. We can't go to the parks because of the constant noise and disruptions. Where do we find peace (and I can hear them in my apt)?
New York	NY	10025	STOP THE HELICOPTERS IN OUR RESIDENTAIL NEIGH
New York	NY	10025	STOP the invasion of helicopters in our neighborhood and parks
New York	NY	10025	Non stop all day long. And never over the middle of the Hudson as required. Always right over Riverside Park. At least require them to obey the rules.
New York	NY	10025	Please help reduce the noise from helicopters and airplanes.

City	State/ Province	Zip code	Comments
New York	NY	10025	For the past 7 years I have lived on 93rd & CPW the noise from helicopters has been a major blow to my quality of life, particularly on weekends when walking in Central Park is accompanied by loud helicopter noise which spoils enjoyment of the Park.
New York	NY	10025	Residents should not be subjected to constant, intrusive noise from tourist and other nonessential helicopter flights.
New York	NY	10025	I live near where the helicopters fly from Westchester down to helipad on 31st street. Plus the sightseeing tours. This is maddening. Very dis tracking noise and it's unnecessary. Please stop this noise pollution.
New York	NY	10025	The constant noise of helicopters in NY Harbor and over other open space such as Central Park is overwhelming. It's unfair to harrass so many, including wildlife, to benefit the very few.
New York, New York	NY	10025	The helicopter noise has been more frequent and louder
NY	NY	10025	It's high time that politicians began listening to their tax paying constituents rather than lobbyists. This is a grievous environmental and quality of life issue.
NYC	NY	10025	stop 'em
NYC	NY	10025	Stop the chop!

City	State/ Province	Zip code	Comments
New York	NY	10028	<p>Tourist Helicopter Noise has become unbearable over Central Park e 86th street</p> <p>It all day long</p>
New York	NY	10028	<p>Helicopter noise plagues us all day every day here in Manhattan. There is no way to escape these battering monsters overhead. In fact, their preferred target is Central Park where millions of New Yorkers are seeking to escape the noise and chaos of the city. Even in this supposed oasis there is no peace and quiet as helicopters fly in, hover over, and fly back giving rich tourists a joy ride over a NYC icon - or else it's rich New Jersey and New York people simply flying across the park on their way to the area airports or on their way to their mansions in the Hamptons (because they are too important to sit in traffic like the rest of us!). This has to stop. In addition to the incredible amount of noise pollution these vehicles create, they generate air pollution and are also a danger to our city due to their potential for accidents and for use in terrorist strikes. There is NO reason to allow any helicopters to fly over New York City other than for official and emergency purposes. For the safety and sanity of all New Yorkers, I ask that the Mayor and City Council do everything in your power to eliminate all non-essential helicopters from our skies. Thank you very much.</p>

City	State/ Province	Zip code	Comments
New York	NY	10028	<p>The constant assault on our quality of life, the noise and air pollution are untenable</p> <p>Protect your citizens</p>
New York	NY	10028	I agree that non-essential helicopters are disruptive, polluting, and generally bad for the city.
New York	NY	10028	<p>Non essential ???</p> <p>All day long every day at 86th street and Central Park, noise has become</p>
NYC	NY	10028	For the people by the people !
New York	NY	10029	<p>Choppers overhead 12 or more hours a day make it hard for the hundreds of people on the ground to enjoy life - even to hear each other.</p> <p>Choppers are potentially endangering our neighborhoods - there have been past accidents and almost inevitably will be more in the future.</p> <p>It is thoughtless and reckless to allow a few wealthy, oblivious people to usurp the quality of life for the many residents over which they fly.</p>
NY	NY	10033	For God's sake take pity on NYC residents whose quality of life is being destroyed by insufferable noise. This is an outrage.
NY	NY	10033	Just STOP IT!!!!!!!
NY	NY	10033	Stop the madness. NOW.

City	State/ Province	Zip code	Comments
NY	NY	10033	For God's sake take pity on people who are losing their minds from the noise assault.
New York	NY	10034	This is much needed for safety and quality of life reasons - not to mention the climate.
New York	NY	10034	Having my windows rattle, having to keep our windows closed on beautiful days and waste electricity on AC so that a few wealthy tourists can take pics is simply not acceptable. This noise and air pollution is an attack on QOL and our environment.
New York	NY	10034	Yesterday, January 1, 2024 while I was in Inwood Hill Park (2:30 - 4:30 pm) there were four helicopters circling the Hudson River from, about, 192 Street to 218 Street. WHY?!? This is a daily occurrence; the noise is constant. Only electric helicopters should be allowed to fly over residential areas.
NY	NY	10034	Please stop endless helicopter flights at all hours. Noise is so bad we can't open the windows and is a health hazard.
New York	NY	10035	Unnecessary helicopters not only disrupt my sleep (I'm a handicapped senior), but also, when they fly low, my WiFi and TV service. As someone who lived near Ground Zero, whenever they fly low, it adds stress by reminding me of that terrible day. Please stop the unnecessary flights, especially for tourism.

City	State/ Province	Zip code	Comments
New York	NY	10035	I lived in the West Village all my adult life. A few months ago, between the Open Restaurant Chaos and helicopters preventing me from sleeping necessary for my health, I moved out. So sad. Non-essential helicopters have to be stopped.
New York	NY	10035	It is urgent to stop unnecessary tourist helicopters because they cause extreme disruption of work and life, as well as are damaging to hearing and health. Please pass bill Int 0026 and/or Int 0070. Thank you.
New York	NY	10036	PLEASE follow this directive from so many New Yorkers.
New York	NY	10038	Special concerns regarding heliport (Wall Street) near Vietnam Nam Memorial. Poor city planning! Consider our vets.
NEW YORK	NY	10038	Please stop non essential flights. It had become unbearable for me and my family.
New York	NY	10038	Helicopter traffic is unnecessary. We can do better
New York	NY	10038	Enough all ready!
New York, NY	NY	10040	Think of the tens of thousands of New Yorkers in garden apartments, or in parks. Both were engineered to create peace and quiet. That peace is gone. 200 copters per day fly over Manhattan alone.

City	State/ Province	Zip code	Comments
New York, NY	NY	10040	Copters are constantly buzzing the Statue of Liberty. Every outdoor activity business (sailing, kayaking) and Central Park's Shakespeare in the Park has to endure constant noise from overhead.
New York	NY	10044	Long overdue!
New York		10065	Please close these non essential heliports!
New York	NY	10069	Noise pollution effects and health and well being of New Yorkers. Please take measure to reduce noise pollution
NY	NY	10069	I can not stand the sound of these helicopters. It has destroyed to peace and quiet of the river front and makes it impossible to relax, the sound is destabilizing and total noise pollution. Please stop the 100s of helicopters that ruin our quality of life.
New York	NY	10128	Continuous din above out heads 12 hours a day.
New York	NY	10128	Unfair impact on communities of color. Stop these overflights, please.
NEW YORK	NY	10128	I fully support this action as nonessential flights are not safe to New Yorkers and the pollution and noise are unacceptable in our city.
New York	NY	10128	strongly wholeheartedly support bill Int 0551!!
New York	NY	10128	Let's stop the madness!
New York	NY	10128	As a concerned New York City resident, please consider this petition!

City	State/ Province	Zip code	Comments
New York	NY	10128	And the fact the tourist choppers are now blocking their tail numbers on the FlightRadar24 app is shameful.
Ny	NY	10128	These unnecessary and helicopter flights are threatening the safety & security of our city.
Manhattan	NY	10280	Please help us; your action can make our city safer and healthier!
New York	NY	10280	<p>We live in BPC. The helicopters cut the corner and fly DIRECTLY over our building. There are many all day and every day. We have lives here for thirty years and the activity has increased SIGNIFICANTLY. It impacts our quality of life in a big way.</p> <p>Please help make NYC a happy place to live. I'm ready to move and so are many others.</p>
New York	NY	10280	Intrusive, polluting, noisy, unnecessary -- nonessential helicopter flights must be banned.
New York	NY	10280	I was on my terrace on Saturday and the helicopters were incessant
New York City	NY	10280	Helicopter noise has grown disproportionately and is a significant contributor to noise pollution affecting millions of New York City residents.

City	State/ Province	Zip code	Comments
New York City	NY	10280	The tourist helicopter flights negatively affect hundreds of thousands of NYC residents everyday. The noise pollution has become overwhelming at times as airspace is crowded with hundreds of flights everyday. Many of the flights violate FAA regulations by outside boundaries and hovering illegally. Please think of your electorate - we don't want these flights to continue. We're pleading with you to do SOMETHING!
NY	NY	10280	It's constant noise. Come spend an evening here!
New York	NY	10282	Please pass this resolution. Rockefeller park is unusable and our homes are shaking every time a helicopter passes over which is all day. In addition, the low flying commuter choppers to west 30th from the hamptons and the airports are the loudest.
New York	NY	10282	noise pollution in battery park city is unbearable . please stop non-essential helicopter flights in NYC.
New York	NY	10282	My family and I have lost the use of beautiful Rockefeller Park for years now. Kids can't hear each other during pick up games with hundreds of choppers flying up and down the Hudson all day every day.
New York City		10290	The noise pollution from tourist helicopters has become overwhelming for BPC residents - it's a constant blaring that has negatively affected everyone. Please, please help.

City	State/ Province	Zip code	Comments
Bronx	NY	10463	The helicopters are TORMENTING Spuyten Duyvil. PLEASE STOP THEM NOW
Woodlawn , NY	NY	10470	Stop allowing helicopters to destroy the quality of life for New York City residents of the five boroughs!
Bronx	NY	10471	the helicopters are so loud and hover over peoples private apts at all hours of the day and night!
Bronx	NY	10471	stop the helicopters!!
Garrison	NY	10524	Liberty Island was a peaceful place. It now sounds like a heliport with all of the tour helicopters, deafening to the point you have to shout to be heard.
Tarrytown	NY	10591	stop the chop
Manhasset	NY	11030	It's paramount to our health to cease the nonessential aircraft and helicopters for the benefit of our children !!!!!
Manhasset	NY	11030	This poisoning of human beings must stop immediately!!!!
Astoria	NY	11102	Non-essential flights over Astoria transitioning via the north shore route are a menace. NOISY!
Astoria	NY	11103	Needless tourist helicopter flights makes Governor's Island much less peaceful than it should be. There is no reason for any tourist flights to takeoff or land in NYC heliports. The noise penalty is much too big for any benefits to the city.

City	State/ Province	Zip code	Comments
queens	NY	11103	Please - extremely loud, non essential helicopters are flying with an excessive frequency and keep extremely low over densely populated areas in Astoria Queens, Brooklyn and Manhattan. This is not bearable anymore. It poses a huge threat to everyone's physical and mental health. Please Major Adams pass the bill, this is an URGENT matter!
Astoria	NY	11105	You created congestion pricing for cleaner air. How about limiting helicopters for the air as well! Unless there was another reason.

City	State/ Province	Zip code	Comments
Astoria	NY	11105	<p>I am unfortunate enough to live under the flight path of many private-use choppers (and, at times, seaplanes). Upper Ditmars in Astoria now sounds like a war zone. Chopper fly too low. The inside of our homes (i.e., kitchen tables) often RUMBLE from the choppers. They can start as early as 7:00 a.m. and go past midnight. More and more choppers are clearly being used for 'rich folk' who don't want to take a taxi or the M60 bus (like everyone else) to LaGuardia, and so we are experiencing more LOW-FLYING CHOPPERS landing or taking off from LGA.</p> <p>The NYTimes recently did a story on the impact of NOISE POLLUTION and its emotional and mental and physical impact.</p> <p>It's time for our elected reps to stand up for the MAJORITY, which is the 8 million who call NYC home. We can't allow a handful of rich folk, tourists and 'influencers' to ruin our day-to-day lives with their stupid chopper flights,</p>
Astoria	NY	11105	<p>I work at the Statue of Liberty and the helicopters noise is outrageous. It's dangerous to people and it truly impacts my day, and the visitors of the Statue, negatively. There is *no reason* to have these helicopters flying all over.</p>

City	State/ Province	Zip code	Comments
Long Island City, NY 11109, USA	NY	11109	Helicopters pass right in front of our 39th floor windows on their way to and from 39th St East River heliport.
Long Island City, NY 11109, USA	NY	11109	Helicopter traffic to and from E36th st passes right by our 39th floor windows facing the East River. It is ruinous and infuriating as we often watch one or two passengers boarding these roaring monsters.
Booklyn	NY	11201	The noise and pollution are awful
brookly	NY	11201	Thr sightseeing helicopter tours along the Brooklyn waterfront are causing much distress and disturbance of the peace. Stop the Helicopter sightseeing tours along the Brooklyn Waterfront and Brooklyn Bridge.
Brooklyn	NY	11201	Please end nonessential helicopter flights to protect the physical and mental health of our communities!
Brooklyn	NY	11201	The noise from the helicopters is terrible and creates stress for my family.
Brooklyn	NY	11201	Thanks to my Council member, Lincoln Restler, for introducing Int 0551. The noise of helicopters over the Brooklyn waterfront is nearly constant, disrupts sleep and outdoor activities, and is entirely unnecessary.
Brooklyn	NY	11201	These helicopters really impact our quality of life. Sometimes they are so loud that I have to speak louder to be heard inside my apartment.
Brooklyn	NY	11201	The noise from helicopters negates any benefit people get from being in Brooklyn Bridge Park.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	Enough is enough
Brooklyn	NY	11201	It is outrageous that fun for a few non-New Yorkers makes life miserable for thousands of voting New Yorkers.
Brooklyn	NY	11201	The selfish take helicopters to the Hamptons and everyone else suffers from noise pollution. It's ridiculous. END IT.
Brooklyn	NY	11201	We need to significantly reduce helicopter traffic over NYC for the environment, for our residents and for the future.
Brooklyn	NY	11201	enough already
Brooklyn	NY	11201	But a worse problem is those doors-off tourist helicopter flights from NJ, which do not use NYC heliports. Please stop them too!
Brooklyn	NY	11201	I support any legislation or directive that will outlaw unnecessary helicopter traffic over Brooklyn Heights and surroundings.
Brooklyn	NY	11201	I cannot believe that the City would protect a few rich people idiotic desires over the health and happiness of all New Yorkers. Absolutely outrageous.
Brooklyn	NY	11201	It's simply infuriating that a few people get to spoil the peaceful enjoyment of our homes and streets for so many.
Brooklyn	NY	11201	Helicopter noise is very disruptive, often coming close to our house. The noise is constant, and can be loud enough to cause vibrations!

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	It's gotten so much worse since the covid lockdown craziness- Maybe partly because of the huge wealth transfers that have increased wealth inequality during covidiocty?
Brooklyn	NY	11201	Too loud!
Brooklyn	NY	11201	Please put New Yorkers' health, and the New York City climate, first.
Brooklyn	NY	11201	I sacrificed a lot to move to the the peace and quiet of Brooklyn Heights, and that peace and quiet is now being lost to constant helicopter traffic regularly beginning at 6am. It is constant throughout the day and it now feels like more of a war zone than a quiet escape from the city. The enormously increase helicopter traffic must be addressed for the mental well-being of people in high-traffic neighborhoods.
Brooklyn	NY	11201	These flights should be solely for emergencies!
Brooklyn	NY	11201	I'm am continuously annoyed by all the helicopters over my house in Beorum Hill.
Brooklyn	NY	11201	The helicopters around the Brooklyn bridge and surrounding neighborhoods is excessive.
Brooklyn	NY	11201	Helicopter noise pollution over Brooklyn Heights has gotten out of control, with helicopters routinely flying low over the neighborhood buildings and parks. Those who fly in helicopters do not have the right to pollute the air and disrupt the peace for thousands of people. Stop the chop now.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	This is ruining everyone's enjoyment of Brooklyn bridge park !
Brooklyn	NY	11201	This is a quality of life issue. The amount of stress and discomfort this is causing to residents is not acceptable. It is unconscionable for the city administration to continue to do nothing about it.
BROOKLYN	NY	11201	There is constant helicopter noise over Brooklyn Heights sometimes as early as 6am.
Brooklyn	NY	11201	The constant helicopters overhead are AWFUL! It feels like we live in a war zone with them flying overhead absolutely ruining any peaceful park time. We can always hear them in our apartment... it's ridiculous. The helicopters are catering to a small handful tourists and the wealthy taking Blade to the airport - meanwhile disrupting the day to day lives of millions of people. NYC was never like this.
Brooklyn	NY	11201	Stop allowing civilian helicopter flights overland, including over Brooklyn. Require the helicopters to fly off of the coast.
Brooklyn	NY	11201	Please !
BROOKLYN	NY	11201	I live in Brooklyn Heights and there is constant helicopter noise. Sometimes in the middle of the night. Last night at 2am.
Brooklyn	NY	11201	It's become impossible to sit in Brooklyn Bridge Park or on the BrooklynPromenade. The helicopter noise is unrelenting:(

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	We deserve better
Brooklyn	NY	11201	We get very low flying helicopters when it rains. Why are they so loud?
Brooklyn	NY	11201	Aside from the noise Blade is a horrible company.
Brooklyn	NY	11201	<p>Frequent nonessential helicopters hovering over Brooklyn Heights, the Brooklyn Heights Promenade and Brooklyn Bridge Park ruin the bucolic atmosphere created by our beautiful parks. I often have to leave the Park on the weekends because of the constant noise created by multiple helicopters hovering over the parks simultaneously.</p> <p>I also feel that having unnecessary helicopters operating over a densely populated area is an</p>
Brooklyn	NY	11201	Helicopters benefit the wealthy only — at the expense of New Yorkers. We have a right to enjoy clean skies and peace in the parks that our tax dollars pay for. Helicopters are dangerous and the pollution they produce is far worse than cars. A safe, noise-free sky for New Yorkers is a right, not a privilege.
Brooklyn	NY	11201	Stop the helicopters! They're destroying the quality of life in this city.
Brooklyn	NY	11201	Noise has to be cut down!!

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	<p>Dear Honorable Mayor Adams, Please enact this law (Int. 551). The noise so great in my apartment that I have often keep the windows closed all day. I feel like I live next to an airport. Helicopters pass over almost every few minutes ferrying passengers to Kennedy Airport to or from Wall street. Additionally, when outside you can see also additional tour helicopters passing overhead with great frequency and straying away from the East River over residential areas. The situation is becoming increasingly untenable.</p>

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	<p>Dear Honorable Mayor and City Council Members,</p> <p>The noise levels resulting from the constant helicopter traffic over the East River, to and from the Wall Street heliport is reaching an un bearable point. There seems to be a helicopter passing overhead once every two or three minutes. Moreover, although this traffic is supposed to be confined to the air space corridors over the East River and NY harbor, the often stray into airspace over residential areas and hover, sometimes for 15 or 20 minutes at a time, making it difficult to enjoy walking through local parks, streets, or even try to work at home in one's apartment. In addition to the amount of noise this is creating, it also contributes significant air pollution and overall degrades the quality of life in many neighborhoods. Over the pas six months this traffic has become much worse due to, probably, the increase of visiting tourists. I would greatly appreciate it if you would pass rules/ laws to stop this traffic and limit it emergency situations.</p>
Brooklyn	NY	11201	I don't go to pier 5/6 anymore... Because of the helicopters noise. So Sad! Nana
Brooklyn	NY	11201	Please stop these horrible helicopters!
Brooklyn	NY	11201	PEASE do something about this issue, which is affecting our quality of life!

City	State/ Province	Zip code	Comments
Brooklyn	NY	11201	For the love of some semblance of sanity please restrict unnecessary helicopter flights. It cannot be that financially important enough to the city to create this level of disturbance. Thank you
brooklyn heights	NY	11201	please stop the escalation of noise over our parks. WE NEED PEACE AND QUIET.
Brooklyn New York	NY	11201	At times, the sound of the helicopters is so overwhelming, that it is impossible to engage in conversation outdoors in Brooklyn Bridge Park
Brooklyn NY	NY	11201	As someone who lives directly opposite the heliport I have first hand experience of the helicopter noise levels. Additionally we need to make the right decisions to limit pollution. Be brave and do the right thing
Brooklyn NY	NY	11201	Three sources of loud noise that drown out conversations, radio, and television: the BQE, garbage trucks, and helicopters from the East River downtown heliport. Would be wonderful to get rid of at least one and my I one.
Brooklyn, NY	NY	11201	Please cease unnecessary helicopters
New York	NY	11201	Please limit the number of helicopter flights in NYC for the sake of ordinary residents who live here and want to enjoy the parks and outdoor spaces without the deafening noise of helicopters.
New York	NY	11201	Make it stop!

City	State/ Province	Zip code	Comments
New York	NY	11201	I feel like I'm living in a war zone sometimes. The noise and air pollution has seriously damaged my neighborhood
New York	NY	11201	It is extremely annoying and deleterious to everyone's health and unnecessary not to mention dangerous and polluting!
New York	NY	11201	The amount of helicopter noise is insane. Regulate paths, frequency and elevation!
brooklyn	NY	11205	The helicopters feel like they are coming through my apt on Mondays and Fridays when the wealthy make their way to the airports. It's TOO much. Please stop or at least limit their flights. thank you
Brooklyn	NY	11205	Helicopter flights will definitely lower the quality of life for residents
New York	NY	11205	Stop the chop
Brooklyn	NY	11206	STOP THE CHOP!

City	State/ Province	Zip code	Comments
New York	NY	11206	Helicopter noise has ruined the peace and quiet of our city parks, one of the few places in NYC where we can find peace and solitude from the relentless and excessive noise of automobile traffic. This is not to mention the dire health and environment impacts caused by helicopters and excessive noise in general. Why do the city and state continue to place the interests of a very select few of wealthy individuals taking joy rides in these helicopters over the rights and demands of the vast majority of our city's residents? It is unconscionable and anti-democratic, and city and state officials should be ashamed for continuing to quash attempts at limiting and halting helicopter traffic over the most densely-populated metropolitan area in the US and refusing to serve the interests of their constituents.
Brooklyn	NY	11209	This nightmare must end, the insanity must cease, give us back our city.
Brooklyn	NY	11209	Eight million of of should not have to suffer the increased noise and air pollution for a tiny number of wealthy tourists to have a joy ride. Thank you
Brooklyn	NY	11210	low flying commuter helicopters are a constant nuisance and disturbance of the peace in our neighborhood. I have counted 12 today so far at 4:00pm.
Brooklyn	NY	11210	Yes, I am signing the petition to support putting the Bill into Law. Thank you!
Brooklyn	NY	11210	Dexter Patterson

City	State/ Province	Zip code	Comments
Brooklyn	NY	11211	Please stop this!
Brooklyn	NY	11215	We need to be thinking of ways to cut emmissions not increase. The serene of Governors Island is disrupted by the noise of those copters.
brooklyn	NY	11215	Enough is enough - put a lid on the horrendous noise and pollution that is the direct result of monied parties who have turned our airspace into their personal playground at a great cost to the health and well-being of New Yorkers. We don't need more studies for what is obvious to every other major city council in the world except those that are beholden to the aviation industry. New York City needs to put its pants on and get to work doing what's best for its citizenry, not what is best for the aviation industry. The aviation industry didn't vote you into
Brooklyn	NY	11215	Please sign this bill and end the helicopter havoc that has turned our peaceful neighborhoods into a constant war zone at the expense of our peace, health and happiness.
Brooklyn	NY	11215	Stop the chop!
Brooklyn	NY	11215	Helicopters are so loud over Park Slope that we have to stop talking when we're outside.
Brooklyn	NY	11215	Cut fossil fuel use!!!
Brooklyn	NY	11215	Please end the unjust noise pollution above our city. It is harming our citizens and quality of life.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11215	Constant helicopter flights over Park Slope are so loud we have to stop our conversations and wait. Please put an end to this.
brooklyn	NY	11215	We don't have 18 wheeler barreling down city streets because it's unsafe - why do we allow helicopters to do just that?
Brooklyn	NY	11215	The incessant noise pollution, as well as the mounting amounts of fuel emissions pollution, are endangering out communities. The unnecessary helicopter traffic must be curtailed.
Brooklyn	NY	11215	Obnoxious, noisy, and filthy behavior by a few extremely wealthy residents and tourists. Shame on the city for not curbing the persistent stream of low flying helicopters over our neighborhoods. Every Sunday night like clockwork. My home literally shakes as these choppers fly over old landmarked Brooklyn.
Brooklyn	NY	11215	Please, stop dangerous helicopters over our roofs
Brooklyn	NY	11215	Please!
Brooklyn	NY	11215	Non-essential (police, fire, traffic) helicopters are a nuisance and are dangerous to the public at large.
Brooklyn	NY	11215	The ironic carbon foot print is unreal democrat voters outside of union members will organize against the hypocrisy!!! Get our vote then get paid? Only \$2 million to nYc? Is obvious more is beneath the surface

City	State/ Province	Zip code	Comments
Brooklyn	NY	11215	Noise pollution should be limited. Please pass legislation to deal with excessive noise in neighborhoods.
Brooklyn	NY	11215	If they won't ban these flights, the City/ State should impose a significant tax to reflect the enormous air and noise pollution externalities
Brooklyn	NY	11215	this should include NYPD abuse of our airspace as well
Brooklyn	NY	11215	Helicopters are flying so low over Brooklyn that they're deafening us. Thank you for trying to restore sanity and save our hearing!
Brooklyn, NY	NY	11215	Too many helicopters and planes flying overhead.
Brooklyn, NY	NY	11215	Too many helicopters and planes flying overhead.
Brooklyn, NY	NY	11215	Brooklyn already has the inbound La Guardia noise to deal with.
New York	NY	11215	I support this bill and will follow the votes.
New York	NY	11215	These nonessential flights at low altitudes are making our NYC neighborhoods unliveable and threatening our mental and physical health and that of our children. No business should be permitted to do this.
New York	NY	11215	It's not just the non-essential helicopters. There needs to be re-routing of all the helicopters flying to and from the Hamptons going over Brooklyn: move them out to sea!

City	State/ Province	Zip code	Comments
New York	NY	11215	Brooklyn will not survive as a place for individuals and families to live with the unbearable noise of these constant thunderous helicopters that benefit only a tiny few.
Brooklyn	NY	11216	Please end non-essential helicopter flights over NYC!
Brooklyn	NY	11216	I have recorded 30 flights in 60 minutes during "rush" hours to Hamptons/JFK. This has made Eastern Parkway corridor unlivable.
Brookly	NY	11217	Please stop the helicopters commuting from Manhattan to JFK and the Hamptons. They buzz Brooklyn neighborhoods at all hours and they offer no benefit to all of us living and working in their flight path.
Brookly	NY	11217	Please for the love of everything stop the flights over Brooklyn. They wake me up every morning and are a constant disruption while working. You can't even talk through them they're that loud. I've recorded decibels and it's over 70 at my house. Now multiply that by like 40-60 flights per day, and there's more every day.
Brookly	NY	11217	Literally as I'm signing another helicopter is flying low directly overhead. At least don't let them fly over Brooklyn over residential areas. So loud.
Brooklyn	NY	11217	Make it stop! Noise pollution is a thing.
Brooklyn	NY	11217	Why does the city let a couple of companies destroy the peace of quiet of all New Yorkers? It's obscene.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11217	Blade flies helicopters very low over central Brooklyn. They shuttle rich jerks from manhattan to JFK who don't want to sit in traffic or public transits. The noise is incredibly disruptive. Even visitors to my apartment have noted how loud and ridiculous it is. Why should hundreds of thousands of New Yorkers suffer for an elite few?
Brooklyn	NY	11217	The helicopter noise over my house on weekday mornings is so loud and disturbing! I'm a long way from the airport so this must disturb hundreds of thousands of people. No one needs to commute by helicopter!
Brooklyn	NY	11217	Flights over Park Slope (where I live) are sometimes happening every 15 minutes!! Please at least reduce the number and also consider alternate flight paths. Thank you!!
Brooklyn	NY	11217	Noise and vibration from low-flying helicopters intrudes badly on my peace and quiet inside my house every day and from 7am to 8pm. Flights should be diverted to fly over water and not over densely populated residential neighborhoods.
Brooklyn	NY	11217	I was woken up at 6:55am by extremely loud helicopter noise this morning. It was shockingly loud. I felt like I was in a war movie. It is unreasonable that I should have to experience this for non-essential purposes. I'm grateful to my Council Member for initiating this bill.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11217	The helicopters are so disruptive, and adding so much pollution. They fly so low that I can't even have a conversation outside. They'll hover for hours as well. This is now way to live.
Brooklyn	NY	11217	Every morning 7.30 am a loud helicopter wakes us up flying overhead. Entitled rich guy who can't take the train like us working class stiffs?
New York	NY	11217	Helicopters flying over the Harbor and Governors Island have deep denigrated any experience of being there. Please support this bill!
New York	NY	11217	I vote for health and life quality!
Brooklyn	NY	11218	As a human and planetary health nurse I support Shutting Down ?Non-essential helicopter flights!!!
Brooklyn	NY	11218	As a nurse I fully agree about the dangers and pollution of unregulated and copious helicopter traffic for the wealthy and the tourists, and I would like to see this ended in NYC.
Brooklyn	NY	11218	As a nurse, I strongly urge the passage of Int 0551 ~!
Brooklyn	NY	11221	As a tour guide at the Statue of Liberty, the constant helicopter traffic make it impossible to give guests information vital to the understanding of this amazing icon of the United States. It has to stop.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11221	Helicopters has disturbed the peace in my home for too long now. I don't understand why they fly this low and keep circling. They also completely disturbed the total lunar eclipse in April at Green-Wood Cemetery. This has to stop!
Brooklyn	NY	11225	Please pass this bill! Nonessential flights have far more downsides than positives, and are so disruptive for my neighborhood and cultural centers like the Brooklyn Botanical Gardens and Prospect Park Zoo. New Yorkers deserve quiet, clean skies!
New York	NY	11225	Enough noise!
Brooklyn	NY	11226	This is out of control and making me so stressed out. They zoom over my house almost every 15 minutes in the summer. The items in my house shake. The sound causes me such anxiety due to the fact in our neighborhood when choppers fly is normally means something bad is happening. I have had a police chopper in my backyard when I man was hiding there with gun. The sound brings me fear. Why do the flight path change? Who authorized it? Lived her 19 years and this summer and fall are the absolute worst time. I work from home and don't leave the city in the summer. This has to stop. Rich people can fly along the water ways as they did before. Don't make us suffer. If this continues I want a tax rebate. I did not buy my home close to an airport for a reason. Change this flight pattern now.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11228	Redirect the helicopters away from Governors Island.
Brooklyn	NY	11231	These flights are an enormous nuisance, and removing or seriously restricting them would greatly enhance quality of life in the city.
Brooklyn	NY	11231	The noise from these copters is a nightmare.
Brooklyn	NY	11231	Please sign Int 551. I live in Gowanus directly under the flight path between Wall St and JFK. The amount of Blade helicopters that fly 600 to 700 ft above my apartment everyday is staggering. The noise rumbles the building and I'm constantly having to mute my zoom meetings, mute the tv, and my family members will even pause to finish talking to each other when we start to hear the familiar rumble of the chopper.
Brooklyn	NY	11231	This is such an important bill for the health of all New Yorkers and the future of our city!
Brooklyn	NY	11231	Helicopter sounds threaten the well being of people living in these areas. It's a form of harassment. An inappropriate use of force. I waste of funds as there are other less disturbing and polluting technologies available.
Brooklyn	NY	11231	I can't enjoy sitting outside because of the constant helicopter tours driving right by the promenade and the pier parks. Noise pollution is already an issue in NYC, and this unnecessary addition is ridiculous.
Brooklyn	NY	11231	Helicopter traffic has been a terrible nuisance for years!

City	State/ Province	Zip code	Comments
New York	NY	11231	Thank you.
New York	NY	11231	The low-flying helicopters that cut over south Brooklyn has become a serious Quality of Life issue. Apartments rattle, and time spent outside is hindered by the incessant noise. Walks in the park are no longer relaxing, nor are conversations made easy, with continual helicopters one-by-one making the rounds. It has created a chronic anxiety and stress, just getting through a regular day. And to know it is all caused by one or few people who pay for and want - not need - the luxury and experience of getting to the airport or to their Hamptons homes for the sake of novelty or ease...just makes it feel all the more divided. A great thing for an elite minority class - at the total expense of the majority.
New York	NY	11231	It's so disruptive and sorry noisy where I live in Carroll Gardens. And they fly way too low over Brooklyn Bridge Park, it's not the serene calm park-going experience it used to be.
Brooklyn	NY	11232	I was at Celebrate Brooklyn last weekend and so many helicopters interrupted the concert that even the performers commented on this. It's outrageous.
Brooklyn	NY	11234	Stop the Chop

City	State/ Province	Zip code	Comments
Brooklyn	NY	11234	We can't even sit outside and have a conversation sitting next to each other because of these commuter helicopters coming overhead all day especially Friday- Monday from May 1st till after Labor Day! It's not fair we paid a lot of money for our homes and we can't even enjoy them, anymore!
Brooklyn	NY	11238	The increase in helicopter noise over the past few years is overwhelming. Each helicopter is disruptive to thousands of people, benefitting only a few individuals on the vehicle. The environmental impact is terrible, as well. NYC was noisy enough already. Please ban unessential helicopter flights over NYC!
Brooklyn	NY	11238	I live in Brooklyn and helicopters pass at low altitudes over my house--and those of thousands of my neighbors--and the nearby park, many times a day. Each helicopter makes a loud grinding noise for several minutes, disturbing even with my windows closed. They start before 7 am and continue late into the evening, sometimes many times an hour. I believe these are convenience flights to the airports and Long Island, each for the convenience of a few passengers but disturbing and damaging the peace of thousands. PLEASE STOP THEM!
Brooklyn	NY	11238	this is a no-brainer! thanks for your strong support!
Brooklyn	NY	11238	Make our city liveable! Stop the chop!
BROOKLYN	NY	11238	Stop flights over Prospect heights

City	State/ Province	Zip code	Comments
Brooklyn	NY	11238	I thought that it was just police helicopters constantly over Brooklyn but was disappointed to learn it's not for safety at all. It's super loud and annoying all day if you live in the area.
Brooklyn	NY	11238	Too much noise.
Brooklyn	NY	11238	I live under a helicopter flight path, and the noise is detrimental to the quality of life of the neighborhood
Brooklyn	NY	11238	Tourist flights are accidents waiting to happen
Brooklyn	NY	11238	We are already in the La Guardia flight path and hear planes flying overhead all day, but we also have to hear helicopters passing at much lower altitudes. The sound literally shakes our building and wakes us up in the mornings.
Brooklyn	NY	11238	The plane noise is one thing. BUT the helicopter sound is so loud and intense that I can hear the windows rattle when the helicopters go by. It's more than just a little typical city sound - it's an invasive interruption to the day... and it's constant.
Brooklyn	NY	11238	The helicopters are an abomination. They are stressful and unhealthy.
New York	NY	11238	Horrible stressful, unhealthy ugly noise from helicopters flying low and visible from our window.
Brooklyn	NY	11243	Stop the noise in our skies.
whitestone	NY	11357	noise too much

City	State/ Province	Zip code	Comments
Whitestone	NY	11357	Incessant helicopter noise has destroyed quality of life for many New Yorkers. Ultra rich that commute in helicopters to Hamptons will find ways of getting to their destination. As city is gearing up to to enforce congestion pricing for average car drivers, non-essential helicopter operators should be banned, too
Whitestone	NY	11357	Helicopter noise in the city is unbearable. While we can't control FAA rules and regulations we can certainly close our city heliports where they constantly take off and land.
Howard Beach	NY	11414	Impossible to have a conversation, watch tv or enjoy time in your yard without feeling like you are in a war zone!
Howard Beach	NY	11414	These is a True Quality of Life in soany ways, and a Severe Health Risk for all in these Non Essential Helicopters's Flying Path. Please Close these Heliports, and
Malverne New York	NY	11565	I support the passage of New York City Council Int. 551

City	State/ Province	Zip code	Comments
Belle Harbor, NY	NY	11694	The incessant chopper flights are unbearable. It seems that it is just a matter of time that some terrorist loads one of these choppers with high explosives and kills hundreds of people. Will the politicians take notice then? Why is it after consolidating so much political power to stop this uncontrolled nonsense nothing has been done. Who are the corrupt individuals that are imposing their will on millions of New Yorkers and why has it not been stopped years ago. Are our own representatives jerking us around? These helicopter companies are using the oldest argument there is about providing jobs. Well a couple of hundred jobs in NYC is insignificant compared to the overall workforce. These companies are making fools out of our elected representatives. They must be having a good laugh while they line their pockets with cash at our expense.
Miller Place	NY	11764	Quality of life for people.
East hampton	NY	11937	The commuter helicopters Departing from nyc airports Have destroyed the environment, Public health and quality of life
East hampton	NY	11937	Flights from NYC airports harm the health, environment and quality of life of residents on the East End of Long Island.

City	State/ Province	Zip code	Comments
East hampton	NY	11937	<p>NYC commuter helicopter activity negatively impacts the whole of Long Island. I am an affected</p> <p>resident, not just from the noise but also from the pollution, directly over</p>
East Hampton	NY	11937	Helicopter noise over East Hampton is out of control and is like a plague of noise pollution over what should be a beautiful serene place.
Springs	NY	11937	Enough of this totally unnecessary helicopter hell!
Laurel	NY	11948	Our region is being invaded by chopper, sea plans and private jets. The traffic in our skies has become a quality of life issue. If pilots can't be respectful, they should be shut down..
Orient	NY	11957	Non essential helicopters serve a tiny minority while ruining the quality of life for hundreds of thousands. To say nothing of the significant contribution to air and water pollution.
Sag Harbor	NY	11963	NYC heliports are the origin of most flights to East Hampton Airport. These non essential flights harm both nyc residents and residents of the East End of Long Island.

City	State/ Province	Zip code	Comments
Sag Harbor	NY	11963	The NYC helipads are the source of torment and terror of tens of thousands of residents from NYC to East Hampton. This is egregious abuse of many to cater to a few wealthy but non essential people commuting from EH to NYC and vice versa in comfort while poisoning our air with jet A fuel emissions. They must be held responsible for polluting our air. This is a public health menace.
Philadelphia	PA	19148	<p>I'm a performer with the Hudson Classical Theater Company and we bring the Arts to Tourists and neighbors in the community. The helicopters fly over us continually during our shows which makes it very difficult for our audiences to enjoy our shows. It also makes it difficult for the actors to perform.</p> <p>Please Stop The Chop, so we can enjoy nature and the Arts without the Noise Pollution.</p>
Miami Beach	FL	33139	I moved because of the noise and took 50 jobs and employees with me. Time to end the helicopters on the Hudson. Or move them to the middle of the waterway at the very least.
Miami Beach	FL	33139	I had to move from my home along the Hudson as result of the Mash like life caused by helicopters.
Hoboken	NJ	78030	Those of us in NJ suffer from the helicopter noise on the Hudson just like your NYC residents.

City	State/ Province	Zip code	Comments
Albuquerque	NM	87114	If it's allowed in NYC then other large metropolitan areas will want to approve it too , because none of them can see the excessive noise harm it creates .
Los Angeles	CA	90066	Noise and fuel pollution is deadly to our communities. We must form citizens reform councils at the local level and push a U.S Constitutional convention to override the political corruption we are dealing with. We are not building dense cities for the aviation industry / for-profit systems to take over our space. We are here to live!

City	State/ Province	Zip code	Comments
Bend	OR	97701	<p>Not only do I support these comments, I encourage you to understand the impacts of a flooded pilot's market and false narrative of pilot shortage. ALPA, the world's largest airline pilots union, has been calling out this false narrative for years. So long as you allow unemployed and underemployed pilots to saturate your communities in horrid noise pollution, flight schools will continue devastating communities (like mine) to train pilots which will find work by expanding tourist and harmful flights over other communities, like New York.</p> <p>The harm and economic burden being wrought on communities from oil well to refinery to flight training to excessive flights over cities like New York is staggering.</p> <p>Every day you allow the physically harmful glut of helicopters over your community, you've cut productivity of your tax payer base, reduced the education of your community's children and increased violent crime. It seems an obvious conclusion that the widespread bleed of resource and harm is ultimately costing far more economically & ethically than what the</p>
NEW YORK	NY	100257264	<p>Many different kinds of helicopter rotor over us all day long. The military helicopters are the noisiest, but there is obviously a sky route over our building from NJ as well as NY.</p>

City	State/ Province	Zip code	Comments
Lincoln	MA	01773-0533	Noise pollution is harmful!
Weehawke	NJ	07086-7018	Every business is obligated to practice corporate stewardship and that means exercising reasonable consideration for those negatively affected by your pursuit of profit. Sightseeing helicopter tours create nonstop noise and air pollution to residents like my community who moved here to enjoy the benefits of the quiet quality of life afforded by distance from the city. Instead, we are barrages by selfish corporations who ply our air space with no regard for our lives. Their operation does not provide an essential service, but rather a nuisance we are forced to endure at our expense, not theirs. They should be regulated to run on a reduced schedule or not at all.
New York	NY	10003-6226	This noise no only has major health and climlate damage, but it can ruin the enjoyment of sitting outside on a starry, temperate, night!
New York	NY	10009-1340	Governor Island Island is not a real estate grab. It is an island dedicated to natural habitat for people to appreciate and enjoy. I urge the NYC Council members, who have not yet signed this bill to sign it. I am a registered Democrat.

City	State/ Province	Zip code	Comments
NY	NY	10011-1340	<p>The constant noise over NYC, plus the pollution from the helicopters is a matter of health concerns in addition to undermining the quality of life for residents who are subjected to this constant barrage of noise,</p> <p>As a licensed NYC tourist guide living in Chelsea near the west side heliport, the noise level is constant when the helicopters are running with my windows closed. While touring, guests cannot hear commentary until the helicopters have passed. This includes the Brooklyn Promenade, Governor's Island, plus the Statue of Liberty and Ellis Island. It is imperative that non-essential helicopters be eliminated from being heard in NYC. Flying over the rivers and the bay does not eliminate the noise since it still carries</p>
NY	NY	10011-1340	Pease, stop the non-essential helicopter noise! The noise and petrol pollution are positively unhealthy.
NY	NY	10011-1340	PLEASE, stop the helicopters on the Hudson River near 34th Street. The constant noise in the summer defeats the purpose of having a lovely park to relax.
NY	NY	10011-1340	The noise level from the helicopters is horrendous. I don't understand why the 34th Street Hudson River heliport seems exempt. I live near it and the noise is horrendous.

City	State/ Province	Zip code	Comments
New York	NY	10011-2400	The helicopter pads on the Hudson emit horrible fumes and noise constantly into one of the area's only public parks. It's an absolute abuse of the environment and its inhabitants.
New York	NY	10011-3209	<p>In our city the harm done by the many non-essential helicopter flights to public health and to the climate crisis are clear reasons to support NYC Council Int 551 to ban all unnecessary flights to and from heliports owned and operated by NYC.</p> <p>Sincerely,</p>
New York	NY	10011-4011	There is simply no reason for Helicopters as a form of entertainment. What? There isn't enough to do in Manhattan for visitors? There are plenty of places to get a "bird's-eye view" of The City , including its neighboring boroughs. People should be encouraged to support other venues which provide a must more long-lasting experience than 35 minutes in a helicopter which causes tremendous noise, pollution & disruption of life for residents.

City	State/ Province	Zip code	Comments
NEW YORK	NY	10018-8109	The heliport is right next to the pedestrian and bike path. The fume from the helicopters is toxic. While buses can't have their engines running while the bus is idling, why should helicopters be allowed to spiel much more toxic fumes at people nearby. Depending on which direction the wind blows, it can be smelled at a far distance away. The heliport location makes totally no sense at all when they are very close by to NYU Medical Center. I urge politicians to shut the heliport down to protect the health of New Yorkers. Besides the toxic fumes, noise pollution is another health hazard, but that's another story all together.
N.Y.	NY	10022-3605	Please protect Governors Island as set out in the 2003 deed. We desperately need open, undeveloped space in NYC.
New York	NY	10023-3901	The City is loud enough without the dreadful helicopters overhead, and dirty enough without the added dropping oil and hydraulic fluid from all helicopters.
New York	NY	10024-2708	I have lived in New York for close to 50 years and each year the helicopter Noise Pollution keeps getting worse. Noise Pollution is a health risk! BAN NONESSENTIAL HELICOPTER FLIGHTS IN NEW YORK CITY!

City	State/ Province	Zip code	Comments
New York	NY	10027-5007	The fumes from helipads along the Hudson River greenway in Chelsea and near the South Street Seaport are atrocious. And the noise from helicopters makes it hard to enjoy city gems like Brooklyn Bridge Park and Governors Island.
NEW YORK	NY	10128-2510	<p>Will this nightmare, this ordeal ever end? Ever in my lifetime? Daily, hourly, unrelenting helicopter noise has been destroying the bucolic urban sanctuary that is Central Park for years and years and years -- perhaps for as much as a decade now.</p> <p>I will support NO politician in any office in the city or even in the state who does not support this bill. Consider me a single issue voter. The infuriating inaction on this issue -- one of the few issues in this country that ISN'T remotely controversial -- truly boggles the mind. I cannot begin to count all the petitions I've signed in the past -- none of which has done any bleeping good at all.</p>
Amsterdam		1076AX	The monetization of temporary thrills for tourists at the expense of quality of life the residents is a not well-thought-out equation. I've been in the NY area and it sometimes feels like a war zone where quality of life is the first victim

City	State/ Province	Zip code	Comments
Brooklyn, NY	NY	11231-5015	The helicopter noise is extremely loud and they fly so low the vibrations they produce within my home are extremely disturbing. The disruptions intrude on our right to live in a peaceful environment. Business calls and normal conversations have to be paused until the helicopter passes. This should not be happening with such frequency within our home on a daily basis. Trying to relax or sleep becomes challenging and it has an effect on our physical and mental health. Disrupting the daily lives of millions of people by one business should be banned.
Brooklyn, NY	NY	11231-5015	The noise pollution from the helicopters flying over our building prevents us from having conversations including trying to conduct business conversations on our phones. The noise is incredibly intrusive during certain times of the day due to the amount of helicopters flying over our building. At times it can take up a significant amount of time with a flight every 10 minutes. They also seem to fly below the 500 foot limit. Please reduce the flights to essential flights so we can enjoy the right to inhabit and use our property without this intrusive noise disturbance that degrades the quality of our lives daily.

City	State/ Province	Zip code	Comments
Brooklyn	NY	11234-4902	There is, perhaps, no activity that disturbs more residents for the benefit of so few people than the noise associated with these unnecessary helicopter flights. It is hardly likely that eliminating the opportunity to fly over NY would impact tourism and the small amount of time saved by so few in their commute to an airport is hardly equitable to the distress of the many residents forced to endure these intrusions.
sagaponack	NY	11962-0245	hop, skip, jump away from the East Hampton Airport, destination for many flights origination from NYC
Los Gatos	CA	CA 95032	Being in NYC has become unbearable. Every time I visit, I am shocked at the destruction of quality of life and the overall NYC experience by these pointless helicopters. Enough! Just act and shut down these damned heliports!
Brooklyn		New York	Noise; pollution; luxury operators; flagrant violators of agreed upon flight paths. This is just crazy. End it now.
Hoboken		NJ 07030	I live directly across from heliport next to Hudson Yards. The noise from so many helicopters ruins our quality of life. In addition, I have lights shining in my windows as they fly towards my home at night. Please stop the tourist and commuter flights.

The community of Red Hook, Brooklyn, a resilient enclave grappling with various environmental challenges, has long endured the disruptive presence of tourist helicopters buzzing overhead. Despite recent victories such as the passage of Intro 4 in a unanimous vote by this Council, addressing issues like last mile trucking and BQE repairs, the menace of these low-flying helicopters persists, shaking our homes and rattling our windows with relentless frequency.

For decades, our daily lives have been marred by the incessant roar of helicopters departing from Wall Street, leaving us feeling trapped indoors or subject to a never-ending barrage of noise and vibrations when venturing outside. Despite assurances from the Economic Development Corporation (EDC) that noise complaints are being monitored through the 311 portal, the reality is starkly different. The overwhelming majority of these disturbances, approximately 95%, stem from tourism, with the remainder attributed to press and essential services. Our community's attempts to report these disturbances through 311 are met with frustration, as the process is impractical and unrealistic, requiring an unfeasible volume of calls and posing questions beyond the capability of civilians to answer.

The toll of this perpetual onslaught goes beyond mere inconvenience. Helicopter noise and vibrations have been linked to serious health implications, including brain damage, learning disabilities, and coronary complications, robbing residents of their quality of life. It's time for decisive action to alleviate this burden. We call for an immediate implementation of a ban on non-essential helicopter flights until comprehensive solutions are enacted.

Furthermore, despite assurances of engagement from the EDC regarding 311 complaints, our experiences tell a different story. On April 2nd, 2022, as I stood on the NYC Ferry dock, I witnessed firsthand the detrimental effects of helicopter idling, with its nauseating fumes permeating the air and affecting waiting passengers, including children and the elderly. This is not an isolated incident but a recurring nightmare for our community.

It's imperative that the voices of Red Hook residents are heard and heeded. We demand meaningful action to address the scourge of tourist helicopters and safeguard the well-being of our community.



BoCoCa Moms

Maggie Oldfather · 27 October 2020 · 🌐



Anybody know what's up with the helicopter noise right now?



3

21 comments



Like



Comment



Send



BOERUM HILL AT LARGE

Serena Bartha · 23 September 2020 · 🌐



Does anyone know what the helicopter noise is for?

16 comments



Like



Comment



Send



Windsor Terrace Parents

Susannah Voigt · 30 September 2019 · 🌐



Anyone know what's going on out there with all the helicopter noise?

4 comments



Like



Comment



Send



ML Harris

1 m · 🌐



4/16/2024

Contact: ML HARRIS LuxuriousVIPTravel Text Tel: 818.714.0590

Subject: Increased Aviation Industry Amidst Residential Complaints

[#Manhattan](#), [#NY](#) - In the heart of bustling Manhattan, where business and urban life converge, LuxuriousVIPTravel's representative ML HARRIS addresses the recent surge in aviation industry activities amidst resident complaints.

As residents voice their concerns, tallying an impressive 7,793 complaints, about the reliability of helicopter transportation in Manhattan, LuxuriousVIPTravel emphasizes the vital role helicopters play as a dependable mode of travel. With more routes opening daily, the aviation sector is poised for substantial growth, offering enhanced connectivity and accessibility to residents and visitors alike.

"It's simply ludicrous to overlook the significance of helicopters as a reliable form of transportation," states ML HARRIS, representing LuxuriousVIPTravel. "The aviation industry's expansion is a testament to our city's dynamic nature, showcasing increased opportunities and convenience for all."

Addressing Manhattaners directly, ML HARRIS acknowledges the unique character of the city's business district, emphasizing that the vibrant, non-stop ambiance is integral to its identity. "Our Amazon Citi that never sleeps has always been noisy—it's part of our character," adds ML HARRIS.

LuxuriousVIPTravel invites Manhattaners to embrace the evolving aviation landscape, recognizing it as a catalyst for growth and connectivity within the bustling metropolis.

Sincerely Representative

[#MLHARRIS](#) [#LuxuriousVIPTravel](#) via text at 818.714.0590



BOERUM HILL AT LARGE

Kiki Valentine · 13 February 2023 · 🧑🏻



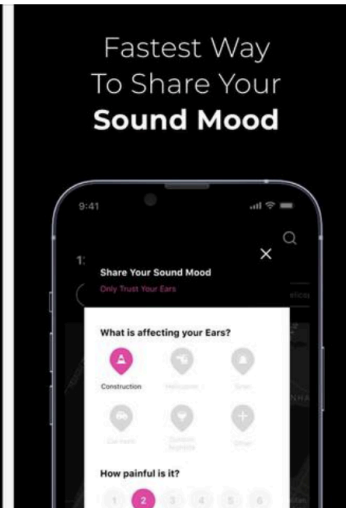
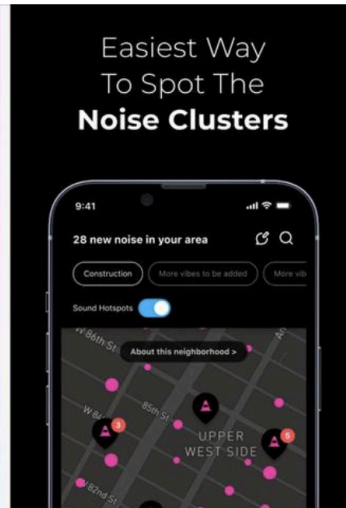
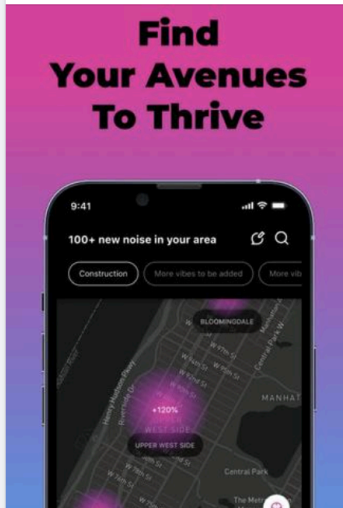
From STOP THE CHOP NY/NJ

We are excited to announce a new app, RightAvenues, that we hope you can download and use to file and track your helicopter complaints; more information and instructions are below!

NEW HELICOPTER COMPLAINT APP!

New App Makes It Easy to Report Helicopters to 311:

Using a new community App called RightAvenues, New Yorkers will now be able to easily report helicopter and other noise complaints to NYC 311 using their iPhones. *(Note, a version for Andro... See more*



**BOERUM HILL AT LARGE**

Khaela Maricich · 22 February · 🌐



What on earth is going on with the helicopters above us right now? It's not even 7am this is insane. UPDATE: thank you to this amazing group I now know about this petition we can sign. The helicopters are a private company and there are bills to try and stop them flying so often and so low. Signing was very satisfying.

STOPTHECHOPNYNJ.ORG**Stop The Chop NY/NJ**

Stop The Chop NY/NJ is a grassroots organization formed to reduce helicopter noise and b...





Redhook Noisecopters

27 April 2011 · 🌐

...

Flyer passed out at the Red Hook Civic Association meeting this eve . If you're bothered by the constant tourist helicopter noise call everyone on the list . The flight route needs to be changed. Even if they fly just past the shoreline the loud drone will continue.

HELICOPTER ABATEMENT OVER RED HOOK

Economic Development Corporation

Seth W. Pinsky, CEO

Patricia (Patty) Ornst, Head of Aviation Division

212-619-5000

Brooklyn Borough President

Marty Markowitz...718-802-3700

Luke DiPalma, Asst. to Mr. Markowitz for Aviation

718-802-4836

Sara Gonzalez, City Council (Red Hook)...718-439-9012

Felix W. Ortiz, Assembly Member (Red Hook)

718-492-6334

Daniel Squadron, State Senator (Red Hook)

718-802-3818

Nydia Velazquez, Member of Congress (Red Hook)

718-222-5819

Dan Willey, Asst. to Ms. Velazquez...718-222-5819

These folk's MUST be contacted by you and your neighbor's if we want to stop these flights over the



Alice Peck ▸ **Redhook Noisecopters**



22 July 2015 · 🧑🏻🧑🏻🧑🏻

A press conference will be held this Thursday at 9:30 AM on the steps of City Hall about a proposed bill sponsored by several NYC council members. If passed, this bill would ban helicopter sightseeing tours in all five boroughs.

STOPTHECHOPNYNJ.ORG

Stop the Chop NYNJ

Community group to ban helicopter sightseeing tours over New York Harbor a...





Redhook Noisecopters

9 June 2015 · 🌐



Stop The Chop NY NJ

9 June 2015 · ⚙️

Lobbyist Capalino most recently met with Mayor de Blasio on May 28 on behalf of helicopter-tour operators in lower Manhattan — an opportunity that critics of the noisy flights say they haven't gotten.

The closest Brian Wagner, founder and lead advocate calling for remediation for 2 years and now a full BAN, has only been granted access to empty suit lackey, Jonathan Viguers - Community Affairs Unit from the de Blasio administration.

"It's very discouraging but not surprising," said Delia Von Neuschatz, a resident of Battery Park City who founded an advocacy group to halt the tours.

Guess we haven't paid the price of admission to get access to the mayor.

See NY Post article posting



Like



Comment



Share



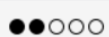
Write a comment...





Redhook Noisecopters

7 April 2015 · 🌐



Verizon LTE

8:37 PM

📶 24% 🔋



Messages

311-692

Details

Text Message
Today 7:55 PM

Hello, thank you for
texting NYC 311. An
agent will be with you in
a moment.

Welcome to NYC 311
Text. Msg Freq Varies by
Use. Msg & Data Rates
may apply. Reply HELP
for help, STOP to cancel.
For Terms of Service:
<http://bit.ly/nyc311info>

What information or
assistance can I give you
regarding those
Helicopters?



Redhook Noisecopters

239 friends · 33 mutual



Friends

Message

[Posts](#) [About](#) [Friends](#) [Photos](#) [Videos](#) [Check-ins](#) [More ▾](#)

Intro

- STOP THE TOURIST HELICOPTER NOISE POLLUTION at stop the helicopter noise pollution
- Worked at Red Hook
- Studied at Peace and Quiet
- Went to 311 online
- Lives in Brooklyn, New York
- From Brooklyn, New York



Write something to Redhook...



Photo/video



Tag people



Feeling/activity

Posts

Filters

Album **Red Hook UPS Community Meeting**



Daniel Wiley is with **Victoria Alexander** and **75 others**.
10 July 2019 ·



Redhook Noisecopters

5 April 2015 ·



Benjamin Peikes is with **Redhook Noisecopters** and **Carlos Menchaca**.

5 April 2015 ·

What a beautiful Easter Sunday to be down at Valentino Park. Too bad there has not been one minute since 10 this morning that I didnt hear helicopters. Even all the way 4 blocks away in our backyard.



Redhook Noisecopters and 1 other



Like



Comment



Write a comment...





Susan Peikes ▸ Redhook Noisecopters

28 February 2015 · 🌐

Timeout NY is offering "deals" on helicopter tours: over 4,500 sold!! Tell TONY to drop this promotion!

<http://new-york.timeout.com/re?l=D0ln5uzr1l6h5t6d4lg>



Redhook Noisecopters



Like



Comment



Share



Write a comment...



John Angier ▸ Redhook Noisecopters

5 December 2014 · New York · 🌐

They're flying slow and low over 150 th street today and every 45 secs- 3 mins or so. This shit has got to stop. I gave up on 311, it's a joke.



Redhook Noisecopters and 3 others



Like



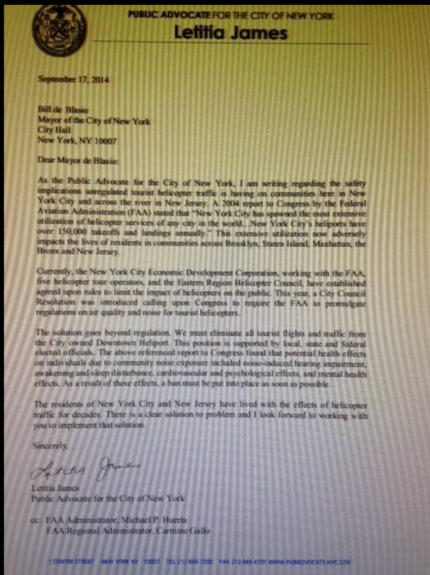
Comment



Share



Write a comment...



Stop The Chop NY NJ

24 September 2014 · 🌐

Letitia James, Public Advocate for the City of New York has joined the growing list of officials from across two states to pen a letter to Mayor de Blasio on 9/17. Here is the opening of that letter. See attached for pic of letter.

Dear Mayor de Blasio:

As the Public Advocate for the City of New York, I am writing regarding the safety implications unregulated tourist helicopter traffic is having on communities here in New York City and across the river in New Jersey. A 2004 report to Congress by the Federal Aviation Administration (FAA) stated that "New York City has spawned the most extensive utilization of helicopter services of any city in the world...New York City's heliports have over 150,000 takeoffs and landings annually." This extensive utilization now adversely impacts the lives of residents in communities across Brooklyn, Staten Island, Manhattan, the Bronx and New Jersey. **See less**

15

3 3



Like



Comment



Share

Most relevant ▾



Stop The Chop NY NJ

Does NYC's Mayor de Blasio feel all alone by now on our issue? On an island all by himself.... oh yeah with that evil Eastern Region



Redhook Noisecopters

18 September 2014 · 🌐

...

Commuter helicopter free for all this morning in Red Hook Brooklyn thanks to the complete inaction of our sell out Mayor. Flights have continued to get worse . Besides the ramped up helicopter tours we now have endless commuter copters flying directly overhead at extremely low altitudes starting at 7 am.

👍 Robert Francis Cole and 7 others

9 comments 1 share



Like



Comment



Share

View more comments



Brian Wagner

This weekend's amNewYork, page 2, "Mayor: Jobs for carriage drivers a priority." Speaks of his interest in trying to find "alternative employment for Central Park's horse drawn carriage drivers being his priority if his long promised ban on the indust... [See more](#)

9 y Like



Write a comment...



Redhook Noisecopters via Stop The Chop NY NJ

16 September 2014 · 🌐

...



BATTERYPARK.TV

20 electeds want to outright ban tourist helicopters. Mayor de Blasio's EDC opposes them.



Mark Ehrhardt, Robert Francis Cole and 8 others

1 comment



UNITED STATES HOUSE OF REPRESENTATIVES
BROOKLYN BOROUGH PRESIDENT
MANHATTAN BOROUGH PRESIDENT
NEW YORK STATE SENATE
NEW YORK STATE ASSEMBLY
NEW YORK CITY COUNCIL

August 8, 2014

Bill de Blasio
Mayor
City Hall
New York, NY 10007

Dear Mayor de Blasio:

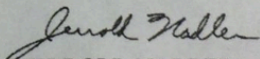
We write as representatives of communities affected by tourist helicopter traffic over New York City and New Jersey. We are concerned about the safety implications of unregulated tourist helicopter flights, as well as the helicopters' impact on quality of life in neighborhoods in both States that experience take-offs and landings or heavy flyover helicopter traffic. These concerns are especially relevant today, in light of what appears to be the dramatic increase in tourist helicopters utilizing the City owned Downtown Heliport. After a comprehensive examination of the Downtown Heliport and this industry, we have determined that there is a real lack of regulations and oversight involving tourist helicopter traffic, and in that context we strongly request that the City of New York and the New York City Economic Development Corporation institute a ban of all tourist helicopters utilizing the Downtown Heliport as soon as possible.

Recently elected officials from Brooklyn, Manhattan and Staten Island convened a meeting with your office to discuss this serious issue. Subsequently, elected officials from New Jersey joined the discussions supporting a ban on tourist helicopters both from the Downtown Heliport and heliports in New Jersey. Communities in both New York and New Jersey unfortunately have lived with the effects of helicopter traffic for decades, and have long advocated for a change in the way that city and federal agencies address helicopter traffic. At the meeting attended with your staff it was noted that many insurmountable obstacles to resolution of safety and noise concerns persist, including the lack of verifiable information of the daily volume of helicopters traveling in the Hudson corridor, inadequate mechanisms to track, receive, and respond to constituent complaints and the lack of any enforcement mechanism for agreed upon helicopter flights paths over New York City or New Jersey.

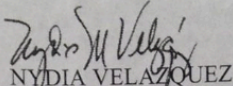
To address these real quality of life issues of residents of New York and New Jersey and to protect the safety of helicopter users we urge you to eliminate all tourist flights and traffic from the City owned Downtown Heliport as soon as possible. The status quo of largely unregulated flights that endanger tourists and disturb the peace in Manhattan, Brooklyn, the Bronx, Staten Island and New Jersey neighborhoods is unacceptable. We believe it is

the responsibility of the City as the owner of the Downtown Heliport to address these very real concerns and issues. We look forward to working with you to implement this solution.

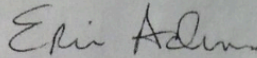
Sincerely,



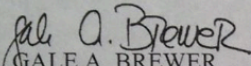
JERROLD NADLER
Member of Congress



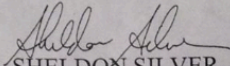
NYDIA VELAZQUEZ
Member of Congress



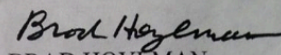
ERIC ADAMS
Brooklyn Borough President



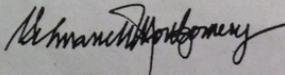
GALE A. BREWER
Manhattan Borough President



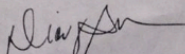
SHELDON SILVER
Speaker, NYS Assembly



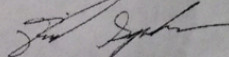
BRAD HOYLMAN
State Senator



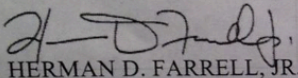
VELMANETTE MONTGOMERY
NYS Senate



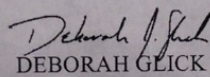
DIANE SAVINO
NYS Senate



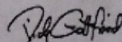
DANIEL SQUADRON
NYS Senate



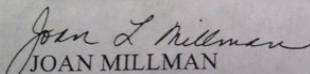
HERMAN D. FARRELL, JR.
NYS Assembly



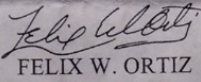
DEBORAH GLICK
NYS Assembly



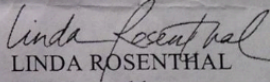
RICHARD GOTTFRIED
NYS Assembly



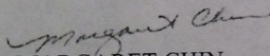
JOAN MILLMAN
NYS Assembly



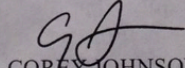
FELIX W. ORTIZ
NYS Assembly



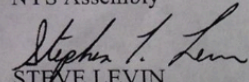
LINDA ROSENTHAL
NYS Assembly



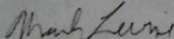
MARGARET CHIN
New York City Council



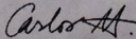
COREY JOHNSON
New York City Council



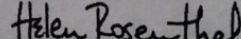
STEVE LEVIN
New York City Council



MARK LEVINE
New York City Council



CARLOS MENCHACA
New York City Council



HELEN ROSENTHAL
New York City Council

cc: FAA Administrator, Michael P. Huerta
FAA Regional Administrator, Carmine Gallo



Redhook Noisecopters

1 July 2014 · 🌐



Stop The Chop NY NJ

30 June 2014 · ⚙️

Comment from one of our members to Mayor de Blasio:

"I am the grandmother of a 31/2 year old little girl who lives in Red Hook, but whose folks can not take her to the beautiful pier park and other playgrounds because of the horrific deafening noise of the constant helicopter flights overhead. The noise is unhealthy and so stressful to this neighborhood of families with many young children!

Please stop the helicopters now!

Surely tourists can enjoy NYC, the Statue of Liberty, etc. as they have for years, without these harmful and destructive flights.

We love NY too... And we LIVE here!"

👍 7



Like



Comment



Share



Redhook Noisecopters

1 July 2014 · 🌐



Stop The Chop NY NJ

30 June 2014 · ⚙️

In a report to his constituents, NYC Assembly Member Herman D. Farrell, Jr., who represents the 71st Assembly District (West Harlem, Inwood and Washington Heights), said that Mayor de Blasio's staff promised a follow-up meeting after the complaints passed along by the group of officials had been checked and verified. "From our point of view," said Farrell, "the issue has been well studied and analyzed, and the City would be justified in ending the flights."

👍 6



Like



Comment



Share



Redhook Noisecopters

25 May 2014 · 🌐

...

A beautiful morning in waterfront Brooklyn now filled with tourist helicopter noise. Valentino Pier Park over in Red Hook sounds like a war zone. An endless parade of loud low flying copters passing overhead. We need a full ban on these non essential disney like flights. Hopefully the City Council and our new Bloomberg light mayor will deal with this issue. It's been 3 long years now of this 9 -7 noise pollution !!!!! The aviation director at NYCEDC should be fired for ignoring and dismissing 311 complaints and any city contract involving Robert Grottel (plane noise) should be cancelled. Just saying. .

👍 5

5 comments

👍 Like

💬 Comment

➦ Share

View more comments



Robby Currie

The stress toll falls on residents in NJ and Brooklyn, while operators reap huge financial benefits, mostly from tourist dollars. Where is the protection for the taxpaying residents of both NY and NJ??? We elect politicians to protect our quality of life, not the pocket books of a handful of helicopter companies and the likes of Smith and Grotell....

9 y Like

👍 3



Write a comment...



Redhook Noisecopters

3 May 2014 · 🌐

...

The amount of tourist helicopters this Saturday afternoon is insane. 50 plus this past hour. As per the norm it sounds like a war zone over in Red Hook, Brooklyn. Truly disturbing that our elected officials seem to have been bought and paid for by the copter tour industry, and the bullshit rhetoric of NYCEDC. Please send your complaints to Jonathan Viguers of the de Blasio administration (NYC Mayor), tell him that the city needs to shut down the non-essential air heli sightseeing industry due to beyond excessive NOISE, Impact on our Health, our SAFETY and our SECURITY-- jviguers@cityhall.nyc.gov.

👍 6

3 comments 2 shares

👍 Like

💬 Comment

➦ Share

View more comments



Robby Currie

Money trumps all. Health, safety and security are of little concern to taxpaying



Benjamin Peikes ▸ Redhook Noisecopters



11 June 2014 · 🧑🏿

Been reading the Mission Statement that the NYCEDC has posted on their site. They clearly state that one of their mission statements is to "improve quality of life". Additionally, the tourist helicopter industry does not "build capacity", "create jobs" (the companies are officed in NJ), or "generate economic opportunity". Shouldn't one of these groups be hiring a lawyer at this point?



Redhook Noisecopters and 1 other



Like



Comment



Share



Write a comment...



Write a comment...



Claire Silberman ▸ Redhook Noisecopters



28 April 2014 · 🧑🏿

At least 13 tourist helicopters in nonstop operation today, making it a 350-400 flight day. Tourists would NEVER permit this over their own homes.



Redhook Noisecopters and 1 other



Like



Comment



Share



Write a comment...





Redhook Noisecopters

29 December 2013 · 🌐



<http://www.batterypark.tv/.../senators-schumer-gillibrand...>



BATTERYPARK.TV

Helicopter noise to be addressed soon by federal electeds | BatteryPark.TV

GILLIBRAND, SCHUMER, NADLER, VELÁZQUEZ, GRIMM URGE FAA TO DEVELOP PLAN TO...



Benjamin Peikes and 3 others

1 comment





Dathan Manning ▸ Redhook Noisecopters

30 December 2013 · New York · 🧑🏿



Let's do the math, shall we? Earlier today I counted 1 copter landing or taking off every 30 seconds from the DMH. Even if you round that out to 1 per minute (which is VERY LIKELY) there have been about 540 helicopter flights in and out from the DMH today alone! Jeez! Bloomberg (the person really responsible) should have to live through this! And for the past hour, they've been landing and taking off in complete darkness. How can this be safe?



Redhook Noisecopters



Like



Comment



Share



Write a comment...



Dathan Manning ▸ Redhook Noisecopters

30 December 2013 · New York · 🧑🏿



I'm sure you don't need to hear this, but I just did a head count from 2:20 - 2:30 pm. There were 20, count e'm, 20 landings and or takeoffs in 10 minutes from the DMH. And people wonder why we're so upset? That's one every 30 seconds! This has been completely typical of the last few days. If the rich and powerful can completely ban helicopter landings/takeoffs from 34th Street on weekends, then shouldn't the rest of NY'ers have the same rights? I'm calling BS on this one!



Redhook Noisecopters and 1 other

7 comments



Like



Comment



Share

View more comments



Dathan Manning

Thanks again Amy. I will get some video tomorrow! I live on a high floor in Brooklyn Heights with direct view of the DMH. That part is easy!





Redhook Noisecopters

3 September 2013 · 🌐



<http://nymag.com/.../mayor-bloombergs-new-7-million...>



NYMAG.COM

This Is Mayor Bloomberg's New \$7 Million Helicopter

He added one to the fleet.



Anne O'Neil

27 May 2013 · 👤



[Sara M. Gonzalez](#) [Redhook Noisecopters](#). Seriously. What are you doing about the helicopters? I feel like I'm in a movie about Cambodia in the 1970s.



Redhook Noisecopters, Pat Murano and 5 others

5 comments



Like



Comment

View more comments



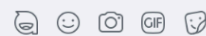
Benjamin Peikes

Problem is that the FAA doesn't want to get involved. The city could in this case because they own the heliport, but the EDC runs it and its completely corrupt. I wonder if there is any connection between **Sara M. Gonzalez** and Seth Pinsky?

10 y Like



Write a comment...





Carey Montserrat

20 May 2011 · 🧑

...

You also know you're doing something right (write?)



👍 Redhook Noisecopters and 2 others

6 comments



Carey Montserrat

19 May 2011 · 2



Just got off the phone with Council Member Sara Gonzalez's chief aide, Miguel Hernandez. Virtually ALL of our local representatives, from the US Congress on down, are forcing the helicopter flyover issue & applying pressure to resolve it once and for all. Hernandez says the EDC has promised an announcement at the end of the month.



Redhook Noisecoctors and 5 others

14 comments



Like



Comment

Like

Comment

Share



Carey Montserrat

20 May 2011 · 1 person



... when your community QOL issue of the day makes it into your favorite local paper.



1

7 comments

Like

Comment





Carey Montserrat » Redhook Noisecoasters

8 May 2011 · 🌐

Lovely.



GROUPON.COM

\$155 for a 20-Minute Helicopter Tour of New York City for One from Manhattan Helicopters (\$240 Value)



Like



Comment



Share



FORMER NEW YORK STATE SENATOR
Daniel L. Squadron



FIND YOUR SENATOR

Brooklyn Eagle: Copter Conflict Continues; City Reluctant To Ban

DANIEL L. SQUADRON | June 9, 2011 | ISSUE: CONSTITUENTS CORNER

Brooklyn Officials Aren't Giving Up

By Mary Frost, Brooklyn Eagle

BROOKLYN — Brooklyn officials say they will be soaring ahead in pursuing a complete ban on tourist helicopter flights from the Downtown Manhattan Heliport, regardless of a negative stance from the Economic Development Corporation (EDC).

Brooklyn Heights Blog

Dispatches from America's first suburb

ENHANCED BY Google

Search

[Home](#) [News](#) [Brooklyn Bridge Park](#) [Real Estate](#) [Parents](#) [Walking Tours](#) [Advertise](#) [Store](#) [Weather](#)

Support BHB

Buy essential books about Brooklyn Heights here.

Buy all your favorite AMAZON products via the BHB Store. [Click here to get started.](#)



Stop the Chop: Senator Squadron Urges End to All Tourist Helicopter Flights from Downtown Heliport

by Mary Kim on July 13, 2016 7:00 am in Brooklyn Heights, Downtown Brooklyn, DUMBO, Environment, Politics

State Senator Daniel Squadron, along with Congressman Jerrold Nadler, [submitted testimony](#) at a July 11, 2016 hearing on whether to extend Downtown Manhattan Heliport's (DMH) concessionaire agreement with Saker Aviation Service, which operates tourist helicopter flights from the heliport. At stake is whether the concessionaire agreement would be extended through April 2021, with additional short-term renewal options.



Dar-Rala, home for Syrian cuisine!
Catering authentic Syrian food and dessert!

POPULAR LATEST

Single Lane Closures of Queens-Bound BQE to Continue Through May 10
APRIL 15, 2024

News Tips

If you have a Brooklyn Heights news tip let us know. [Click here to send](#)

THREDUP



SHOP NOW

SHOP NOW

OMMEDED

- 

NPR, New York Times are in immense turmoil with the world on the...
- 

Joe Biden lies and lies and lies because he's never had to pay any...
- 

Schools are teaching kids to 'feel' antisemitic
- 

Hooray for Israel! Now Biden should back Israel's response vs....
- 

Dexte social He sh

Powered by kl-ky

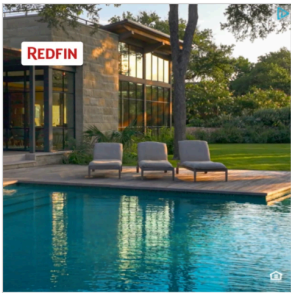
LIVEUPDATES

Excused juror in Trump 'hush money' trial says he 'looks exactly like he does on TV,' is 'just a dude'

OPINION

Hell-icopters

Published April 22, 2012, 4:00 a.m. ET



SPONSORED BY REDFIN

Kiki Valentine Rakowsky

It has come to my attention that members of the community ask that City Council members are required to participate, collaborate, and communicate regularly with district police precincts, including Commanding Officers and Community Affairs officers specifically to address community public safety and refugee safety concerns. This must take place regardless of personal opinions about community policing and/or the NYPD as a city agency. City Council must always act on behalf of the best interests of all constituents.

Kiki Valentine Rakowsky

April 18, 2024

Written Testimony: April 16th NY City Council Committee on Economic Development Hearing

Dear New York City Council:

I'd like to start by saying thank you for listening to the public on this issue. I live in Carroll Gardens, Brooklyn. The helicopter traffic, which includes charter and airport/commuter flights, has for years been completely out of control -- and it's gotten worse. They fly an all-land, *highly* concentrated path across the entire borough of Brooklyn (~11 miles!) usually at dangerously low altitudes of just a few hundred feet. **See screenshots** – this was just ONE of the BLADE flights (tail # N38BL) above us on Sunday 4/14. Like all Sundays there are always multiple helicopters with different tail numbers, all flying Manhattan to JFK and Manhattan to Hamptons routes.

The vibrations feel like an earthquake, now that I know what an earthquake feels like. In fact, when the April 5th earthquake occurred my first thought was “it’s just another low flying Blade flight”! Imagine small aftershocks occurring every 10-15 minutes that shake the windows, walls of your apt. Even the concrete sidewalk. In Prospect Park. In Carroll Park. From 7:04 AM here, until well past 10 PM. Forget talking on the phone to friends, work Zoom calls. I can find the mute button without even looking. What’s worse? It’s frightening. As someone who lived here on 9/11, low aircraft above and the constant helicopter presence is beyond triggering. What takes it to a whole other level is the fact that there’s no one in charge of regulating NYC airspace so it’s become a Wild West free for all. It appears there’s nothing more important than protecting NYC’s niche helicopter industry and the \$2M profit they bring to our city.

No one wants to spend 5 to 10 minutes of their time to fill out a wonky, tedious form on nyc311.com. Yet there were 59,127 complaints in 2023. And per NYC Open Data portal, there are over **17,399 complaints since April '23 that are still “in progress.”**

<https://data.cityofnewyork.us/Social-Services/NYC311-helicopter-complaints-to-NYCEDC-still-in-pr/jqag-m7hf>

EDC hasn't bothered to investigate the details of 17,399 out of 59,127 (nearly one third) of 2023 helicopter complaints, but they continue to gaslight our elected officials and the aggrieved public about the issue? Also, what level of personal data is being passed back to the Economic Development Corporation, and how are they, and their undisclosed “third party consultant” protecting our personal data that NYC311 is passing back to them?

I could go on, but I'd be echoing the sentiments of many who've testified or submitted written testimony. Your support of ALL bills and resolutions covered April 16th hearing are incredibly important to improve quality of life for the New York City public, and protect us from needless physical, mental and environmental harm.

Thank you,
Lara O'Brien

COMMUNITY CREATED

NYC311 helicopter complaints to NYCEDC: still "in progress"

Social Services

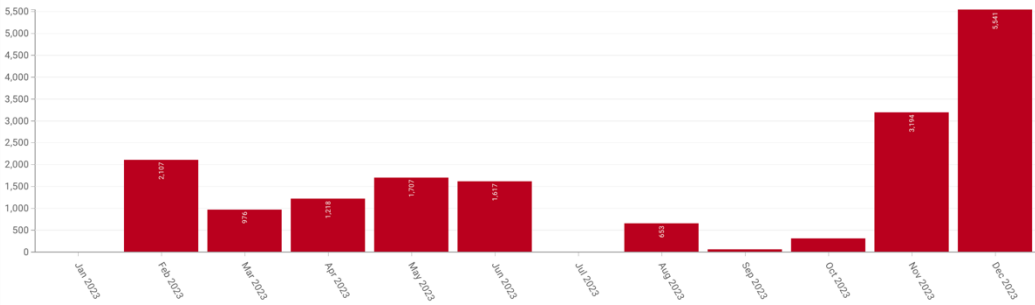
More Info

Exp

A member of the public created this visualization. NYC Open Data has not reviewed or endorsed any changes, including filters or updates to the title and description. [Learn more.](#)

Helicopter Noise Complaints

Total by Month

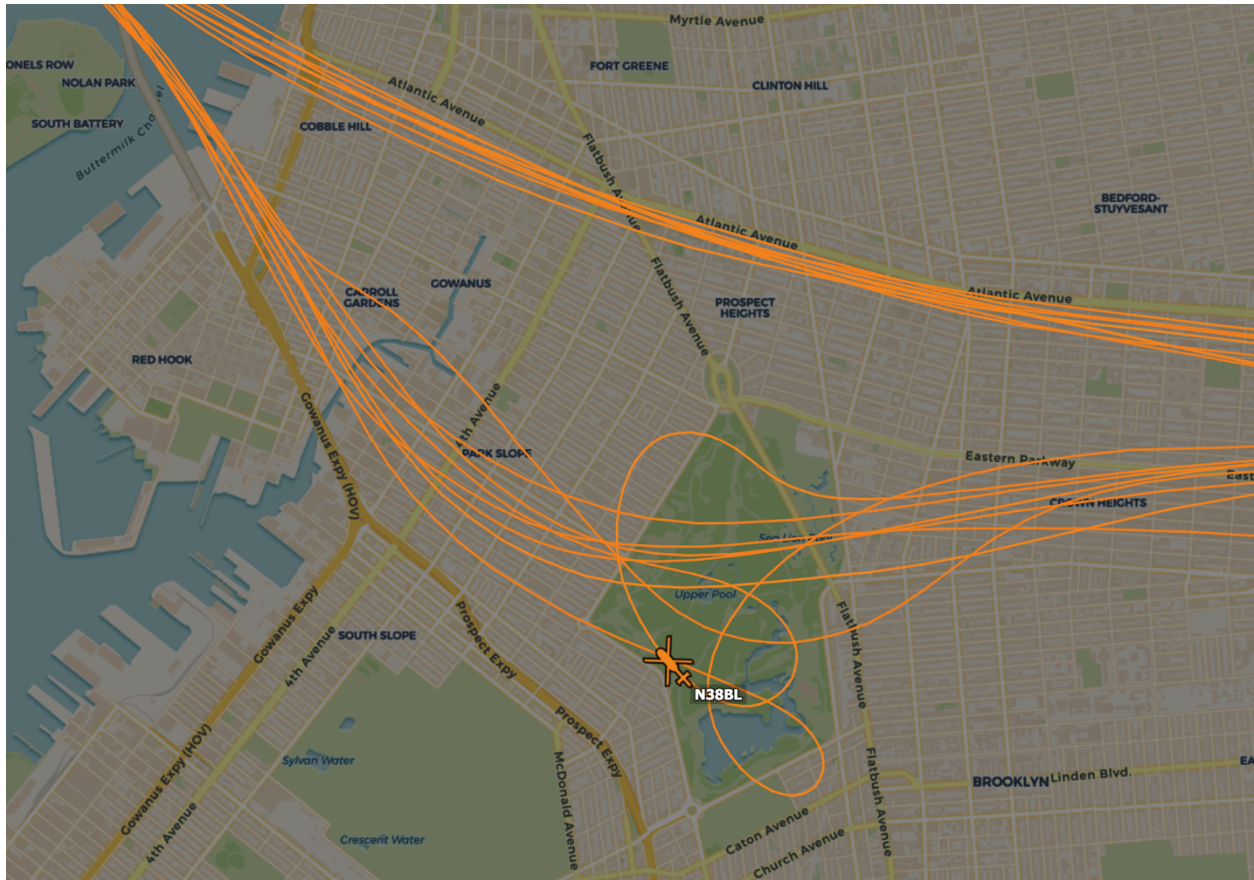


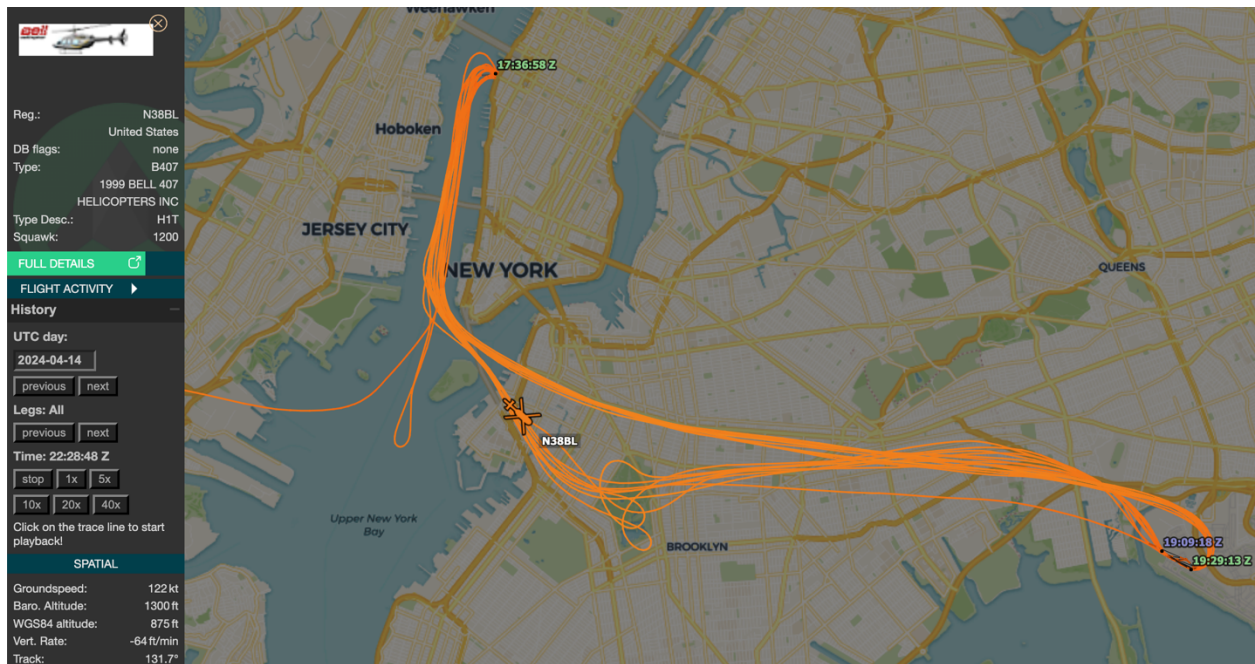
Filters (4)

Clear All

Complaint Type
Noise - Helicopter
Created Date
From 1/1/2023 to 12/31/2023
Agency
EDC
Resolution Description
(No value)

<https://data.cityofnewyork.us/Social-Services/NYC311-helicopter-complaints-to-NYCEDC-still-in-pr/jqag-m7hf>





Dear Councilmembers,

My name is Larry, I'm a senior, a lifelong New Yorker, and I live in a coop on West 143rd Street, in West Harlem. I'm writing to strongly urge you to support the recent bills and resolutions aimed at curbing nonessential helicopter traffic over our city, including Resolution 0233-2024.

The part of Upper Manhattan where I live already suffers from relentless air traffic. Planes bound for LaGuardia, while generally required to follow the Hudson River as part of their approach, as often as not end up flying over the broad area stretching from Riverside Drive to Convent Avenue. Planes bound for JFK follow a landing path directly over 142nd Street. Now all this EXCLUDES helicopter traffic. Helicopter operators notoriously ignore the directive to follow the course of the river, as I have witnessed repeatedly from the street and from the roof of my building. These helicopters will fly directly over Broadway and over points further east. This frequently happens in the evening and into the night, making the noise intense and unbearable.

(I have used Webtrak, Port Authority's flight-tracking tool, to corroborate the above. On November 17th, 2023, for example, a Friday, between 4pm and 5pm, my immediate neighborhood [the five-block radius around my home] was crisscrossed by 10 planes associated with JFK, 12 planes associated with LaGuardia, and 9 helicopters. This pattern is not atypical.)

The impact goes far beyond my block and the inside of my apartment. In summer, the green areas I like to go to—the CUNY campus and the Riverbank State Park—become functionally off limits for me because of the noise. On the river, a helicopter could be flying directly overhead as often as every five minutes. How can you allow this to go on? Why does the interest of the special few outweigh the interest of the thousand of residents living under the path of these machines?

Please take my testimony into account as you weigh the economic benefits of nonessential helicopter traffic against the health, sanity and happiness of your constituents. Let's make this our city less noisy, less polluted, less selfish, less decrepit!

Respectfully,

Larry D. Cooper

To Whom It May Concern:

Date: April 16, 2024

There has been an unusually high volume of helicopter traffic over Manhattan since the summer of 2020. Radar App's (eg Flightradar24) identify them as sightseeing helicopters, mostly originating from heliports in New Jersey, but a large number are commuting, going back and forth between Manhattan and local airports. Helicopters departing from heliports in NYC are supposedly regulated. They are only to fly over water; not over congested areas, unless unavoidable. Adherence to these regulations is not enforced.

Apparently they do not apply to helicopters from New Jersey. Every day, there are dozens of helicopter crossings over the City, mostly over East and West 86-87 Str. Many of them make several loops, crisscrossing, hovering over highly congested areas for several minutes. They operate from the morning until late night, even when visibility is limited.

They don't follow FAA rules. They fly low, way lower than the required 1,000 feet above the highest structures on the ground. There are several high rises over 1,000 feet in the city.

In response to thousands of complaints by residents, several legislations have been introduced at local, state and federal levels. So far none of them have been implemented, many have not been even voted on.

I am frankly stumped and dismayed why our elected representatives decide to side with the helicopter industry and other special interest to the detriment of millions of New Yorkers.

Sincerely,
Laszlo Papp

With a sense of frustration and resignation that I watched the hearing held on April 16 on "Helicopter Noise."

The hearing seemed like a repeat of the previous one about a year ago with a slightly different cast.

To sum it up:

A polite interchange between a stonewalling EDC in a strange alliance with a very confident and assertive helicopter industry and members of the City Council and panels of community leaders and activists making 2 minute statements on behalf of millions of desperate New Yorkers. The statements were following the same script; outrage; some with eloquence.

As the last time, very little substance and not even the promise of an effective strategy to address the problem in the foreseeable future.

With very few exceptions, no challenge of platitudes claims by the EDC; they "feel our pain" and work tirelessly to address our misperceptions around helicopters; there might be some problem but we exaggerate.

It's unclear (to me) and never explained what power, leverage they have in this matter. (Their allegiance with industry baffles; special interest \$\$\$?)

A few examples of their misrepresentations, delivered with a straight face:

Most of the 50,000 complaints were made by a handful of people.

(They don't bother with data)

They investigate and respond to all 311 complaints. (Documented to be untrue; and the majority gives up).

Complaints cannot be verified even when reported with radar image of helicopters with tail signs flight paths, clearly in violation of the rules. (They are looking for independent confirmation; experts are very costly; will report back).

They don't know how many of the violators were fined. (But will check)

The heliports are essential for hospitals for organ transport for police and emergency landing.

(They will look up the number of flights considered essential; sorry there are not available).

They didn't even bother to appear prepared (as pointed out by one of the Council members); They didn't have a chance to examine the proposed legislation (strategy to delay?). Even if they did, would not comment in favor or against until legal consultation.

Helicopter noise is exaggerated by the public and cannot be measured or monitored objectively. The technology to measure noise doesn't exist and even if it did, would cost millions to install and maintain (Not true! ironically, a representative of the EV helicopter industry described how they measured the decibels on their EV models. They can measure and report the absence but not the presence of noise. There is no need to monitor noise level in each borough. It's sufficient to

measure the noise of each model at take off and at various altitudes. The noise will not vary by borough).

Not sure how legislation can change the status quo. Sounded like even if approved and voted on in favor, our Governor will veto (as she did already once) and the industry seems poised for a long legal fight. And this is only about the heliports in NYC. New Jersey seems much more complicated and totally hopeless.

Our Congress? Or the FAA ? C'mon, get real.

Would love to be but for now this is my Testimony.

Thanks, Laszlo Papp (lap2@columbia.edu)

With a sense of frustration and resignation that I watched the hearing held on April 16 on “Helicopter Noise.”

The hearing seemed like a repeat of the previous one about a year ago with a slightly different cast.

To sum it up:

A polite interchange between a stonewalling EDC in a strange alliance with a very confident and assertive helicopter industry and members of the City Council and panels of community leaders and activists making 2 minute statements on behalf of millions of desperate New Yorkers. The statements were following the same script; outrage; some with eloquence.

As the last time, very little substance and not even the promise of an effective strategy to address the problem in the foreseeable future.

With very few exceptions, no challenge of platitudes claims by the EDC; they “feel our pain” and work tirelessly to address our misperceptions around helicopters; there might be some problem but we exaggerate.

It’s unclear (to me) and never explained what power, leverage they have in this matter. (Their allegiance with industry baffles; special interest \$\$\$?)

A few examples of their misrepresentations, delivered with a straight face:

Most of the 50,000 complaints were made by a handful of people.

(They don’t bother with data)

They investigate and respond to all 311 complaints. (Documented to be untrue; and the majority gives up).

Complaints cannot be verified even when reported with radar image of helicopters with tail signs flight paths, clearly in violation of the rules. (They are looking for independent confirmation; experts are very costly; will report back).

They don’t know how many of the violators were fined. (But will check)

The heliports are essential for hospitals for organ transport for police and emergency landing.

(They will look up the number of flights considered essential; sorry there are not available).

They didn't even bother to appear prepared (as pointed out by one of the Council members); They didn't have a chance to examine the proposed legislation (strategy to delay?). Even if they did, would not comment in favor or against until legal consultation.

Helicopter noise is exaggerated by the public and cannot be measured or monitored objectively. The technology to measure noise doesn't exist and even if it did, would cost millions to install and maintain (Not true! ironically, a representative of the EV helicopter industry described how they measured the decibels on their EV models. They can measure and report the absence but not the presence of noise. There is no need to monitor noise level in each borough. It's sufficient to measure the noise of each model at take off and at various altitudes. The noise will not vary by borough).

Not sure how legislation can change the status quo. Sounded like even if approved and voted on in favor, our Governor will veto (as she did already once) and the industry seems poised for a long legal fight. An

City Council Hearing on Helicopter Noise April 16, 2024

Testimony (post-meeting; April 18.2024)

With frustration and resignation that I watched the hearing held on April 16 on “Helicopter Noise.”

The hearing seemed like a repeat of the previous one about a year ago with a slightly different cast.

To sum it up:

A polite interchange between a stonewalling EDC in a strange alliance with a very confident and assertive helicopter industry and members of the City Council and panels of community leaders and activists making 2-minute statements on behalf of millions of desperate New Yorkers. The statements were following the same script; outrage; some with eloquence.

As the last time, very little substance, no path forward and not even the promise of an effective strategy to address the problem in the foreseeable future.

With very few exceptions, no challenge of platitudes, claims by the EDC; they “feel our pain” and work tirelessly to address our “misperceptions” around helicopters; there might be some problem but we “exaggerate.”

It’s unclear (to me) and never explained what power, leverage EDC has and why it matters. Whom do they represent? Their allegiance with industry baffles; special interest \$\$\$?

A few examples of their misrepresentations, delivered with a straight face:

Most of the 50,000 complaints to 311 were made by a handful of people.
(They don’t bother with data)

They investigate and respond to all 311 complaints. (Documented to be untrue; the number of complaints should be multiplied by 10 as the majority gives up after 0 response).

Complaints cannot be verified even when reported with radar image of helicopters with tail signs, flight paths, clearly in violation of the rules. (They are looking for independent confirmation; experts are very costly; will report back).

They don’t know how many of the violators were fined. (But will check and report back).

The heliports are essential for hospitals, organ transport, police and for emergency landing. (They will look up the number of flights considered essential; “sorry there are not available”).

They didn’t even pretend to be prepared (as pointed out by one of the Council members); They “didn’t have a chance to examine the proposed legislation” (strategy to delay?). Even if they did, “would not comment in favor or against until legal consultation.”

Helicopter noise is exaggerated by the public and cannot be measured or monitored objectively. The technology to measure noise doesn't exist (sic!!) and even if it did, would cost millions to install and maintain (Not true! The technology has been around for decades and used everywhere; they cost a fraction of the \$35,000 (Amazon) claimed by EDC; ironically, a representative of the EV helicopter industry described how they measured the decibels on their EV models. They can measure and report the absence but not the presence of noise. There is no need to monitor noise level in each borough. It's sufficient to measure the noise of each model at take-off and at various altitudes. The noise of the same helicopter will not vary by borough; the history of flight paths and altitudes are available on FlightRadar website for all helicopters.

Not sure how legislation can change the status quo. Sounded like even if approved and voted on in favor, these bills will be vetoed by our Governor (as she did already once). Moreover, it was stated explicitly at the hearing that the industry is ready to block legislation at the courts.

And entire fight is limited to helicopters using the heliports in NYC. New Jersey operators, responsible a large number of flights, were only mentioned but never addressed. Apparently, this is an FAA business and federal action is hopeless.
Our Congress? Get real!

Would love to be wrong about any of this, but for now this is my Testimony.

Thanks, Laszlo Papp (lap2@columbia.edu)

-

Laura Daigen-Ayala
Payson Ave ##
NY, NY 10034
Ldaigenayala@gmail.com

Dear Council Members and the EDC,

I have lived in Inwood for 35 years and love my neighborhood. However, for years have been plagued by incessant helicopter noise. I am writing this letter at noon, and there have already been 32 flights overhead. Daily, dozens of helicopters pass overhead, and noise levels *inside* my home with *the windows closed* reach up to 65 decibels, with windows open, up to 74. My windows often rattle when helicopters pass! That means it is too loud and the vibrations too strong. Often this goes on every two minutes all day long. Imagine a glorious spring or summer day where you must choose between keeping your windows closed and therefore having to run on the AC, or tolerating non-stop thrumming of non-essential helicopter flights. After 35 years, I have begun to consider moving away as I feel trapped by noise in my own home.

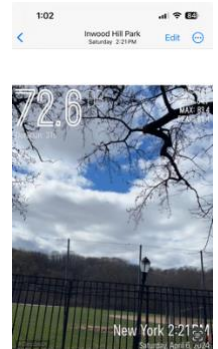


Inside my home during helicopter flight.

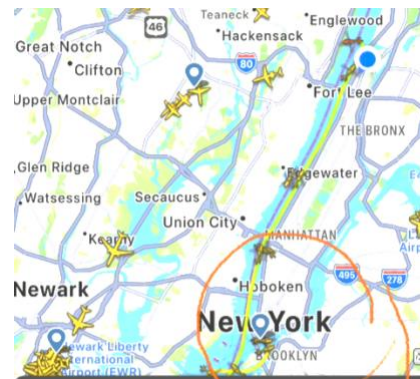
The noise affects our health. Helicopter noise pollution is not only a question of decibels, but also its “noise signature.” The helicopters’ low frequency vibrations can be felt as well as heard—like the bass that you hear from a party that is far away.

Helicopter noise has been found to have greater negative impact than other ambient noise on the community due to the low frequencies and repetitive nature of the problem (Vertical, 2021). This impact can include depression, anxiety and cardio-vascular changes. Personally, I have experienced increased levels of anxiety accompanied by higher blood pressure as the flights have increased in frequency. I find myself looking forward to bad weather simply for a respite from the noise.

Helicopters have a negative impact on the environment: Inwood Hill Park is a forever green zone. Our parkland is supposed to be a “noise refuge” in an otherwise relentlessly noisy urban environment, a “sanctuary from the pace and pressures of city life, designed for people to relax and enjoy the restorative power of nature” (Central Park Conservancy). On a recent 2 hour visit to the Indian Hill Playground, no fewer than 20 flights went overhead, each clocking at over 72 decibels—the level that causes “annoyance and discomfort” according to Noise Project. Beyond the noise, a tour helicopter produces 950 pounds of carbon dioxide emissions per hour; the average car produces 22 pounds per hour. Should we allow this to happen so a small number of wealthy tourists can get a photo opp? So a handful of ultra-rich can zip to their favorite restaurant or to the Hamptons?



Each time I complain about helicopter flights, the EDC response has been the same: The flight was not a sight-seeing flight and therefore not the responsibility of the EDC. These responses are simply **FALSE**. I have accompanied each of my EDC complaints with screenshots from Flightradar24 showing their origin at the EDC heliport in downtown NYC. Why the lies?



Between 2017 and 2022, noise complaints regarding helicopters in New York City have increased by over 2,300 percent! The financial gain of a handful of helicopter operators, (and the politicians they support) the sight-seeing pleasure of some wealthy tourists, and recently, the privileged convenience of the ultra-rich should not take priority over the health and well-being of millions, over the health of our fragile urban environment. Pass legislation to end non-essential helicopter flights over our city.

Thank you,
Laura Daigen-Ayala

I live in a quiet house, in a quiet neighborhood, Prospect Heights in Brooklyn. We have double-paned windows, and the street outside has speed bumps so the traffic slows down. In the house, I don't hear conversations outside, or indeed much outside if the windows are closed. If they're open, I hear birds outside, and some dogs barking, and occasional sirens, and if I listen for them, planes overhead.

I do hear helicopters, and do not think I should have to. They are the loudest thing around, flying a few hundred feet overhead, each one making a loud, grinding noise, approaching and then retreating, for at least two minutes. They start around six in the morning and frequently go after ten at night, and, especially in the summer and around the weekends, often up to eight or so an hour. If I am working in the house with the windows closed, each one distracts me; if I am on the street or in the park or the Botanic Garden, I need to stop my conversation and wait. Nothing else is permitted to make this much disruptive noise so very frequently—they are taking advantage of the fact that the city cannot curb them. This noise cannot be healthy.

I believe these helicopters are going primarily from Manhattan to JFK airport, about eight miles from here, and some to further locations on Long Island. Many of these helicopters are advertised by Blade, with flights from Manhattan to JFK at \$195 and Manhattan to the Hamptons at \$895. Each carries a few passengers, and I do not understand why the convenience of so few people is allowed to disrupt the homes and parks and work of thousands of people along their path. Blade's website does NOT show that their helicopters go over homes—it misleadingly shows them traveling primarily over water (which should be possible).

I do not think these or any non-emergency helicopters should be allowed to operate over residential or business areas, or parks, certainly not low enough to create this kind of noise, anywhere in the country, and certainly not here.

Thank you for your consideration.

[REDACTED]

From: LINDA FRIEDMAN <lindafri121@gmail.com>
Sent: Tuesday, April 2, 2024 7:58 PM
To: NYC Council Hearings
Subject: [EXTERNAL] Helicopter noise
Attachments: 20240303_173824.jpg

[REDACTED]

I have been living with constant noise coming from NJ to NY East 34th St Heliport.

They go directly over bldgs and are non stop noise.

I live by the East 34th St Heliport facing East River.

The noise affects me daily.

I live on the top floor of a rental bldg with balcony which gives me peace until the helicopters never stop coming.

I pay a lot of money in rent. Have lived here 30 years. Lost husband during 9/11 and the balcony... is all I have. Living with the lantern bugs for two summers and helicopters drives me crazy.

Pass laws already to ban tourist helicopters.

Linda Friedman

[REDACTED]
New York NY 10016

What if there is an accident as they fly directly over.




Dear Committee members:

I live on the upper west side. I used to spend a lot of time in Riverside Park, birding, clearing my head, communing with nature. In the last couple of years, it is impossible to spend any quality time there with the hundreds of helicopters and planes overhead constantly flying back and forth causing disruption and stress to the birds and wildlife and robbing me of the peace and quiet I thrive in an already stressful situation. There's noisy neighbors and constant construction going on on my block so that Riverside Park along with Central Park which also has become a haven for the helicopters were my way to relieve stress. But now it only causes more stress. I used to lead a bird walk in Riverside and I can't any longer because who could hear the birds with the constant whirring above? There is no way to id them. And these helicopters seem to be flying lower and are bigger than ever. Even city people deserve some peace. That's what these parks were created for. Please consider the ban for the sake of millions who are distracted by the noise and please consider that the few who have the means to pollute our air have other alternatives whereas we do not. Thank you.

Linda Herskovic

Dear NYC council

I live on the upper east side on 86th street next to Central Park. the noise from New Jersey tourist helicopter's has gotten unbearable and is effecting my mental health, I think about moving every day. Tourist Helicopters u-turn and pass over my building on there way to and from Central Park all day long from 9am-9pm. I see at least 30 tourist  a day 7 days a week.

I can never go to Central Park to get away from the noise for a peaceful walk because of the loud noise from tourist helicopters hovering over the great lawn and reservoir.

please ban NJ tourist helicopters from polluting Central Park and the upper east side.

Thank you

Linda Santangelo

I am writing in support of a bill to ban non-essential helicopter traffic in New York City because of the excessive and often sustained noise produced by helicopters in the City. During summer months, helicopters have hovered in the air above my apartment building and have stayed in the same location for long periods of time without moving, resulting in an annoying sound for a substantial period of time. From time to time, I've been woken up by helicopter noise that also lingers. Given all the noise in New York City that citizens have limited to no control over (honking horns, police and ambulance sirens, the sustained "beep, beep, beep" of trucks backing up, barking dogs, noisy neighbors, people speaking loudly on the streets, people playing videos or music on public transportation, etc.), the elimination of any source of unwanted and unnecessary noise would be greatly appreciated and in my opinion, would help to reduce the stress level of the affected citizens.

Lisa F. Ader

20230929 – New York, New York

I live less than half a mile from the Wall St Heliport in downtown Manhattan. I've lived at 3 Hanover Square since 1988. Two other large residential buildings are neighbors and more than a thousand people live just in those three buildings. We are all less than a quarter mile from the East River. A few thousand more people live within a half-mile radius of the heliport. Tens of thousands more people work in the big Water St office buildings near the heliport.

At busy times there are over 300 flights a day in and out of the heliport. The typical landing pattern of helicopters approaching the heliport from the North descends toward the seawall – straight toward Old Slip/Hanover Square - then and makes a 90-degree turn parallel to the seawall as they continue to descend on final approach to the heliport. This happens around a hundred-fifty feet off the river and is level with my apartment window, about a thousand feet away.

Depending on how gusty it is, or what a hot-dog the pilot is, or how big the helicopter is, the aircraft can be putting a LOT of power into the air to make the turn. Acoustically, every rotor blade on every rotation sends a hammering thump between the 50+ story buildings near Water Street and into our homes. If the breeze is from that direction, or from the heliport, then kerosene-rich jet turbine exhaust will pour through the window less than a minute later if we can't get them closed fast enough.

FDNY Engine 4/Ladder 15 is on South St., at the river. We hear their sirens and horns when they are heading to a fire. The only thing louder is a helicopter hammering through the sky at the same time.

A little further up the shore, at Pier 11, thousands of people get on lines at the NYC Ferry docks. The harbor view is great and it can be a pleasant wait. Until another helicopter making an approach or departure hammers through the sky, far louder than the big diesel ferry engines. Because of the angle of their turn in front of Old Slip every one _usually fans its own engine exhaust right onto Pier 11 and waiting ferry passengers.

Billions of dollars have been spent in recent years, and are being spent on East River Park, not just for flood resiliency but to provide much needed recreational areas. A jog or bike ride along the river can be revitalizing – until another helicopter hammers through the sky.

Across the East River is Brooklyn Bridge Park where 350 million dollars have been spent in recent years to make fantastic park and athletic resources. Once in a while a vehicle on the nearby BQE highway can be heard – but the loudest sounds are all helicopters heading to or from the Wall St heliport.

Governor's Island is close by. 260 million dollars were spent on park development since NYC bought it. It gets 800,000 visits a year (2018). Big lawns with harbor views could have a couple hundred people on them. I like to lie on a hammock in a peaceful grove in the center of the island. It's peaceful, that is, until another helicopter hammers overhead at low altitude, to or from an airport or the Hamptons.

Each non-essential flight might help a handful of people beat the traffic or see the sights - or it's an empty aircraft coming in to pick up, or leaving after dropping off.

And each non-essential flight shatters the attention of hundreds or thousands of people along its flight path, and dumps toxic jet turbine exhaust into the lungs of everyone downwind. Hearing the helicopter is the only thing you can do when it's hammering overhead at 200 feet climbing and accelerating, or when it's another of the four or five dozen this hour flying just a thousand feet away out the window.

Lorenz Fish

April 2 2024

Attn: City Council of New York - Committee on Economic Development

I am a volunteer tour guide on Governors Island. I can't tell you how often I have had to pause my tour discourse to our guests to wait for a copter overhead to clear away so the guests can hear me again.

The excessive and interruptive noise cause by helicopters coming in and out of the Wall Street pad in addition to those flying overhead or along the perimeter of the island is getting worse and worse. There are some days that I finish my tours hoarse from having to yell over the noise!

I have even had guests from out of town ask, "Can't they do something about the noise?" Our answer is always, "We've tried but the City Council seems to ignore the request in deference to commercial interests."

It is my understanding that a rule (law?) exists that prohibits copters from flying directly over Governors Island, particularly on the weekend. Unfortunately, many copters simply ignore this.

Something has to be done because the constant noise of a copter flying over every 5-10 minutes is in direct conflict with the whole purpose of visiting Governors Island: to get away from the hustle and bustle of the city, to find some peace and tranquility.

Please STOP THE CHOP.

Your truly,
Lynne Hayden-Findlay
East 14 St ### ##
New York NY 10009
dntndiva@aol.com
###-###-####

Dear Councilmember Amanda Farias,

I am writing in support of Intro 0026-2024, which bans nonessential helicopter traffic at City heliports. These flights—an estimated 30,000 per year!—all use fossil fuels. They pollute the air we breathe and create unnecessary and disturbing noise.

I want to applaud the recent Council resolution supporting NYS legislation that would impose a noise tax on all nonessential helicopter flights from NYC!

Both measures would help make the City we live in a more peaceful place.

Thank you for all you do.

Sincerely,

Maggie Kogan
Ocean Pkwy, ### ##
Brooklyn, NY 11218

Subject: Formal Complaint Regarding Helicopter Noise Pollution and Safety Hazards

I am writing to express my deep concern regarding the ongoing issue of helicopter noise pollution along the Hudson River waterfront area where I reside. In addition to the significant disruption caused by the incessant noise, there is a growing apprehension among residents regarding the safety hazards posed by helicopter activity in our community due to past accidents along the Hudson River.

For an extended period now, the relentless noise from helicopters has permeated our neighborhood, disrupting our daily lives and undermining our peace of mind. The continuous roar of helicopter engines, which persists throughout the day, creates an environment that feels hostile and inhospitable, making it challenging to focus, rest, or engage in daily activities without constant interruption.

Moreover, beyond the nuisance of noise pollution, there is a pressing concern for our safety. The frequency of helicopter flights in our area raises apprehensions about the risk of potential accidents or incidents. As residents, we fear for our safety and well-being, especially considering the proximity of these flights to our homes and public spaces frequented by families and children.

The possibility of helicopter accidents, whether due to mechanical failure, pilot error, or other unforeseen circumstances, is a source of significant anxiety for our community. We cannot ignore the potential consequences of such incidents, which could result in property damage, injuries, or even loss of life.

Therefore, in addition to addressing the noise pollution issue, we urgently call for measures to enhance safety protocols and mitigate the risks associated with helicopter activity in residential areas. It is imperative that comprehensive safety assessments are conducted, flight regulations are strictly enforced, and proactive measures are implemented to prevent accidents and ensure the well-being of residents.

Our community deserves to feel safe and secure in our own neighborhood, free from the constant threat of noise pollution and safety hazards posed by helicopter activity. We urge you to prioritize the safety and welfare of residents by taking decisive action to address these concerns without delay.

Thank you for your attention to this matter.

Sincerely,

Maj Moeller

To: Amanda Farias, Chair of the New York City Council Committee on Economic Development
From: Marc Schmied
Re: Support for Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, Res 0226-2024,
Res 0233-2024

I am submitting this testimony as an everyday citizen who is deeply concerned about climate change. I KNOW that we all could be doing more. The proposed legislation to reduce the carbon emissions from non-essential helicopter traffic in the NYC area is a fair way for the rich to do their share in helping to address the climate catastrophe that we are all living (and suffering) through.

Each helicopter produces 950 pounds of carbon dioxide per hour. The average car produces 22 pounds per hour. Eight choppers idling on the heliport is like 340 cars idling. Fossil-fuel guzzling nonessential helicopters, such as those used for tourist joyrides, are the antithesis of environmentally-friendly modes of transport. With the extreme negative effects of climate change looming for coastal cities such as NYC (eg., rising sea levels and ensuing floods; deadly heat waves), we must end the use of such carbon-intensive, unnecessary aircraft incessantly flying in our airspace for no good reason.

Intro 0026 - 2024 would ban all nonessential fossil fuel-based helicopters from the two City-owned heliports: Downtown Manhattan Heliport (DMH) and E. 34th Street Heliport. This would eliminate the 30,000 annual tourist helicopter flights that are based at DMH and all the commuter flights from E. 34th Street (a.k.a. Rich people flying to JFK or the Hamptons).

I hope the Council will act boldly and take this opportunity to create a cleaner, quieter, and more equitable NYC for all of us.

Thank you

Marc Schmied,
c/o 350brooklyn.org
Brooklyn, NY

I strongly urge the City Council to ban nonessential helicopter traffic in New York City. As a NYC resident living on Riverside Drive since 1980, I have suffered through the constant drone of the helicopters outside my window for many years. In the warmer months, when my windows are open, it's even worse. This horrible noise pollution is happening as I write this review. A helicopter is going up the Hudson River or flying overhead every few minutes. This type of noise is bad for both our mental and physical health, as these helicopters pollute our air, ruin our quiet walks in the park and disrupt my concentration at home. It is not fair that a for-profit company should be making their living at the expense of the quality of life of millions of New Yorkers. Please ban these nonessential helicopters now. Thank you.

Margaret Dunlevy

Mark Crawford

**Written Testimony
Public Hearing
Committee on Economic Development
New York City Council
4/16/2024 10:00AM**

Re: Helicopter Traffic and Noise Lower Manhattan and Brooklyn

Dear Honorable City Council Members:

Recently, there has been an uptick of helicopter noise over my neighborhood. Sometimes the noise is so loud that it is difficult to concentrate or read, or even watch television. Often this because helicopters will hover overhead for extended periods of time for monitoring traffic — I guess.

Since my neighborhood is also in close proximity to the Brooklyn Bridge and the Brooklyn waterfront, we are subject to additional helicopter traffic of copters traveling around the southern tip of lower Manhattan, up the East River to just north of the Manhattan Bridge, where they stop, hover for a time, and then retrace their path back around Manhattan and up the Hudson River.

Clearly these are tourist helicopters since their path seems to mimic that of the tour boats touring around lower Manhattan. Additionally, there are the constant comings and goings of these helicopters landing at the Wall Street heliport transporting travelers to and from the local airports. In the afternoons and into the evening hours, they arrive and depart almost every two or three minutes, and often stray over Brooklyn air space.

Unfortunately this air traffic makes it difficult to enjoy the Brooklyn Bridge waterfront park because, the noise is fairly constant and at times it is even difficult to hold a conversation, or otherwise enjoy the park, a park that the NYC/NYS Taxpayers have spent billions of dollars on, so that Brooklyn residents, who already have limited access to parks and open space per capita, might have a nice place to go and enjoy being outside, or exercising, instead of being cooped up in their apartments. I've reached a point where I no longer use the park because the constant noise has become intolerable.

Besides all of the noise pollution this unnecessary traffic creates, there is also the unnecessary air pollution this traffic generates, which in no way helps reduce the huge

carbon footprint that New York City continues to try to mitigate as part of its decarbonization effort.

Why should a handful of aviation and tourist companies financially benefit at the expense and health of the larger NYC/Brooklyn community?

Accordingly, I urge you to take what measures that might be necessary to limit the amount of helicopter traffic along the Brooklyn waterfront and around the neighborhoods of DUMBO, Carroll Gardens and Brooklyn Heights, so the the citizens of Brooklyn may actually reap the benefits and enjoyment of the park that has almost taken 30 years to build and complete. Ultimately, this is a public health and a quality of life issue: New York City needs to encourage its citizens to get outside, walk and exercise to remain healthy, which is an effective tool for reducing stress and encouraging a sense of well being, so that they can derive long term health benefits and also live long, healthy productive lives.

Thank you.

SOUTH MIDWOOD RESIDENTS' ASSOCIATION

NEW YORK CITY COUNCIL ECONOMIC DEVELOPMENT COMMITTEE TESTIMONY (4/16/24)

Good morning, City Council members and fellow New York City residents. Thank you for holding this hearing today. My name is Mark Young and I am co-chair of the South Midwood Residents' Association Helicopter Sub-Committee. For those of you who do not know, South Midwood is located in central Brooklyn just west of Flatbush Avenue near Brooklyn College. South Midwood lies directly under one of the two primary commuter helicopter routes between Manhattan and JFK Airport - along with the communities of Prospect Heights, Boerum Hill, Park Slope, Windsor Terrace, Flatbush, Little Haiti, Midwood, Flatlands, Marine Park, Crown Heights, Brownsville, Bedford-Stuyvesant, Ocean Hill, Ozone Park and East New York among others. Almost every day, low-flying helicopters, often flying at 500 feet or less, repeatedly fly back and forth over our homes, businesses, parks and public spaces. As you have heard from so many others today, the incessant air traffic harms the environment, creates health risks and disrupts the quality of life for literally millions of Brooklynites. Something must be done to address this issue, which only gets worse each year and not better.

We join our fellow community organizations this morning in support of the bills and resolutions before you that address traffic to/from the two City-Owned heliports, but the main reason we are here today is to make the following point clear:

PROPOSALS LIKE MOST OF THOSE BEFORE YOU TODAY THAT FOCUS ON THE CITY-OWNED HELIPORTS WOULD ACCOMPLISH LITTLE FOR YOUR CONSTITUENTS IN THE OUTER BOROUGHES. WE MUST GO FURTHER.

The vast majority of the helicopters that pass over South Midwood and the residential neighborhoods that I just mentioned begin and end their trips at the West 30th Street Heliport, which is not owned by the City but by the Hudson River Park Trust. If you are a Brooklyn member of the NYC Council, you need to work with your constituents to pressure the HRPT Board, who are appointees of the Governor, Mayor and Manhattan Borough President, to rethink how they choose to utilize their open space.

THE FIRST STEP IS TO SUPPORT RESOLUTION 226 ON YOUR AGENDA TODAY, WHICH CALLS ON THE STATE LEGISLATURE TO AMEND THE HUDSON RIVER PARK TRUST ACT BY BANNING NON-ESSENTIAL USE OF ITS HELIPORT.

The second step is to work with our elected representatives in Washington to press the Federal Aviation Administration to enforce its own guidelines. For example, the FAA's guideline that helicopters fly at an altitude of at least 1,000-foot in non-emergency circumstances is routinely ignored by helicopter pilots all over New York City. These rules should be enforced. And it should not only be communities on the North Shore of Long Island situated next to the Hamptons where the FAA makes an exception and requires helicopters to fly over bodies of water instead of directly over people's homes and businesses. The same consideration should be given to residents of New York City.

I would like to thank Council Member Farah Louis for her advocacy on this issue. We look forward to continuing to work with her, all members of the City Council and our colleagues from the community to make lasting change that benefits all of us.

Tuesday April 16.

Committee on Economic Development Hearing

Written testimony from : Marta Hokenstad, Upper West Side

I am testifying about the extremely loud helicopter flights that regularly disturb my neighborhood.

I live at 98th and Riverside and the noise is impossible to escape. If I am in Riverside Park trying to relax, I hear helicopter noise. If I am trying to work from home (as I often do) I hear helicopter noise. If I am at work at the Natural History Museum, I hear helicopter noise. It disturbs humans and animals – and plenty of studies prove that excess noise can be harmful to well-being. .

Like excessive cars, it is yet another problem that diminished the quality of life for regular New Yorkers -- prioritizing the convenience of the very rich over the health and well-being of the many.

Finally, it seems absurd to me that we have so much security all over this city designed to thwart terrorist attacks. Yet these helicopters are free to hover over our city and parks?

Please ban these flights!

**TESTIMONY BY MELISSA ELSTEIN FOR APRIL 16, 2024 NEW YORK CITY
COUNCIL HELICOPTER HEARING:**

Thank you NYC Council Members & Majority Leader Farias for hosting today's City Council Hearing to finally end the problem of noisy and polluting tourist & commuter helicopters over NYC.

My name is Melissa Elstein. I'm on the Boards of "Stop the Chop NY/NJ" and "West 80s Neighborhood Association" - both are volunteer-led, local, grassroots nonprofits. We strongly support the passage of the 3 helicopter bills & 3 resolutions being heard today!

I live on the UWS of Manhattan. There are numerous days per week our neighborhood sounds like a "war zone" due to all the fossil fuel-based tourist and commuter helicopters traversing the Hudson River (which has become a "helicopter highway") and the crosstown flights over our beloved Riverside and Central Parks. Like many, I initially thought these non-stop helicopters were emergency services. But after a bit of online research, I was shocked to learn that they were for the most part either shuttling commuters to the airports & Hamptons or providing joyrides so amateur photographers could post some social media photos. The unfairness of the situation spurred me to this volunteer work which has quite honestly consumed my life. How could just a few polluting companies be allowed to wreak havoc with so many New Yorkers' lives to the point where the constant and disturbing noise has created enormously stressful conditions & diminished quality of life. As the Chair of Stop the Chop, this is, unfortunately, a story I hear from New Yorkers throughout the city and metro area. Including from actor, mother and Brooklynite Amy Schumer (who is filming a movie today and couldn't be here, so I will read her part of her submitted statement). Ms. Schumer writes:

"Our homes, neighborhoods, and parks are bombarded with the deafening and alarming noise of these choppers 12 hours a day most days. I urge our elected leaders to end the flights of nonessential helicopters over New York City and its nearly 9 million residents." **Amy Schumer, Actor**

*Bipartisan issue! Mayor Giuliani closed the
E60 & Helipad in 1997! Pan Am Helipad also
closed before that*

We agree with Ms. Schumer, and to those who may say that a nonessential helicopter ban would harm the economy – well I heard those same faulty arguments when I was volunteering with my neighborhood association to help ban fracking in NY, single-use plastic shopping bags and straws, smoking in bars and parks. The NYC economy will survive a ban on this niche industry, and by the way, Disney World and Disney Land have such flight bans!

The helicopter traffic over NYC has become untenable. No other world-class city has this unnecessary problem. It is time we end the “Wild West-like” chopper skies over NY, improve public mass transit, and promote clean and quiet transportation modes instead.

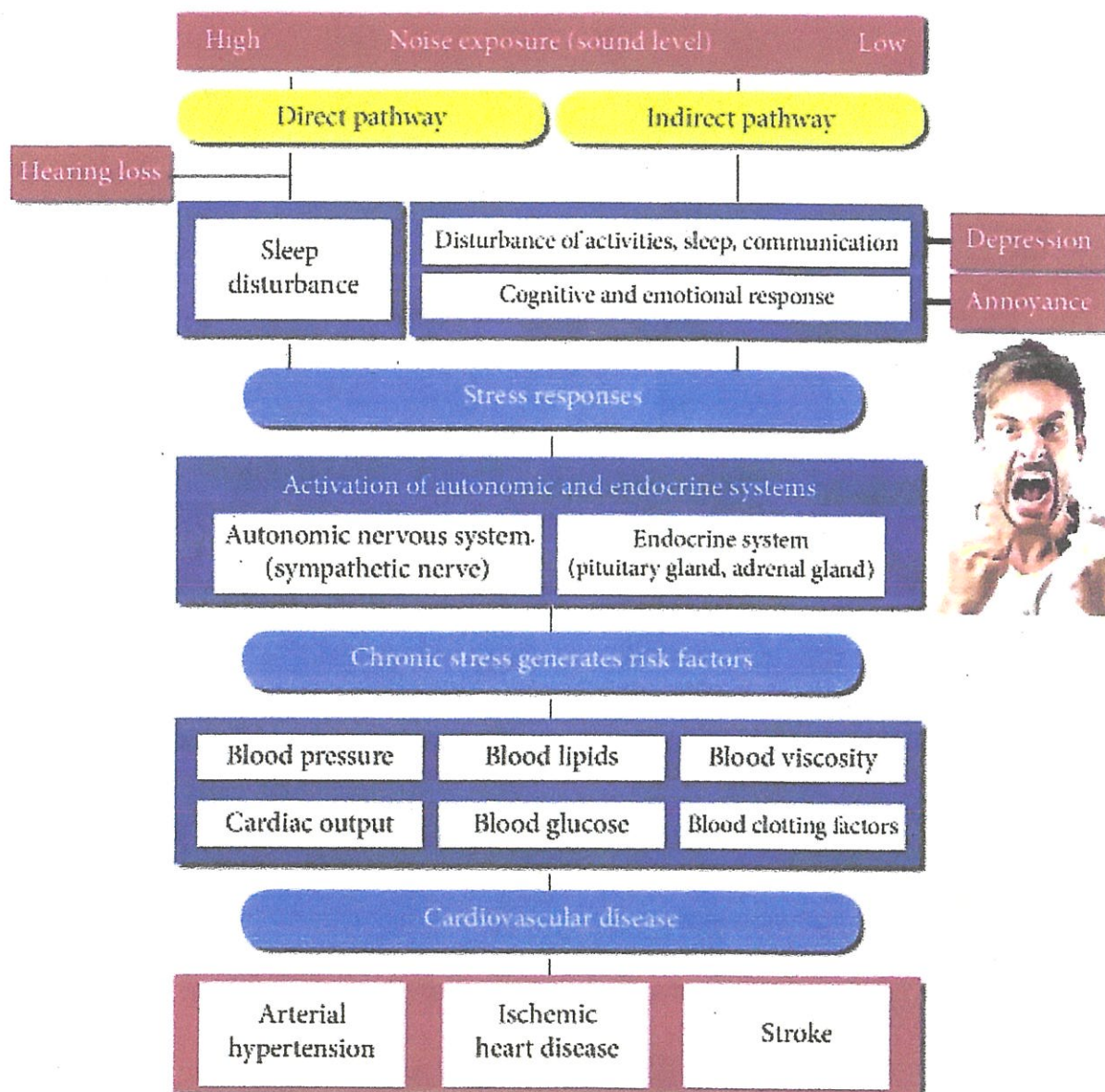
END OF 2 MINS

Now you will hear from scientists later today about the many negative health impacts of noise pollution, including aviation-caused, and how such stress is associated with many serious diseases. I would like to submit into the record this scientific chart (entitled noise pollution & its health implications) which illustrates that point, and this “International Noise Awareness Day” article entitled “Impact on Health & Quality of Life.”

NOISE POLLUTION & ITS HEALTH IMPLICATIONS

<https://www.sciencedirect.com/science/article/pii/S0735109717419309?via%3Dihub>

With industrialization and globalization, the importance of new environmental factors, such as noise and air pollution, is becoming increasingly evident. Within the last decade, several studies have found traffic noise (road, aircraft, and railway noise) to be associated with increased risk of cardiovascular and metabolic diseases



International Noise Awareness Day



Impact on Health:

<https://noiseawareness.org/noise-hurts/impact-on-health/> (Highlights added)

Noise has long been established as a **health hazard**. Exposure to noise not only can **damage hearing permanently** but also take a toll on our physical and mental health in many ways. Here's how noise negatively impacts our health:

Mental Health

Even noise that may not be loud enough to harm our hearing can be an annoyance, make us tense, and increase our levels of **stress and anxiety**. Over time, chronic stress may also contribute to negative cardiovascular risks. Studies have also found noise to be associated with **increased aggression**, and there is also a link between noise exposure and increased risk of **Alzheimer's disease and dementia**. ([source](#))

Learning

Noisy classroom environments **hinder learning**, especially among those with hearing or learning difficulties. Studies have shown that in US classrooms, up to 25% of the information can be missed because of excessive noise and reverberation. Noise also impacts teachers, who can become less likely to talk to students, or will talk with them for shorter periods when noise levels are high. [Click here](#) to read Arline Bronzaft's comprehensive look at noise and its **impact on children's health** from Hearing Rehabilitation Quarterly.

Dementia and Cognitive Function

A growing body of research suggests that hearing loss, when left untreated, can put people at greater risk for developing Alzheimer's disease and other dementias. In fact, hearing loss is now believed to be the leading modifiable risk factor associated with dementia. As we wait for research to yield more learning on this important topic, it's clear that protecting your hearing from noise and taking action to treat a hearing loss are important steps for maintaining cognitive health. ([source](#)).

Cardiovascular Impact

Noise exposure is associated with **adverse cardiovascular effects**. Studies have found that living in noisy communities can increase the risk of **elevated blood pressure** ([source](#)), and that environmental noise is associated with an increased incidence of **arterial hypertension, myocardial infarction, heart failure, and stroke**. ([source](#))

Gastrointestinal Changes

Studies have linked noise exposure with **changes to digestion**. Simply put, noise can cause an **upset stomach, an ulcer, acid reflux and other stomach ailments**. The increased anxiety caused by loud noise exposure can also have a negative effect on our digestive systems.

Impact on Quality of Life:

<https://noiseawareness.org/noise-hurts/impact-on-quality-of-life/>

Noise, whether ongoing or intermittent, has the potential to rob us of our quality of life. It's a source of stress and, for many of us, the reason we're not waking up rested. Noise indeed hurts, but we can also be thankful for the healing qualities of quiet.

Stress

We all know the stress created by unwanted sound. Even noise that may not be at hazardous levels to our hearing can make us **tense and angry**. Consider how irritating the simple dripping of a faucet can be in the middle of the night, let alone more intrusive noises. Studies have found noise to be associated not just with annoyance, but with **increased aggression**. Perhaps you can recall, over the years, some of the noise disputes covered in the media that resulted in physical violence.

Sleep Disturbance

Noise is one of the most common forms of **sleep disturbance**, and when sleep disruption becomes chronic, adverse health effects are great. Research shows that **intermittent and impulsive noise is more disturbing than continuous noise**. Even noises that don't wake you can have a detrimental effect on sleep quality. While you engage in restless slumber, the sleeping brain continues to register and process sound, **affecting sleep quality** and the movement from lighter to deeper stages of sleep.

Daily Activities

Individuals living with frequent overhead flight report that their sleep is disrupted, as well as their television watching, reading, and conversation. People living near airports cannot open their windows nor enjoy the outdoor areas surrounding their homes. Aircraft noises have precluded them from engaging in those activities that contribute significantly to a good "quality of life." Yet our soundscape seems to grow noisier every day.

Intrinsic Benefits of Quiet

Perhaps then, it is not enough to tell people that noise hurts. We must also look at what we gain when noise is not present – the intrinsic benefits of quiet. When quiet is defined, it is associated with words such as calm, tranquility, gentleness, easygoing, unobtrusive. Quiet is central to meditation, which has been shown to improve health and overall well-being. The phrase "peace and quiet" is often used to reflect what so many of us seek after a hectic day at home or at work and suggests that one cannot have peace without quiet.

When noise is limited, we not only reduce the negative effects associated with noise, but add the richness of quiet to our lives.

Merritt Symes
Upper West Side
NY 10024

To the Economic Development Committee,

As a resident and taxpayer of the Upper West Side community I am in strong favor of a ban on non-essential helicopter traffic. Every day I wake up to the sound of relentless chop. Of course some helicopter activity is expected: emergency services, and so on. But most of these flights are catered to tourists who want to see Central Park from above, or to the 1% flying off to The Hamptons.

For some reason, the regular citizens of this great city are expected to simply absorb the constant noise and stress. There is simply no way to escape helicopter noise and vibration, even inside the apartment. We all go to the Park to relax from our stressful lives, only to find more helicopters hovering overhead and ruining any peace.

There are no shortage of studies and news reports about the links between excessive, constant noise and serious health problems.

So I hope the committee can understand the scale of this issue, and the importance of minimizing inessential helicopter traffic above New York City.

We would all be most grateful.

With kind regards,

Merritt Symes

Testimony

To whom it may concern, I live in Jersey City Heights and work in Manhattan. Ive always had helicopters flying over my home as I am along the route for hospital transfers. Lately different tourist helicopters have been flying over and they are flying MUCH lower than the other helicopters. The noise produced and the force shaking my home as they go by is not only disruptive but makes me feel unsafe to live in my house.

To give an example of what we are experiencing, when the earthquake happened my entire family just thought it was another helicopter going by. That is a daily occurrence for us, as helicopters fly over the house shakes, and life pauses because it's so loud we can't hear anything else.

Please consider restricting these tourist helicopters or at least enforcing that they fly as high as other helicopters do.

Thank you for your time and attention.

Michael Beswick

Dear Committee,

I have lived in the Carroll Gardens and Cobble Hill neighborhoods for over 12 years. Within the last three or four years, the cacophonous noise pollution from helicopters has become unbearable. I travel for work and personal reasons often and therefore certainly understand the inconvenience of travel to the airports. However, this is a clear matter of putting the interests of the majority over those of the few. Recently, I was in Cobble Hill Park and many of the neighborhood's residents had gathered for a nice day. Yet, conversations had to be paused every seven minutes while we waited for the unending line of helicopters to pass. They are extremely loud, awful for the environment, and cause unnecessary anxiety among the city's residents. The minimally acceptable start would be to at least limit by half the current number of flights that can continue along any one route. However, requiring electric air taxis within a year would be the superior solution. If the law requires it, the helicopter manufacturers will figure it out and pass along the costs to the well-to-do riders who evidently feel no compunction disturbing thousands and possibly millions of the city's residents to save half an hour in commuting. Aggressively taxing these rides and using the proceeds to fund better and more efficient public transportation must be considered as well. Lastly, many more people work from home now and doing so has become nearly impossible due to the incessant noise. The dreaded urban doom loop only becomes more possible if this problem isn't addressed in a timely manner. NYC should be a symbol of progress and leadership on this issue which affects many other cities across the country.

Thank you for your time.

Michael Buonagurio

Committee Members,

I live in Downtown Brooklyn, and for whatever reason it seems that there are often helicopters flying overhead, destroying my ability to live peacefully. I also like to relax at Brooklyn Bridge Park, where from about 8:30 AM throughout the day, helicopters on the East Side of Manhattan are taking off constantly, ruining the atmosphere of the park.

As members of the committee know, noise is not just annoying, but can create stress, reduce quality of life, and lead to premature death. For example, *Noise and cardiovascular risk: nighttime aircraft noise acutely triggers cardiovascular death*, a peer-reviewed study published in European Heart Journal, Volume 42, Issue 8, 21 February 2021, Pages 844–846, estimates that transportation noise results in 900,000 cases of hypertension, 43,000 hospital admissions, and more than 10,000 premature deaths per year related to coronary heart disease and stroke.

Now I realize that some noise from transportation is essential, but these helicopters are the opposite of a public good. A few people save minutes, and by doing so, annoy, inconvenience, and even contribute to the deaths of untold others.

If it were up to me, we'd ban the use of any helicopters for tourists, commuting, or any non-emergency use. News organizations and the police should be required to use un-manned drones and other quieter means for filming events such as protests and the marathon, etc. (It's not like they can land anywhere and jump out and chase the bad guys).

Let's get rid of this scourge, and make NYC more liveable.

To Whom it May concern:

My name is Michael Kirven and I reside in Cobble Hill, Brooklyn,

My apologies for not being there in person. Please accept my written testimony.

Over the past few years, the helicopter noise in my neighborhood has become intolerable. For me, it falls into 2 categories:

1. There must be a flight path directly through Cobble Hill....perhaps from Manhattan to JFK. These have become much more frequent and are incredibly disruptive. Maybe it's UBER Blade?
2. The number of (what I am assuming) of tourist helicopter traffic by Brooklyn Bridge Park, has made the park a very unpleasant experience. We used to love to have family picnics there but now the noise is simply too much. We have completely stopped using the park altogether.

Noise in Brooklyn is inevitable. However, helicopter traffic does not serve a large number of Brooklyn residents....it ONLY inconveniences and annoys them.

Please address these issues so we can enjoy the beautiful open spaces in our neighborhood.

Thank you,

Michael Kirven

Michael Sterchak

###.###.#### | m.sterchak@gmail.com | [linkedin.com/in/michaelsterchak](https://www.linkedin.com/in/michaelsterchak)

Re: Helicopter Testimony

To whom it may concern –

I am a resident of Brooklyn Heights with my wife and two children. We've had the pleasure of living in this neighborhood and borough since 2015 and love it – despite one major annoyance: these dang helicopters.

I wasn't planning on submitting testimony, until tonight. As I relax on my couch, I hear two things: my 4-month-old son, crying because he was woken up. AND the sound of a helicopter overhead, circling. Guess why he's up?

It's 11:15 PM, and there are helicopters above. WHY ON EARTH ARE THERE HELICOPTERS CIRCLING AT 11 at night!? It is simply unreasonable. It often feels like I am living near a military air base. The peace and tranquility of our neighborhood is disrupted infrequently, but when it is, it is almost always because of the ridiculous, unnecessary sounds of helicopters above.

By my count, we deal with helicopters from: tourism, news, emergency, and wealthy private residents skipping off to wherever fun. I am pleading with you to please curb the volume and schedule of these terribly loud machines.

You're waking up my baby!

Respectfully,

Michael Sterchak

Hicks St

Brooklyn, NY

Michelle Marozik
Willow st ##
Brooklyn, NY 11201

Testimony for the NYC Council
April 16th Hearing Committee on Economic Development

Dear Honorable Sirs and Ladies,

I'm writing in support of all 6 bills and resolutions being considered to reduce or eliminate the non-essential helicopter flights over NYC.

I live in Brooklyn Heights a once quiet neighborhood which is now inundated with constant helicopter traffic. On any clear day the constant drone of helicopters is heard beginning before 9am until well after sunset. Every 15-20 minutes a tourist helicopter flies over the neighborhood making its sightseeing tour of the Brooklyn Bridge and the lower Manhattan skyline. To get these views for the tourists the helicopters fly up the cost of Brooklyn Bridge park to the Brooklyn bridge loop around and fly back down along the same route out towards Governors Island into the harbor. One flight will make two to three passes along the same route before heading out to the harbor and back to NJ. They fly low over Brooklyn Bridge park with the doors open and the passengers hanging their feet out. The noise and air pollution has made visiting Brooklyn Bridge park unbearable on any nice day. The park is no longer a peaceful place to relax and enjoy the river front.

The helicopter noise also infiltrates my home making it difficult to focus and sending me in a nervous tizzy. Always waiting for the next one to buzz by. I'm forced to wear ear protection to keep my sanity.

These unessential helicopters have created a horrible quality of life issue for many of us who live in Brooklyn and lower Manhattan. I support the measures proposed to reduce these machines from our skies.

Thank you for your time and consideration.

Michelle Marozik

To whom it may concern:

I am writing in regards to the proposed bans on all but essential helicopters to fly over NYC. It can't happen soon enough. The helicopters, and sea planes, which take off and land on the East River, and both dangerous and detrimental to people's physical and mental health.

I live in Waterside Plaza, just a half mile from the heliport on 34th Street and the East River. Having so many helicopters and sea planes taking off on the East River and Waterside in general is an accident waiting to happen. In the late spring and summer, the flights of the helicopters flying by my window is relentless. They are so close, that I often feel like I could just reach out and touch them. Meanwhile, the totally unregulated sea planes, taking off from the 23th boat harbor, taxi right beneath my window, before taking off and landing. NY harbor is one of the busiest in the world. There are constant ferry boats, barges, sailboats, party boats along with the large container ships, which could get involved in an accident, and all the bridges, which could be hit. Also, both sides of the East River are heavily built up with apartments, schools and other businesses. Recently a sea plane had to be towed to shore, after an engine failure. I also have read of several helicopter accidents. What will happen if one of these choppers or sea planes, crashes into one of these apartments or one of the bridges?

In addition, the noise from the planes and choppers I find very disruptive to my mental health, and I'm sure many people feel exactly the same way, particularly as the summer wears on. They can be incessant and the noise is ear shattering. It's impossible to just sit peacefully or sleep in past 7:45 a.m. Tailwinds, which runs the commercial planes to Boston and Washington, with all planes stopping in NYC, plans to expand their service. This needs to stop, I don't think the East River, with all its boat traffic, should also be a runway, nor should helicopters be flying over residential areas. What other city in the world allows that? Who benefits from this other than second home owners in the Hamptons and tourists? Shouldn't taxpaying NYC residents matter more?

Finally, the pollution from the FDR is bad enough now. It's just going to get much worse when the congestion pricing goes through. Already my neighborhood has one of the highest asthma rates in the city. All the 1,000 trees in the East River Park, which helped absorb some of the pollution, have been cut down or soon will be. Why isn't there more environmental justice in our neighborhood and adjacent neighborhoods? Having to deal with the additional toxic fumes and other pollution from the planes and choppers is unfair and dangerous.

Miriam Applebaum

4.17.24

To whom it may concern,

I attended the hearing yesterday and had to leave before I could give testimony. I am lucky enough to live near Brooklyn Bridge Park, however I no longer can go there due to the incessant chopper noise (often reaching above 80dB on my noise meter). The park was built with a berm to mitigate BQE noise. Perversely helicopter noise makes the BQE noise pale in comparison. I no longer walk in the park and can no longer enjoy hearing birds, seeing the trees bloom and the water lap on the small beach, for it is quieter to walk on Brooklyn streets than go to the park during the day now. That says a lot.

I am a speech pathologist and I work with school age students. To be subject to the kind of noise in the park is dangerous for all our ears, but young ears especially. I am seeing more and more cases of students with hearing loss, due to overexposure. It's sad that in a public space created for quiet enjoyment this is be a sinister side effect.

I am disheartened that the city ignores the misery and health of its inhabitants for the convenience of a few people and for a few dollars. Cash is king, health and welfare we could care less about.

—Monica Elias

Helicopter noise is a huge burden on New Yorkers. I accept that the NYPD needs helicopters, and that a few news helicopters make sense to cover traffic problems. But other than that, they should be banned. Tourist helicopters, and helicopters to commute to the Hamptons, are an unfair burden and blight on the city – they serve VERY few people and ruin the quality of life for everyone else. Why on earth should we permit a tourist who wants to see the view of Manhattan to burden everyone else? The ratio of benefit to burden is TOTALLY wrong. I live in Brooklyn, love Brooklyn Bridge Park, and HATE the helicopter noise that tarnishes the experience. We wouldn't let people throw trash all over the park. Why do we treat noise pollution differently? It's wrong and should be banned.

Nicole Gueron

To: The Economic Development Corporation, New York

From: Nina Musinsky, ### W. 87th St., New York, NY 10024

Date: April 10, 2024

I am strongly in favor of prohibiting all non-essential helicopter operations from New York City heliports.

As a longtime resident of the Upper West Side, I have witnessed a dramatic increase in helicopter traffic over the city in the past few years. Many or most are tourist or chartered transport helicopters. They are a curse to residents and visitors alike. We've started to like rainy days because they bring some quiet. When the weather is good our peace is destroyed by roaring copters overhead. Central Park can sound like a war zone, as does New York Harbor and Governor's Island. There are often several buzzing around at once. I have not counted the number per day, but it is in the dozens. It is appalling that a few wealthy tourists or rich commuters have the right to ruin the peace and health of millions of New Yorkers. The noise is terribly invasive. It has been shown that excessive noise contributes to health problems and lowers life expectancy (the NY Times had a recent series of articles on this on June 9-14 2023).

Helicopters use 950 pounds of carbon dioxide per hour. The average car produces 22 pounds per hour. Non-essential helicopter traffic contributes egregiously to global warming. We are in the midst of a climate crisis and it is way past time to cut down on fossil fuel use. Stop the non-essential helicopters!

Helicopter crashes happen, and they are seldom benign. They cause death and destruction. Why are we allowing non-essential helicopters to fly over our densely populated city? This is not allowed in most European cities, for good reason. Why are we waiting for a disaster to occur before banning them?

I cannot say it strongly enough: PLEASE, City Council, stop this folly. Please put a halt to all but essential helicopter service over our city.

Thank you for your attention.

Sincerely yours,

Nina Musinsky

PAT ARNOW

E-MAIL: ARNOWP@GMAIL.COM

GRAND STREET, ##### + NEW YORK, NY 10002 + PHONE ###.###.####

April 1, 2024

Dear Committee on Economic Development,

Helicopters in downtown Manhattan and 34th Street benefit the few at the expense of many.

Noise and pollution poison the air of downtown's East River promenade, Battery Park and Governors Island. These are rare and valuable recreational spaces for thousands of residents, commuters, workers, and tourists every day all day.

There is good evidence that constant high decibels and bad air damages our mental and physical health. The tourist rides and airport shuttles are not necessary and should be stopped.

Personally, as a Lower East Side resident, I want to bike to the Governors Island ferry so I can have a peaceful ride around the Island. It is not peaceful. The loud noise is constant. Instead I bike as fast as I can past the helipad, around Battery Park and up the more peaceful West Side bike path and parks.

Where is the East River nice? Nowhere in Lower Manhattan. You can change that.

Please advocate for the many people on the ground, not the privileged, heedless few who can afford to ignore their negative effects on the rest of us regular people.

Sincerely,
Pat Arnow
Lower East Side

Paul McCabe
Bergen St
Brooklyn, NY 11238

RE: Helicopter and aviation noise

To Members of the Committee on Economic Development:

I am writing to provide support for the various bills before the committee supporting the elimination and/or reduction of unnecessary helicopter flights over NYC. Our home is located in western Crown Heights, which has become a confluence of air traffic noise. We have helicopters that fly low and fast along a route following Atlantic Ave., presumably to JFK. And most days, we are in the flight path of airplanes on LaGuardia approach. The noise from the skies is deafening and incessant.

However, the helicopter noise is by far the most egregious, given how low they fly, their speed, and the nature of helicopter noise which radiates off buildings. It is shocking how loud they are. I have been on Zoom calls where suddenly I couldn't hear anything being said until the helicopter passed. The amount of helicopter noise has increased in recent years, and starts very early in the morning.

In addition to the noise hazards, I am very worried about the safety risks posed by so much aviation flying over densely populated areas. As you know, there has already been a situation where a tourist helicopter crashed into the East River. What happens if instead a tourist helicopter crashes into an apartment building? With the increase in tourist and charter helicopters, the question is not really if, but when it will happen.

One solution might be to direct all charter flights to JFK to fly over the New York Harbor and off the coastline rather than over residential neighborhoods. And tourist flights could be limited to flying over the Hudson and East River waterways. The noise would still be there but at least it would be more distant with less safety risks to residents. And in truth, we really don't need so many tourist or charter flights here in NYC.

I greatly appreciate any steps taken by this committee and the Council to ban or significant reduce the unnecessary charter and tourist helicopter flights in NYC, and in particular, over any residential areas.

Please don't hesitate to get in touch with any questions.

Sincerely,

Paul McCabe

Paul McCabe
###-###-####

From:
Pauline Beam
Garfield Place ##
Brooklyn, NY ###
###-###-###

To:
Councilmember Amanda Farias
Chair of the New York City Council Committee on Economic Development.

Regarding:
Int 0026-2024: bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC.
Int 0070-2024: bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC.
Int 0027-2024: bill to require sound monitoring in areas of the city experiencing helicopter noise.

Dear Councilmember Farias:

I wish to testify in support of passage of the three bills listed above. I have two personal examples of harm that nonessential helicopter flights originating from New York City have caused me and others.

Let me begin with the most serious, a health emergency. From about 1988 to 1990, I worked as a discharge planning nurse with four coworkers. For some of that time, I worked out of a small, windowless office in NYU Medical Center at 33rd Street and First Avenue. This office was at the back of the building and overlooked the 34th Street Heliport. We complained to our supervisors about nauseating fumes that seemed to come with helicopter landings and takeoffs. Several of us also had recurrent headaches. One especially bad day, one of the nurses began to pass out. We took her to the emergency room where blood tests showed she was suffering from carbon monoxide poisoning, and an EKG showed an irregular heartbeat, atrial fibrillation. Our colleague had no history of heart disease or atrial fibrillation.

Carbon monoxide, particulate matter, and sulfur dioxide are among the known pollutants from helicopters. We had probably all been suffering for months from subclinical carbon monoxide poisoning that caused our nausea and headaches. Moreover, this poisoning took place in the 20th century, before nonessential charter, commuter, and sightseeing helicopter flights had accelerated to their present level.

We know the damaging environmental effects of vehicles propelled by burning fossil fuels to the climate: emission of CO₂ and other pollutants that trap heat and cause global warming; and the toxic effects of gases, particulate matter, and noise to humans and other living beings. There is simply no excuse for the use of nonessential helicopter flights, especially in a dense urban environment such as New York City, and especially near a major medical center.

My second personal experience makes a business argument related to the noise pollution helicopters cause. The Brooklyn Botanic Garden is one of New York City's jewels. Like many organizations, it is still struggling to recover financially from its closure during the pandemic, and from funding cuts by the New York City Department of Cultural Affairs.

During the winter holiday season, "Lightscape", billed as "NYC's Most Dazzling Light Show", attracts thousands of visitors to Brooklyn from throughout the metropolitan area. Lightscape is a major revenue source for the BBG during the winter months, a time that usually attracts few visitors. Last year, adult tickets cost up to \$39. The light displays are accompanied by music orchestrated for the occasion. Yet in 2022, my Lightscape experience was marred by helicopters hovering above, distracting me from the lighting displays and making it harder for me to hear the music. The handful of ticket paying passengers on the helicopters that night impaired the experience of hundreds of ticket paying visitors to the BBG. I did not return in 2023.

Please accept my testimony as evidence for the passage of Int 0026-2024, Int 0070-2024, and Int 0027-2024.

Sincerely,

Pauline Beam

To the New York City Council - Committee on Economic Development

Subject: Bill to ban nonessential helicopter traffic at City-run heliports

I am a resident of Battery Park City, and previously resided in the Financial District. In total, I have resided in Lower Manhattan for over 10 years. I live with my wife and 2 daughters in an apartment on the 30th floor facing west. Helicopter noise and vibration has become an unwelcome permanent part of our daily lives, both inside and outside our apartment. Looking out the window, at any given time of any given day, it's common to have up to 5 helicopters in sight, flying at altitudes levelled with our apartment. The noise and vibration are often unbearable. When we are outside on weekends, with our daughters in the playgrounds in the Rockefeller Park or jogging along the Battery Park City Esplanade, the noise from incessant helicopter traffic along the Hudson River makes it impossible to have normal conversations and destroys any attempt at enjoying quality time. This concerning situation seems to be getting worse every year, with helicopter traffic becoming more intense.

It is inconceivable to me how the situation is allowed to continue.

The convenience of a very small number of people cannot take priority over the well-being of the vast majority of people.

I am writing this testimony to urge you to take action and ban all nonessential helicopter operations from all city-run heliports.

This is a small step in the direction of bringing some much needed relief to New York City residents from the incessant noise pollution from helicopters, from which so very few people benefit.

Thank you,

Pedro Cury

Peter Powers
W 74th St, ###
New York, NY 10023

April 18, 2024

Committee on Economic Development
New York City Council
250 Broadway
New York, NY 10007

Dear Members of the Committee on Economic Development,

My name is Peter Powers, and I have lived on West 74th St on the Upper West Side for the past two years and have been a NYC resident for seven years. I was unable to testify via Zoom as I did not receive the link.

My partner and I enjoy spending time on our roof terrace, especially on Sunday afternoons, and helicopter noise pollution heavily impacts us. While some helicopters fly up and down the Hudson River on a standard route, several are purely for sightseeing and spend up to 10 minutes hovering overhead at ~1,000ft. I use the Plane Finder app to track traffic, and in the summer, we can always rely on disruption from private and chartered helicopters ferrying wealthy individuals back and forth from The Hamptons on weekends.

This constant helicopter traffic is incredibly disruptive, frustrating, and stressful. While I do not anticipate Manhattan to be as silent as if we lived Upstate in the woods, I believe these helicopters that serve the few overly negatively impact the many. I often think about how the noise and CO2 pollution emitted by the 1-4 passengers in the helicopter disrupt tens of thousands of regular New Yorkers.

I encourage the Committee to approve this legislation and move it to the full Council for swift passage. We all deserve a more peaceful city; reducing helicopter traffic could not be a better way to build toward that ideal.

Sincerely,

Peter Powers

March 27, 2024

To: Members of NYC City Council

From: Philip Turner, NYC resident

I write to you about a matter of serious concern to me, my family members, and my neighbors: the profusion of non-essential helicopters that fly over my New York City neighborhood. These flights result in serious noise and air pollution that dramatically diminish the quality of life for myself, my family members, and my neighbors.

Helicopters fly over my Upper West Side neighborhood at all hours and are very noisy, disturbing, and stress-inducing. To indicate how noisy these helicopters is the fact that when they fly overhead, which is sometimes as frequent as five choppers every fifteen minutes, the noise from them can be so loud that I can't talk on the phone, or listen to a radio broadcast. Walks in Riverside Park are marred by the constant flights.

In October 2022, I contacted my NY City Council Member (Gale Brewer, at the time) with this complaint and her staff explained that she and other Councilmembers are reviewing possible legislation to cut down on these flights. I hope you will vote to do so. It was recommended that I also contact other members of the NY City Council, and other elected officials, such as members of relevant congressional committees, and to the Department of Transportation, all of which I have done.

At one time, I thought these flights might be connected with observances of the anniversary of 9/11, but the flights are constant year-round. The helicopters passing overhead seem to be tourist flights, as evidenced by frequent TV advertising I see for such companies as Blade, which is promoting its services heavily on the airwaves with celebrity pitchperson Liev Schreiber, the actor.

I've lived in my Manhattan residence for more than thirty years, and we never had this problem until recent years. I hope these flights are cut back soon, as the helicopters sometimes fly overhead every few minutes. There's no relief from them and the noise they make, and it is very stressful and upsetting. I have hypertension and they increase my blood pressure. Thank you for your help in this serious matter.

Sincerely,

Philip Turner

[REDACTED]

NY NY 10025

philipsturner@gmail.com, [REDACTED]

To whom it may concern,

I am a resident of Jersey City Heights and parent to a 2 year old. I have lived in this neighborhood for almost 3 years now. While I love our home and the friendships I've made in the neighborhood, I'm considering leaving due to the constant, extremely loud helicopter noise as my family's health is our foremost priority. Jersey City is now a top 5 noisiest city in the East. Loud noises are associated with negative health outcomes. On a Saturday, I clocked helicopters at 300 ft altitude, which also is highly dangerous and I would imagine illegal- and what's worse, is this is a regular occurrence. My daughter has woken up from her nap before from a low flying helicopter flying directly on top of our home. Enough is enough. This should not be legal, and money should not come before resident health. We plead that you prioritize our interests in stopping low flying traffic and non essential helicopter traffic over residential neighborhoods.

Thanks for your consideration.

Very best,
Philippia Athanasiou-Vaartstra
Jersey City Heights, NJ 07307
###-###-####

Dear Hearing Committee Members,

I am compelled to voice the profound concerns of our community regarding the ongoing helicopter traffic that is adversely affecting the safety, environmental integrity, and quality of life in New York City and Brooklyn.

****Health Implications****

The constant noise from helicopter traffic is not just a nuisance but a serious health hazard. It leads to widespread stress and irritation among residents. The incessant buzzing of helicopters, with as many as 20 landings an hour in the Financial District, benefits only a privileged few at the expense of the broader community's peace of mind. Additionally, the area has experienced over 30 helicopter crashes since 1980, causing numerous injuries and fatalities, which further underscores the gravity of this issue.

****Environmental Damage****

Helicopters contribute significantly to environmental degradation, emitting 950 pounds of carbon dioxide per hour—vastly surpassing the 22 pounds per hour emitted by an average car. This disproportionate impact highlights the unsustainable nature of their frequent flights.

****Economic Effects****

The relentless helicopter noise undermines real estate values and harms businesses, particularly those operating outdoors, like cafes and festivals. Helicopter companies externalize significant costs related to environmental damage, health care, and emergency services onto our community, exacerbating the economic strain.

Given these critical concerns, I urge the committee to take immediate action to curtail helicopter flights over our neighborhoods. Prioritizing the well-being and tranquility of our citizens over the non-essential conveniences offered by these flights is not only necessary but imperative.

Thank you for your attention to this crucial matter. I am eager to see our community's livability enhanced through your support and actions.

Warm regards,

Phillis Lehmer

State Street, Brooklyn, NY 11201

"Supporting NYC Council Bill #26-2024 and resolution #85-2024"

I reside in Waterside in a unit on the 16th floor facing the East River and the seaplane dock.

Starting in the Spring and ending in the Fall, the seaplane traffic becomes a MAJOR DISTURBANCE. Between Thursday morning and Monday evening I witness at times as many as a dozen planes at a time landing, idling to the dock uploading/discharging passengers, waiting to take off and then taking off as they navigate through the crowd of NYC Ferries, barges, party boats and pleasure boats on the river. With their noisy engines on the whole time.

Besides the seemingly unsupervised chaos that miraculously has yet to result in a major accident, the noise level in our apartment on those days is deafening. The roar of the plane engines as they reverse throttle to stop in the water after landing and even more noisy as they take off.

This is a major disturbance to our quality of life for the benefit of a very few who use these planes to get to their weekend homes.

Sincerely

Raphael & Elizabeth Samach

Waterside Plaza ###

Raffie.samach@gmail.com

###-###-###

Hello, my name is Rebecca Lichtenstein. I am a community member based in Bushwick, BK and I am part an incredible mutual aid network in New York that has filled the holes of direct services and emergency needs through grassroots mobilization.

I am writing about the lack of holistic social services and case management afforded Black asylum seeker migrants - specifically those from the continent of Africa and Haiti – in a moment where our new brothers and sisters are escaping the ruins of colonialism, civil war, and capitalist extraction. They are here to seek a better livelihood, but also to save their life. It is common knowledge that the majority of Black asylum seekers have yet to be able to secure legal representation and process their asylum paperwork. Every day, the number of those who have missed their deadline to apply for asylum increases. Many are at a standstill, unemployed and are facing houselessness, we demand for the city stop neglecting Black migrants.

These migrants are my new neighbors who have become active participants in mutual aid spaces, overcoming language barriers and access to dignified housing, and they are eager to access opportunities so they can build a sustainable life here in NYC. I have only met humble, patient folks who want to work and contribute to this great City. They should not be disenfranchised further because they don't have family here, or because their country of origin doesn't have longstanding roots. Thus, I stand with my community in demanding:

1. The city to hold itself and CBO's (Community Based Organizations) accountable to Black migrant asylum seekers. Every CBO or New York Immigration council satellite site that has been allocated funding to assist asylum seekers should receive and provide case management to everyone, including Black African and Afro Caribbean migrants.
2. The city stop allocating state and federal funding meant for asylum seeker services to private corporations. Over 500 million dollars was made available for this manufactured crisis by the city and asylum seekers are in a worse condition than 2022. That funding should be used to increase city employment. This would increase the number of social workers, expand housing services, and invest in public education workers to meet the current needs of all New Yorkers including our new Black migrant community.
3. The city to provide city materials in languages accessible to the new African migrant community. City notices and CBO workforce development programs, like OSHA or even ESL classes, are not provided in languages that are understood by our newcomers. This limit is xenophobic and racist. Our new Black migrant community members are not a monolith and do not share a single story. Every asylum seeker's needs must be individualized, respected and considered with care.
4. Holistic case management- including support, processing and filing I-589s, access to health care, expedited residency status at shelter sites, access to IDNYC without appointments and guaranteed access to livable shelter.
5. The city to financially support Black led; Black immigrant grassroots organizations that have been proven to offer efficient case management to asylum seekers only. We demand for the city to encourage and support more African service organizations to

work in Brooklyn, Queens, and Staten Island. Every respite center and family shelter should be assigned to a community-centered grassroots organization that can offer culturally specific human centered case management for all asylum seekers- including Black African and Afro-Caribbean migrants.

I voted for elected officials who promised commitments to humane practices and social services, and to me that includes everyone in NYC, from longstanding residents to new arrivals.

In Solidarity,

Rebecca

Testimony of Brooklyn Residents Regina Rae Weiss and
Todd Friedman
Regarding Helicopter Noise and Safety
Submitted to the Committee on Economic Development
April 9, 2024, in reference to the committee's April 16, 2024, 10 am hearing

Honorable Committee Chair and Members:

This is a photo taken from the front stoop of my house this morning in Sunset Park, Brooklyn, at 6:50 a.m. As you can see, this helicopter was flying quite low – except that it wasn't flying – it was hovering over my house making a tremendous amount of noise.



I was awakened this morning at 5:57 by this or a similar helicopter which hovered over my house until 6:14, when it departed. The helicopter was so loud and so close that it awakened me even though the windows of my house were all closed. At 6:22 this or another similar helicopter appeared in the same place, where it remained until 7:15. A half-hour later, at 7:45, I went into my backyard and was upset to note I could still smell fumes from the helicopter or copters.

This has been going on for several years, usually in the spring, fall and summer months. These are not police helicopters or news helicopters. My guess is that they are joy-ride helicopters that are hovering in order to watch the sunrise. As the weather warms up and we sleep with our windows open the problem becomes even more unbearable.

In the past we were advised by 311 to call the FAA complaint line. Doing so yielded no results. These helicopters are a clear health hazard to New York City residents, as well as a tremendous nuisance. Please ensure that Int 0026-2024 comes to the floor for a vote and support it through passage.

This testimony is submitted on behalf of myself and my husband, two lifelong New Yorkers, former New York City workers, and decades long Brooklyn residents and homeowners.

Impact of helicopter noise on myself and my family.

My name is Richard Elkins, and my family and I live in Brooklyn Heights.

I'm testifying in favor of the Council Bill because of the negative effects that helicopter noise has on us on a daily basis.

The constant noise from helicopters is very stressful for myself and my family.

There are hundreds of helicopters flying near our apartment every day, and their volume is amazingly loud. It lasts for a long time even after they fly pass us.

Some of them are so loud that they actually rattle our windows.

Their noise is so loud that we frequently cannot even hear our television without wearing headphones (and neither of us are hard of hearing!). It is hard to even have a simple conversation, and it is hard to concentrate on my work.

For several hours around sunset they are especially bad. In our apartment at that time, we actually hear the din from 5 or 6 tourist helicopters every minute!

And we cannot even enjoy the local parks anymore because of the incessant noise from the helicopters.

To make it even worse, each helicopter sits in the downtown heliport with their loud engines running for several minutes before takeoffs and after landing, increasing the noise duration.

And we are not alone in being upset, all our friends agree with all this.

I think the it isn't right that hundreds of thousands of New Yorkers are suffering from extreme noise pollution so that a relatively few people can ride in tourist helicopters.

In addition, they are potentially very dangerous, and bad for the environment.

Our quality of life would be improved if the Council Bill is passed, as I hope it is.

Sincerely,

Richard Elkins

Hicks Street, Brooklyn, NY 11201

I am writing to complain about the helicopters that fly over my house, making lots of noise at all hours. During the summer, there sometimes up to eight helicopters an hour. They make noise coming and going for almost five minutes.

Richard H. Merle

Like most New Yorkers my indoor living space is tightly limited. Central Park is my living room; Riverside Park is my backyard. I spend at least an hour a day, every day, outdoors to enjoy nature and decompress. Rarely a day goes by when my time outdoors isn't punctuated with the roar of helicopters overhead. And the noise isn't limited to those outdoors. In good weather I'm often forced to close my windows to block out the blare of helicopter noise. It's bad enough when they just pass by, but many of them just hover over the parks or surrounding neighborhood, subjecting tens of thousands of people to debilitating noise pollution and fouling the air above us. I strongly urge this committee to support all the proposed bills and resolutions to help eliminate or reduce this blight on the quality of life in our great city.

Rick Titone
Upper West Side NYC
ricktitone1@gmail.com

Ricky Roopnarine

Jersey City, NJ 07305

To whom it may concern

I am writing to you to explain the situation with the helicopters, that are making a tremendous amount of noise all day and night. The vibration of these low flying helicopters are vibrating my home and they are also the buzzing noise that they make they make are ringing in my head all day. When I get home from a long stressful day at work I can see and hear them above my home here on Seaview ave in Jersey City NJ. They are flying countless times within a 20 min window I would hear at least 5 of them pass by one right after the other. I am asking to please find another path or ban it all together I understand that for emergency planes etc, it is needed. I really think this is getting way out of hand please help me and understand where I am coming from thanks for your time and consideration.

Ricky Roopnarine

4 4 2024

I live in the Heights neighborhood of Jersey City, near Pershing Field. My area is directly under a flight path that tourist helicopters take from Kearny to NYC. The noise is so loud that it often drowns out the radio, halts conversation, and rattles the windows. On a nice day you may be sitting on the deck enjoying the weather and there's an endless stream of helicopters flying a few hundred feet overhead, making it difficult to relax.

It is by far the most disruptive noise in the city, above the typical loud cars, trucks, construction, ambulances, etc. It's worse than fireworks at the fourth of July, because it's not restricted to any period of time. It's any day, any part of the day, any time of year, in a seemingly random pattern.

Although apparently restricted to flying over the water in NYC, they fly over residential neighborhoods on this side of the river, which are filled with homes, parks, schools, hospitals, churches, playgrounds, etc.

It's certainly worse for those of us that work from home or locally, but the noise occurs on evenings and weekends as well.

The noise starts as early as 6 a.m. and often goes until 10 p.m. One night this week, I counted four helicopters passing overhead between 9 and 10 p.m., and my child was in bed trying to sleep. I could see on a flight tracker that they were all tourist flights returning to New York Helicopter Tours in Kearny.

I am less likely to head down to the Hoboken waterfront due to the constant stream of helicopters up and down the Hudson River. It makes it less peaceful.

Robert Farren

To New York City Council Committee on Economic Development
regarding a ban on nonessential helicopter traffic at city-run heliports, and
throughout the region.

4/16/2024

Governors Island, the city's unique public space in the middle of NY harbor, is seriously impacted by sightseeing helicopter noise on a daily basis. The constant aerial assault on the island's historic district, National Monument, high school, parklands, arts and environmental projects, and wildlife has been described as "soul crushing." At times as many as 18 helicopters have been counted within a 15 minute period. A majority of these originate from the Downtown Manhattan Heliport - the source 30,000 flights per year. A City Council ban on NYC based unessential helicopters is badly needed. And as many of the flights over the island come from New Jersey, the proposed federal ban of nonessential helicopter traffic over NYC is essential

Roger Manning

co-founder

Metro Area Governors Island Coalition (M.A.G.I.C.)

<https://govislandcoalition.org>

As a frequent user of Brooklyn Bridge Park and Promenade about it, the constant din of helicopters landing and taking off from the Lower Manhattan Heliport is a constant nuisance to the thousands of us who, at any given time, are trying to enjoy the Park and surrounding areas.

Both the Park and the Promenade are supposed to provide some respite for City dwellers looking for open space and some sense of tranquility. The constant noise from helicopters—most of which are for elite tourist purposes, infringes on our ability to enjoy these City amenities in peace and quiet.

Ronald A. Klempner

Ronald A. Klempner
Livingston Street
Brooklyn, NY

As recently as last month, when trying to enjoy Brooklyn Bridge Park with my grandchildren the noise from helicopters landing and taking off from the downtown heliport is a constant annoyance—frequently interfering with conversations, which have to be paused until the helicopters pass. The noise is even a greater impediment with telephone conversations.

Noise impact is even greater in and around the Battery. When recently trying to enjoy an outdoor lunch, face to face conversations was impossible whenever a helicopter passed by. Thousands more jobs are impacted at these restaurants by helicopter noise than are contributed by the limited 175 employed at the heliports.

Eliminating all tourist helicopter flights which originate from NYC heliports will considerably reduce noise impacts from these heliports.

Despite their testimony today, NYC EDC has done little to solve this situation and has taken an indifferent stance towards anyone complaining about helicopter noise.

hello! thank you for this legislation

the helicopters are - at best - a nuisance and - at worst - an environmental and social injustice. in red hook where i live, and on governors island where i go for respite, the helicopter noise is sometimes incessant and so disruptive to an otherwise harmonious space. at the wall st/pier 11 ferry dock, sometimes the exhaust from the helicopters is overwhelming; the air quality becomes terrible.

at the very least, it would be great if there were more restrictions on where and when the non-essential helicopters fly over, but in an ideal world it would be regulated in a way that supports both tourism and the surrounding communities.

this legislation is a step in the right direction.

thank you

rosette diaz

STOP THE CHOP NY NJ

I am a company member and performer with Hudson Classical Theater Company. The theater rehearses and performs at the North Patio of the Soldiers and Sailor Monument in Riverside Park from late April through August. We bring professional outdoor theater to Riverside Park and our performances have been severely impacted by the onslaught of constant helicopters flying overhead during our shows. We use no amplification and the sudden and constant roar of these helicopters is very disruptive to the actors and more importantly, to the audience.

Hudson Classical offers pay-what-you-can theater to those who may be unable to attend more costly performances. We bring professional outdoor theater performances to Riverside Park and just ask that we can be heard.

Thank you,

Roxann Kraemer

My name is Sam Feldman and I live in Prospect Heights, Brooklyn. I fully support the bill to restrict non-essential helicopter operations at city heliports and wish it went further. The large volume of helicopter flights creates frequent noise problems in my neighborhood, and at times I have even been awoken between 6 and 7 a.m. by helicopters hovering or slowly passing overhead. I could accept this kind of nuisance if there was some corresponding public benefit, but for most of these helicopter flights, there is none. Quite the opposite: aside from noise pollution, these flights create air pollution and represent a danger to human lives, both of the helicopter's occupants and of anyone in the vicinity of a crash. Restricting non-essential flights from city heliports to only fully electric helicopters would be a good start. Even better would be to restrict flights by police helicopters, which are expensive and often unnecessary. The Council should also consider regulating helicopter flights from private heliports.

In conclusion, I fully support the passage of this bill and urge the Council to view it as a necessary first step.

SANDRA MCKENZIE RICHARD & PAUL RICHARD

Burr Place, Weehawken, NJ 07086 | ###.###.#### | sandramckenzie@optonline.net

April 18, 2024

NYC Council

Reference: Complaint About Commercial Helicopter Noise Nuisance Over the Hudson River

Dear NYC Council Members:

Thank you for the opportunity to express our experience living in proximity to the commercial helicopter traffic over the Hudson River in New Jersey. Our family moved from Hoboken to historic and charming Weehawken for a quieter and more residential life. However, shortly after we bought our home and settled in, we were shocked by the loud noise and sheer number of commercial helicopters flying daily and nonstop over the Hudson River; even more frequently on weekends and public holidays — a time most people look forward to relaxing, sometimes with family and friends.

We live one block west of Boulevard East. The helicopter noise is incessant. It assaults our ears early and is particularly jarring on weekends when we try to sleep a little later. The noise wakes us out of bed on week days, also. It is quite intrusive when we work at home and are forced to pause a meeting or phone call because of the inability to hear oneself and participants/callers over the extremely loud noise of the choppers. We also find it difficult to enjoy our outdoor space because of said helicopter noise intrusion. Get-togethers are ruined because of the blasting sounds of the helicopters that seem never ending.

The helicopter noise from excessive commercial/tourist activity has undoubtedly affected our health and quality of life negatively. Our physical and mental health are compromised by the non-ending helicopter activity. We wake up stressed and angry by the intrusive sound of daily helicopter noise. I have hypertension and sensitive hearing, and we both have allergies and stressful jobs. The unhealthy noise and air pollution of these helicopters exacerbate our condition. We already have to endure the sounds of major airlines, news, and military aircrafts that fly over our residences and the Hudson River. The added insult of large numbers of commercial helicopters creates a noise and air pollution cacophony that is inhumane. It seems the well-being of the residents who live along the Hudson is unimportant and secondary to commercialism. We are asking that helicopter activity be reduced and regulated, especially morning hours, weekends, and public holidays in consideration of the health and quality of life of the thousands of New Yorkers and New Jerseyans like us who're directly affected by commercial helicopter traffic noise and air pollution.

Sincerely,

SANDRA MCKENZIE RICHARD and PAUL RICHARD

To: Councilmember Amanda Farias, Chair of the New York City Council Committee on Economic Development.

Re: Support for Int 0026-2024, Int 0070-2024, Int 0027-2024, Res 0085-2024, Res 0226-2024, Res 0233-2024

Dear Council Member Farias,

My name is Sarah Orleans Reed, and I am a member of 350Brooklyn, a grassroots climate organization based in Brooklyn. I am writing in support of the bills being considered today that are related to limiting non-essential helicopter travel over Brooklyn, where my family and I live. I thank Council Member Farias in particular for introducing Intro 26, which would prohibit all nonessential, non-electric helicopters at heliports owned or operated by NYC, which would stop over 40,000 nonessential flights per year, and Intro 70 introduced by Council Member Restler which would prevent the use of electric helicopters as well.

Allowing city heliports to be used for non-essential flights is a shameful economic and environmental injustice, shuttling around the 0.0001% wealthiest people **in the world** while the rest of us bear the consequences of noise and air pollution. I was shocked to hear that so many of the startling noises that regularly disrupt my day and startle my infant daughter are not emergency vehicles, but in fact rich families and individuals flying over the rest of us to reach JFK or the Hamptons faster. I was also shocked to learn that some of the helicopters still utilize lead fuel, despite our state's mandate to eradicate lead poisoning.

The routes of non-essential helicopter travel traffic passes over Fort Greene, Bushwick, Williamsburg, Crown Heights, Prospect Heights, Brownsville, Prospect Lefferts Gardens, Flatbush, Flatlands, and East New York. Many of these areas are environmental justice communities, already overburdened by noise, air, and lead pollution. Intros 26 and 70 are a commonsense measure to stop this shameful status quo.

Thank you for your consideration,

Sarah Orleans Reed

Testimony of Scott D. Compton in
Support of NYC Council Bill 26-2024 and
Resolutions 233 and 226
April 16, 2024

I have been a homeowner on the Upper West Side for 20 years. Recently, **helicopter traffic over my home has become unbearable**. On most days, it is literally one helicopter after the next flying over my neighborhood, beginning in the late mornings and lasting well into the evenings.

This is not occasional noise lasting only a few seconds. It is often near **constant** helicopter traffic, with low-flying aircraft passing over my home every few minutes.

It is my understanding that most of this traffic consists of **helicopter rides for tourists**. The helicopters I see generally fly northward along Riverside Boulevard before turning around in the 90s. **This pattern continues all day**, one circling helicopter after the next.

I often walk or ride my bike in Riverside and Hudson River **parks**. Here, too, I experience almost **constant helicopter traffic overhead**. The noise interrupts conversations and civic activities held in these public spaces. It disturbs outdoor concerts and theatrical productions in Central Park, where **tourist helicopters hover over events**, seemingly unaware of the disruptions they are causing.

As a New Yorker, I am **very accustomed to noise**. We all hear traffic, sirens, airplanes, and other noise of all sorts day and night. This is the nature of life in the city. But **helicopters are in an entirely different category**: they are much louder and more frequent. And what is worse: for the most part, they are **completely unnecessary**.

To be clear: I have **no problem with police, emergency, military, or news helicopters**. My objection is to the near constant noise of helicopter rides for tourists.

I often wonder about the **safety and security risks** of helicopter flights over densely populated neighborhoods in the city. Why are we taking these risks? The **pollution** they are adding to our environment is also a concern.

Please carefully review the data documenting the frequency of tourist helicopter traffic over residential neighborhoods of the city. **This volume of helicopter traffic over the city is clearly not sustainable**. How could this possibly be considered acceptable to residents under any circumstance?

Testimony of Scott D. Compton
April 16, 2024

I am well-aware that our city faces many pressing problems that you may feel are far more important than the issue of helicopter noise. But I would urge you to **not dismiss or discount the toll helicopter noise is taking on our city.** It is a **serious issue** affecting the health, safety, and quality of life of New Yorkers.

I urge the Council to unanimously **pass Bill 26-2024 and Resolutions 233 and 226.**

Thank you.

Dear Committee Members,

I am writing in strong support of the bills proposed today, regarding taxing and restricting helicopters around New York City. The city is loud enough without them, and already lacking in good outdoor space, that the roar and pollution added by helicopters further detracts from their enjoyment. Even indoors, both at home and at work, the noise is frequently audible and disruptive.

I hope that a sizeable tax on aircraft movements will replace and possibly exceed any revenues currently enjoyed by the city, but also that revenue be a secondary consideration in the passage of these bills.

Thank you,

Sean Scott

Resident, Financial District (Council District 1)

Helicopter noise testimony

I live in Prospect Heights in Brooklyn, the last couple years there has been a marked increase in helicopter commuter traffic. The flight path from Manhattan to JFK or the Hamptons flies over densely populated areas of Brooklyn as well as treasured green spaces. I belong to a community garden, I spend time in Prospect Park, as well as the Brooklyn Botanical gardens, all of which are subject to extremely loud low flying helicopters. Blade is the worst culprit as most of their helicopters are old and very loud. They also seem to disregard flying at a certain elevation and tend to fly quite low (300-500 feet). The commuter helicopter traffic is especially bad on Fridays/Sunday afternoons and evenings, a time when city residents should be able to enjoy our residences without loud noise and shaking of windows, or our green spaces that should allow for a peaceful enjoyment of nature. Please stop rich folks air taxis from ruining the city for the rest of us.

selina rutovitz

I live in the Heights in Jersey City, just to the west of Hoboken.

The noise of helicopters throughout the day is a constant. As someone that works from home, it's disturbing and disruptive to my day. What's even more of a concern is the lack of regulation around the amount of feet that the helicopters need to be away from the ground. The Heights are poised on the Palisades cliffs, which juts up severely from where Hoboken ends. The helicopters rarely adjust their altitude to account for this, so they end up being so close I feel like I could touch them. It's inevitable that one day there will be a catastrophe where one of them crashes into the house or a park and causes fatalities. There is no need for this danger, and the constant disruption to the Height's quality of life. I do speak for multiple people in the Heights, as the helicopter noise is one of the most common complaints I see in the neighborhood groups. As I was writing this, four different helicopters flew over my house. This needs to stop.

Serafina Spink

Dear Council Members,

My wife and I are residents of Brooklyn Heights and regular users of the Brooklyn Promenade and Brooklyn Bridge Park, as are probably hundreds of thousands of other residents and visitors to New York. When we stroll the promenade or walk through Brooklyn Bridge Park during most days and especially on weekends, we are assaulted by the noise of tourist and commuter helicopters.

When the helicopters are overhead, we have to shout to make ourselves heard. On weekends, that's most of the time, since there are often as many as five choppers circling the park and nearby streets at any one time. (Count 'em!) The closer to the bridge you are, the worse it gets.

I recognize the need to make Brooklyn welcoming to tourists. But the number who use helicopters to explore the East River and its attractions is tiny compared to the multitude of walkers, bikers and parents with strollers. I don't think our enjoyment of public parks should be outweighed by the wishes of a few well-off tourists or the profits of the helicopter companies. And, I would like to emphasize that it should not be in the city's interest to financially "take care of" these companies. The airspace is public as are the parks. Profits are not guaranteed to transportation companies just because they claim them.

Sincerely,

Seth and Wendy Katzman
Monroe Place, ###
Brooklyn

TESTIMONY OF SHELAH LEADER, PHD
IN SUPPORT OF BILL-26-2024

SUBMITTED TO COMMITTEE ON ECONOMIC DEVELOPMENT

I am a resident of Carnegie Hill and am a member of the volunteer organization STOP THE CHOP. In the fourteen years I have lived at 55 East 87th St., the volume of nonessential helicopter traffic over the city has grown explosively, adding to the constant noise, air pollution, and danger of city residents. Because the helicopters have intruded in my quality of life, I decided it was time to act.

Governors Island used to be an idyllic summer escape from the city, but now it is invaded by overhead flying pests. The same is true of boat rides to see the Statue of Liberty.

Central Park is an essential escape from the concrete jungle of the city, but now the sound of birds is drowned out by helicopters that hover over the reservoir, free concerts, and Shakespeare in the Park. They drown our quiet musical passages and the spoken word and spoil the free cultural offerings that make city life so attractive.

Every Sunday morning I wake to the sound of helicopters heading to the Hamptons or airports. As I write this, helicopters are flying overhead.

I urge members of this committee to support bill 26-2024 to ban non-essential fossil fuel helicopters from our heliports. Not only are they of no real benefit to city residents, they increase the city's noise, air pollution, and even worse pose a real threat to life and property in the inevitable risk of a crash.

Thank you.

Although I am not a resident of NYC, as one who resides on the East End of Long Island, I am adversely impacted by the commuter helicopter flights using the two city owned heliports.

Over the past 15 years, I have tirelessly advocated to close the East Hampton Airport to rid our bucolic community —and other communities from NYC to Orient and the length of the island— of the unsafe, toxic, polluting, health and environmentally damaging flights by helicopters and private jets.

I personally can attest to what it is like to have a helicopter flying at altitudes of 450 to 600 ft. above the rooftop of my house. It sounds like a replay of a Vietnam War scene!

It is frustrating to continue to experience, year after year, the ever increasing assault on our quality of life by aviation interests who are solely interested in profits. Research studies have proven noise is far more than a nuisance. Unfortunately, the FAA isn't Interested in public health or the safety of those who live below the flights.

I urge the City Council to approve:

Int 0070-2024: bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at **Downtown Manhattan Heliport** and **E 34th St heliport**.

Thank you for supporting residents over special interests.

Sincerely,

Sheryl Gold
Wireless Road
East Hampton, NY 11937

April 19, 2024

Stephanie Meket

W. 87th Street

New York, NY 10024

To Whom It May Concern,

As a resident of Manhattan of over fifteen years, I am writing to urge you to DO SOMETHING, PLEASE, about the incessant stream of tourist helicopters that hover over my apartment near Central Park! It's gotten worse over the years, and the nature of the sound is such that it's affecting my mood. If this continues, I'll have to move, for my health.

I recently learned that helicopters are not permitted to fly over any Disney Corp. property. Surely, if it's good enough for Disney, then it's surely valid and valuable to the millions of your fellow citizens and voters in New York City.

I am requesting -directly and emphatically- that you PLEASE PASS the following pieces of legislation:

- **Int 0026-2024:** bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at [Downtown Manhattan Heliport](#) and [E 34th St heliport](#).
- **Int 0070-2024:** bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at [Downtown Manhattan Heliport](#) and [E 34th St heliport](#). **Int 0027-2024:** bill to require sound monitoring in areas of the city experiencing helicopter noise.

Thanks for your consideration,

Stephanie Meket

To Whom It May Concern,

As a longtime resident of Brooklyn Heights, I have been subject to the incessant and extremely loud noise of helicopters flying around and hovering over my neighborhood as well as adjacent neighborhoods.

For years, I have had to endure this disturbing noise that has made it impossible to enjoy time outdoors, whether it's on my rooftop or in one of the city's great parks—or simply walking down the street. They've also made staying at home unpleasant, as windows have to be shut to try to drown out the noise, and for those of us working at home, they're negatively impacting productivity.

At any given time of day, it's easy to spot, and hear, at least four helicopters above. These unnecessary disturbances need to stop. They are obnoxious and discourteous, and they are ruining the quality of life for residents of many neighborhoods, not to mention contributing to an already troubling pollution problem.

Such helicopter operations need to be banned immediately.

Sincerely,

Stephen Garone
Hicks Street
Brooklyn, NY 11201

I strongly urge the City Council to ban nonessential helicopter traffic in New York City.

As a NYC resident living on Riverside Drive since 1976, I have suffered through the constant noise of helicopters outside my window for many years. In the warmer months, when my windows are open, it's even worse. This horrible noise pollution is happening as my wife and I write this complaint.

A helicopter goes up the Hudson River or flying overhead every few minutes. This type of noise is bad for both our mental and physical health, as these helicopters pollute our air, ruin our quiet walks in the park and disrupt my concentration at home. It is not fair that a for-profit company should be making their living at the expense of the quality of life of millions of New Yorkers. Please ban these nonessential helicopters now. Thank you.

Steve Carlson

I am a long time Manhattan residence. I am in support of banning helicopters in Manhattan.

Manhattan is prime real estate. This is the place where businesses get done whether it is a Fortune 500 company or a pop-and-mom restaurant. When businesses do well in Manhattan, the city gets to collect its share of the taxes that benefit everyone in all 5 boroughs. That tax is what's paying for all the **politicians' salary**, the police and fire services, roads and public transportation, affordable housing and every other amenity that a tier 1 city provides that makes it a world-class city.

Helicopters are extremely noisy. They spill out lots of pollution. This is not conducive to good business growth not to mention that it is simply harmful to people. We might as well use our prime real estate for nuclear waste after all they got to go somewhere too. You see the logic? Prime real estate is to be used to generate the maximum benefit for as many people as possible. In Manhattan, that maximum benefit is tax collection to fund everything else. Oh, did I mention it is used to pay for politicians' salary too. Helicopters benefit perhaps a handful of owners while destroying value for the rest of the 8 million New Yorkers.

I hope that politicians can see the value in growing our city by banning helicopters. The last thing we want to see is that we're losing our revenue stream and therefore, have no choice but to cut politicians' salary. Or worst, by cutting their positions completely. If it does get to that point, unfortunately there won't be any tax money left to pay for unemployment to the politicians. Then what else can politicians do? Perhaps they can fly helicopters but very, very few politicians do have flying licenses. Besides, who wants politicians to be tone deaf from all that noise pollution?

Steve Chao

5 Ave. ### ##, NYC, NY 10018

NYC City Council

April 16, 2024

NYC Council,

I'm submitting written testimony on behalf of New Yorkers that are tired of nonessential helicopter activity degrading the wellness of our day to day life.

New Yorkers flock to our amazing parks when we want a bit of peace and quiet from the noise and energy of the city. Everyone has had a moment where they've found themselves appreciating the refuge of our parks.

It only takes one helicopter, far far away, to interrupt that solace we find at our parks. The noise and sound pollution from a single helicopter can be heard by millions of New Yorkers, and limiting nonessential helicopter usage seems like common sense to protect all New Yorkers from the excesses of the few.

Thank you for reading my testimony,

Steve

I am 45 years old. I was born and raised in New York City, and have lived here for most of my life. I love the city, and there has never been anything that has ever made me want to leave the city.

That is, until the the helicopter problem got completely out of hand. Then, for the first time, my wife and I started making plans to move out of the city. As the New York Times rightly pointed out 'A Plague of Helicopters is Ruining New York.' (<https://www.nytimes.com/2016/01/31/opinion/sunday/a-plague-of-helicopters-is-ruining-new-york.html?searchResultPosition=1>)

Living underneath constant helicopters is like living in a war zone. People who live near the heliports report noise that is worse than experienced by soldiers in Bagdad during the Iraqi War. Is this how New Yorkers are supposed to live? The city's 'green spaces' are now ruined with helicopter drone noise, defeating the purpose of having the parks be sanctuaries for our city's residents. Particularly on a beautiful day like today, the non-essential helicopters will be constantly hovering over people in the parks trying to enjoy the loveliest days of spring.

I am not one for over-regulation. But if there were ever an argument for regulation, it is here. You have a group of 3-4 tourists, almost all of whom are not tax paying New York City residents, disturbing many thousands of tax-paying New York City residents with one helicopter joy ride. This is completely backwards, and the reason that regulations are meant to exist.

It is the same for commuter helicopters: just a few people can disturb thousands of people just so they can get to the airport a little faster, or to the Hamptons a little faster. No, this is not right.

There is no room for non-essential helicopters over a densely populated city such as New York City.

Corruption and greed cannot win this battle. If they do, New York will lose so many of its residents and so much of its tax revenue in order to

keep a relatively small industry with a big lobbyist. This is a clear cut issue: Tourist and Commuter helicopters need to be banned or, at the least, severely limited, over New York City. Therefore, I encourage you to vote to pass the bills curbing non-essential helicopter flights from NYC heliports.

Sincerely,

Steven Fox
E. 74th Street
New York, NY 10021

My name is Steven Gilliatt and I live on 78th Street in Manhattan.

Thank you for the opportunity to submit my testimony to the Council regarding the significant problem with Helicopter noise and pollution effecting my home, my neighborhood, and our public parks.

I've lived in New York City since 1980, and see a significant increase in charter and tourist helicopter traffic.

These Helicopters generate significant noise, anxiety and disruption. I'm a musician and using my DB meter over the last few days have recorded helicopter noise levels exceeding 90 db.

Basically the equivalent of a rock concert at the Beacon Theater.

These non-essential helicopters have significantly undermined, my health, quality of life and use of my personal outdoor space and use of our public parks.

I and many others who used to enjoy a moment of peace and quiet during our time off in Central Park.

Must now endure significant noise and anxiety due to multiple pass overs at low altitude, by charter and tourist helicopters circling, hovering and attempting to hold at the slowest speed possible.

I, and I believe, most people in New York City, when they hear a low flying Helicopter over their heads, the first reaction is -

Danger, something's wrong, resulting in anger, fear and anxiety.

Regarding public safety.

There appears to be little to no security at East River heliports, with no one checking individuals and their bags, who are being flown on these flights.

Who's to say when a bad actor will take advantage and attack us from the air?

Who's to say when the next Heliport crash will happen over a densely populated area of the city?

I and my fellow New Yorkers, work hard and have invested 100's millions of dollars in property taxes, real estate and other City related fees.

My question for the the Council is basically,

why are the interests of a small group of helicopter operators, and tourists more important to the city, than the health, welfare and quality of life of millions of New Yorkers like myself.

New Yorkers who believe that we should have the right to enjoy our homes and public spaces without being battered by Helicopter noise and pollution.

In closing, I respectfully ask this council to support the citizens of our city and pass these bills to restrict all non-essential helicopter flights.

Thank you,

Steven Gilliatt

Steven Kideckel
Regarding bills relating to non-essential helicopter travel
April 16, 2024

My name is Steven Kideckel, I live in Jersey City and work in New York City, and spend much of my time along the waterfront of the Hudson river. I am testifying on how the abundance of excess helicopter trips diminishes the quality of life of residents in and around New York City.

When the sky is free of helicopters, the Hudson waterfront is a wonderful place. Birds fly around, joggers and dog walkers go by, families go out for a stroll. I can view the ferries crossing the Hudson, silent to those at a distance on the shore. I can hear the waves gently roll into the beach hidden beneath the boardwalk.

From mid-morning until the evening, however, the helicopters take over the sky and you can hear nothing else. It is essentially non-stop for the duration of the daylight hours. It's rare for there to be a moment where there are fewer than three helicopters that I can see in the sky. A helicopter over a mile down the river can be louder than the voice of the person sitting right next to me. I can feel my stress and upset rise immediately as soon as the loud noise begins. Even if I go indoors, I can still hear the noise quite clearly much of the time.

It is a gross injustice that the health and comfort of hundreds of thousands of people living along the river should be robbed for the benefit of so few. If the cost of a tourist helicopter flight took into account the damage that these flights did to people in the area, the business would not be economically feasible.

I encourage the council to do all they can to restore peace and tranquility by eliminating non-essential helicopter travel and/or requiring drastically more quiet models to be used.

I thank the council for taking these important issues into consideration and reviewing my testimony.

To whom it may concern:

I am taking the time out of my day to write to you, not because I want to, but because I need to. Over the last few years the emergence of helicopters over our community have gone from occasional to very frequent.

I recall the first time I heard one from inside my home. It was actually pretty cool to see one so close and I called my daughters outside to see it. That positive attitude about the helicopters changed quickly as the copters began flying lower, louder, much more frequently – day and night.

The negative effects on my family and neighbors continue to grow. The flight path is right above our home, so I hear and feel the vast majority of copters. Over the last couple of months in addition to the frequency of the flights passing by, the altitude of the copters is increasingly and terrifyingly lower and lower. To be clear, we do not want less frequent helicopters over our residential space **WE WANT ALL FLIGHTS OVER OUR HOMES TO COME TO AN END.** (Excuse the caps, but I did not want that lost in the mix.)

In my home alone the examples the impact on our quality of life, physical and mental health are numerous. Here are a few examples, each of which I can expand on:

- The copters interrupt my children and wife's sleep. This makes their early morning wake up for school and work a challenge. Who knows what the effects are on their studies and work.
- They disrupt my ability to work and support my family I conduct interviews and even in my basement the pounding of the blades can heard – I cannot hear my guests and if I try, it sounds like a war movie.
- Our family time is endlessly ruined. The copters are so loud we have to pause and talk around them. Watching TV requires us frequently pausing or turning up the volume to a very high level that's not good for my kid's ear, or mine. And outside the house it is much worse. It is so loud and frequent we avoid sitting in our own yard (or anywhere outside on the weekends). My mother-in-law was visiting and we were trying to take advantage of the nice weather with breakfast outside. She saw/heard the first copter of the morning (around 8am) and was scared. She thought it was crashing. Then another and another and another. We lasted a few minutes and went inside to help slightly reduce the noise. But that did not lessen the anxiety it caused my mother-in-law. She insisted we should “call the police” because one of these is going to crash and kill someone. I let her know the police could not help us.
- My daughters, both very hard-working, straight A students have complained that they cannot focus on their homework and are forced to put ear plugs in to lessen the noise so they can study/complete homework.
- Our mental/physical health has also been affected. When I hear these copters my heart rate and blood pressure become elevated. We work very hard to provide a safe, happy home where we can relax and enjoy life. Instead we feel like we (and our neighbors) are under attack. Even as I write this several copters have flown by and it infuriates, disrupts and scares me. Our quality of life is deteriorating at a high rate. With the density of the area if one of these copters were to have an emergency it will certainly smash into homes. I fear it is just a matter of time. I cannot sleep, work, relax, or even distract myself with TV/music without at the least being disrupted, at the worst being having the constant reminder of potential tragedy. My anxiety levels are higher than ever which makes working from home nearly impossible at times. Every time I hear a copter now I feel like I am going to crack. I never thought my home would be under “attack” and my family's well being sacrificed for someone's entertainment/convenience.

I can write pages about the negative effects on my family, but will stop here. Just know every one of

my neighbors can share their own stories. From my elderly neighbor who says every time one flies overhead the noise and fear stops her hear to my other neighbor who now has to garden with noise-cancelling headphones on – to the dozens of others who avoid going in their yards and have to sit inside with the windows and doors closed just to lessen the noise. The stress/anger/anxiety is something echoed by hundreds of neighbors both in person and on social media groups designated to discuss how to end these quality of life destroying nuisances.

We have been counting the flights. There have been as many as 90+ in a day. It is a living torture. Sadly, even when my family went to the local park for a carnival the copters were flying right overhead at ridiculously low levels. For me and my community there is no getting away from this noisy, scary, frustrating, rude, selfish, nuisance.

Please remove these unnecessary helicopter flights from our local airspace for the sake of my family, my neighbors, my city, and the surrounding cities around us. Tens of thousands who have been subjected to this madness for the sake of the very few who probably do not even live here – and if they did, obviously do not care about their fellow humans, animals, environment. Oh yes, the pollution... a topic that I am sure is not a benefit to anyone.

Thank you for taking the time. PLEASE help the people of NY and NJ and remove these helicopters

Sincerely,
Steven Prusakowski
Beach Street
Jersey City, NJ 07307

###-###-####

[REDACTED]

From: Teresa McCaskie <nofork22@yahoo.com>
Sent: Friday, April 19, 2024 1:57 PM
To: Testimony
Cc: Andy Rosenthal; Stop The Chop; Ann.Welker@suffolkcountyny.gov; al.krupski@town.southold.ny.us; Mike Iannelli; Peter Ganley Dir. Of Operations; Jordan Baugh; Catherine Stark; thielef@nyassembly.gov; Bridget Fleming; Anthony Palumbo; giglio2@nyassembly.gov; Michelle Tomaszewski; Lauren Standish; Anne Smith; Brian Mealy; Greg Doroski; Jill Doherty; Kathee Burke-Gonzalez
Subject: [EXTERNAL] Comment to April 16, 2024 NYC / EDC Helicopter meeting

[REDACTED]

Good day,

Thank you for the opportunity to comment. I and thousands of others have been exposed to excessive helicopter noise and pollution due to the charter/ taxi/crowd sharing traffic for years. As many speakers have expressed in the Public hearing held on 4/16/24 the sheer volume and noise is unbearable. Life should not be lived this way.

Over the years I have learned that all aircraft are not built as “safely” as they should be. It is important for the NYC Council to be aware that many of the “for hire” Charter/crowd sharing/taxi/tour helicopters that are flying to and from the NYC helipads over Manhattan, Queens, Brooklyn, Nassau and Suffolk county (that includes the Eastern End of Long Island) are NOT all equipped with a Crash Resistant Fuel System (CRFS) in their helicopter. Below is the link to the [FAA.gov](https://www.faa.gov/aircraft/air_cert/design_approvals/rotorcraft/media/rot_CRFS_Compliant_List.pdf) website which categorizes each make and model. Please note that the TWIN ENGINE SIKORSKY S-76 helicopter is NOT included on the FAA’s compiled list. This is important to be aware of as the S76 is often routed from either the WEST 30th “VIP” or the EAST 34th street heliports often via the world renowned Central Park where thousands of people visit daily. Many of the current helicopters that are flying in NYC are 20-30 years OLD! There is NO “retirement” dates of these helicopters.

https://www.faa.gov/aircraft/air_cert/design_approvals/rotorcraft/media/rot_CRFS_Compliant_List.pdf

It’s been noted that roughly ONLY 20 % of all helicopters flying in the US are equipped with a crash resistant fuel system (CRFS). Should a helicopter crash, even at a very low altitude, upon impact, it can become a “fireball”. Think back to the 70’s FORD Pinto gas tank safety issue. The NTSB has written to the FAA over the years and has made them aware of this important safety concern. The NTSB has also highlighted the importance of mandating that older helicopters be retrofitted with a CRFS. Note that in the 2018 FAA Reauthorization Bill (Sec. 317.), all newly manufactured helicopters will be “mandated” to be equipped with a CRFS. As for all the “old” models still flying over parks, cities, schools and places of worship across America, they will NOT be required to be retrofitted. Publicly the FAA continually speaks of “safety” however, this “expense saving loophole” exists to only benefit the buyer and industry. Unbeknownst to the paying passenger, it will pretty much boils down to “BUYER BEWARE” prior to take off.

<https://www.wsj.com/articles/older-helicopters-present-fire-hazards-despite-industry-pledges-of-remedies-1533643205>

<https://www.reviewjournal.com/local/local-las-vegas/pilot-in-grand-canyon-crash-campaigns-for-safer-helicopters-1938814/>

[NTSB calls for crash-resistant fuel systems in helicopters - Vertical Mag](#)

[Helicopter Occupant Safety Toolkit | Aviation Pros](#)

The Eastern Region Helicopter Council stated that pilots will begin flying under IFR flight rules. Many helicopter pilots are only VFR certified as more training and cost is involved to become VFR certified. Once the IFR helicopter pilots will be integrated to fly amongst the airspace, expect more noise and air pollution. On those bad weather days, pilots were often “grounded” due to these current limitations, offering peace and solace to thousands of people and wildlife. It is apparent, this will soon end.

[Pilot in New York chopper crash not certified for bad weather - FAA | Reuters](#)

[eCFR :: 14 CFR Part 91 Subpart B - Instrument Flight Rules \(FAR Part 91 Subpart B - ECFRef6e8c57f580cfd\)](#)

As for eVOTL air taxi, it will NOT “replace” the helicopters. The airspace above is being accommodated to include this new “model” of aircraft. However, be aware, [eVTOL Flying Taxis Keep Crashing and Bursting Into Flames During Testing Phase - Bloomberg](#). At the NYC Council meeting, Mr. Sleeper (JOBY) testified that back in November when JOBY was in NYC presenting their electric aircraft, “This was the first time flying in an urban setting”. How could this be? Residents in Brooklyn were being flown over and used as a “testing area”? Was the NYC Council aware of this? More science and safety data must be thoroughly documented and reviewed prior to launching this aircraft in one of the most complex airspace’s in the United States. Also note that many helicopters are equipped with flotation devises on their skids as this is a “safety” feature when flying over water. WHERE are the flotation devises located on the JOBY eVOTL? What routes are being considered? What exactly is to be expected should one crash over water? The NYC Council needs to be involved with all aspects of the discussions and planning. With thousands of lives at stake and the need for properly trained Fire department staffing and rescue teams not only in NYC but NJ also, not enough information is currently being shared with the Council or the Public. Based on the article below, the very same communities will be bombarded with eVOTL aircraft. How is this beneficial to those under the constricted “flightpath” when in fact MORE aircraft will be flying? Even at 65 dbL, the aircraft WILL produce NOISE.

[FAA releases airspace blueprint for air taxis - Vertical Mag](#)

https://www.faa.gov/sites/faa.gov/files/17_phak_ch15.pdf

As currently proposed by NYCEDC, having 30,000 “tour” flights depart DMH is a smaller time window frame accomplishes NOTHING for the environment and the public. The intense noise reverberates off of the dense buildings of NYC. There are plenty of studies that explain how noise is detrimental to humans and wildlife. Every single NYC Park is impacted by helicopter noise. This proposal should be unacceptable by the NYC Council.

In summary, many of the decisions you make will in fact, impact all of Long Island. Long Islanders are exposed to the “crowd sharing” aircraft that depart the NYC heliports and fly to the many Hamptons airports and the Southampton single pad Village heliport. The Eastern Region Helicopter Council in joint efforts with the FAA and others implemented “transition” routes via the North fork over land communities which directly impacted thousands of residents quality of life on the North fork and Town of Southampton while protecting the residents on the elite south shore. This was publicly referred to as “red lining”. As stated strongly by then Southampton

Councilwoman Scalera a few years back, she stated that aircraft need to be directed OVER the Town of East Hampton when servicing (formerly) KHTO now known as JPX. To this day, many still agree.

[Extension of the Requirement for Helicopters to Use the New York North Shore Helicopter Route | Federal Aviation Administration](#)

Safety, the environment and noise exposure for those on the ground needs to take priority. There is no “line” that divides the airspace and limits the noise and air pollution. NYC’s aviation pollution combined with Long Island aviation pollution still equals AIR AND NOISE POLLUTION. BE THE LEADER and do what will in fact benefit and limit both. As elected officials, the future generations of children’s health and well being are in your hands.

Thank You,
Teresa McCaskie
Southold Town Aircraft Noise Committee
Long Island, New York

Sent from my iPad

April 18, 2024

Dear City Council:

Please put an end to the scourge of helicopter traffic over New York City!

As a resident of the Upper East Side of Manhattan, I am constantly assaulted by useless, polluting choppers, screaming over my head.

The damage to the tranquility of Central Park is especially bad, with tourists and Hamptons-bound joyriders shamefully spoiling the environment.

Tom Ogden

###-###-####

tpogden@verizon.net

To **Committee on Economic Development,**

My name is Tyler Greenfield and I've been a lifelong resident of Jersey City, NJ. I realize this testimony is submitted to a NYC-based committee looking at this helicopter issue from a NYC point of view, but nonetheless I'm confident my quality of life concerns are identical to those of NYC residents.

Above my mother's home in Jersey City, more so in the last 2-3 years than ever before, there are 4-5 non-essential helicopters flying at low altitudes (in many cases well below legal limits) every hour, well into the night. Each time one passes over, the windows in the entire first floor shake. The small garden outside looks like a small hurricane is passing through.

Having a background in sound engineering myself, I decided to set up some SPL meters to measure the dBA (in other words, the sound levels). For the majority of these flights, the meter at my mother's home read into the 100s right outside of the home, and in the 90s **inside**.

Here's an NIH article (<https://www.ncbi.nlm.nih.gov/pmc/articles/PMC3531357>) Which quotes the EPA itself as recommending a maximum indoor noise level of 45dBA and recommended residential urban noise levels up to 55dBA.

Not to make this overly technical – I just want to demonstrate how obtrusive this traffic is into the daily lives of community residents here. To put this into perspective, 90dBA is about **3,100 times louder** than “normal” 55dBA environment. There is simply no accountability right now.

I fully support all six bills and/or resolutions (0026-2024, 0070-2024, 0027-2024, 0085-2024, 0026-2024, 0233-2024) to curtail non-essential helicopter traffic to the fullest extent, and I urge a similar concerted effort to be had for those NJ-based heliports offering NYC tourism – as I understand mostly based out of Kearny, NJ.

I was not in attendance for the April 16 hearing, but I listened to the video recording afterwards. One thing stood out, which Amanda Farías mentioned, that there is a sense of apathy toward local government in being effective. I can tell you this is absolutely the case from the people I've talked to about this issue. Like any issue, there is certainly an outspoken few, but I am sure you'd find a large percentage of the population apathetic about how their quality of life is not considered in these decisions, and feeling powerless to improve it.

Let me ask you – who would ever tell you they think this tourism helicopter noise is for the benefit of their quality of life or for the public good of the communities over which they fly?

I fully support capitalism and these tour companies' rights to conduct business – however when it becomes a detriment to the community, no one in their right mind can justify it. It is for these very reasons companies can not, for example, pollute waterways at will.

In fact the only possible justification for the quality of life detriment caused by these activities would be in the form of tax benefits to the communities. Even if this were the case, this should be transparent to the community how it would benefit them and put to a vote as a democracy should do.

Instead citizens find themselves fighting **after-the-fact** an uphill battle to curtail quality-of-life detriments that they themselves had no say in allowing in the first place. Why is the burden put on the community afterwards, instead of **before**, on the party wishing to conduct activities affecting the community

Lastly, why is noise pollution not taken seriously? It is not subjective – there are many large scale studies correlating serious health side-effects to noise pollution. The NIH study I previously linked above is one of them.

For good reason, we can't throw our garbage in the waterways. So why do we allow it in our air?

We need to do better. Since companies will exploit every possibility for financial gain without respect to community residents' quality of life, there needs to be legal consequences and preventive measures put in place to stop this.

Furthermore, I believe there needs to be better consideration and transparency to community residents whenever a proposed change (like helicopter traffic in this case) significantly affects them, giving them the ability to democratically veto for the overall health of the community.. After all, they – we, live there and deal with these negative consequences every day.

Thank you.

Tyler Greenfield

4/24. Non-essential helicopters at downtown heliport

As a 30 year resident located downtown adjacent to the Brooklyn Bridge and East River, I have experience **daily**, **hourly** multiple helicopter traffic up and down the East River.....for years.

I have watched as numerous **open door** helicopters come up and circle the bridges turn back down river and swoop down to land level so tourist hanging out can take pictures.

Besides a disaster waiting to happen, and totally non-essential, it is a total impingement on all the communities on both side of the river quality of life. The constant abusive traffic and dangerous low flying cause health and mental health implications.

Please band them and choose peoples rights over **commercial profits** in our increasing congested downtown neighborhood.

Picture yourself subjected to it and see if jt informs your decision.

Veronica Ryan-Silverberg

From Wendy Brawer, Lower East Side resident

I'm joining the #StoptheChop choir, it's really important to our health and wellbeing that these noisy, nasty helicopters stop their incessant buzzing of our green spaces and communities. They are especially egregious on Governors Island. Like many New Yorkers, I go there for peace and quiet, and this is not currently possible during helicopter hours. Helicopter Noise is a justice issue!

My councilmember, Chris Marte, is on board, how about you?

William Grassie, PhD
7th Ave ### ##
New York, NY 10001
###.###.#### Cell
william@grassie.net

April 5, 2024

Dear City Council,

I am writing to support the bill to ban non-essential helicopter traffic from the use of heliports in Manhattan (and any densely populated area elsewhere). Helicopters are uniquely noisy and violate the commons of all New Yorkers. Helicopter traffic on the Hudson River is especially onerous, as it diminish the extraordinary transformations of the Hudson River Park, the Highline, Hudson Yard, and surrounding neighborhoods over the last decades. Of course, helicopters are also energy intensive and generate a great deal of local air pollution. The noise pollution, however, is beyond what citizens and visitors to New York City should have to endure. Thank you for your thoughtful consideration and quick action to ban helicopters from New York City.

Sincerely,

A handwritten signature in dark ink, appearing to read 'W. Grassie', with a stylized flourish at the end.

William Grassie

These pieces of legislation are the most consequential actions the Council can take to reduce helicopter traffic in New York City and would eliminate over 40,000 flights annually.

Every weekend in my Brooklyn neighborhood we endure the nuisance of helicopter flights for the rich and powerful that harm the public's health and safety.

I am highly concerned about the harm caused by noise and air pollution and the threat to public safety caused by unnecessary private helicopter flights over NYC's airspace.

As a nurse, I support the following Bills and resolutions under discussion:

Int 0026-2024: bill to prohibit all nonessential, non-electric helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at Downtown Manhattan Heliport and E 34th St Heliport.

Int 0070-2024: bill to prohibit all nonessential helicopter operations at heliports owned or operated by NYC. Over 40,000 nonessential flights take off from NYC heliports every year. This bill would halt all nonessential helicopter operations at Downtown Manhattan Heliport and E 34th St Heliport.

Int 0027-2024: bill to require sound monitoring in areas of the city experiencing helicopter noise.

Res 0085-2024: resolution calling on the NYS Legislature to pass, and for the governor to sign, **A7638A/S7216A**, which would establish a noise tax on nonessential flights in NYC.

Res 0226-2024: Resolution calling on the New York State Legislature to amend the Hudson River Park Trust Act by banning non-essential use of its heliport.

Res 0233-2024: Resolution calling upon the United States Federal Aviation Administration to ban all non-essential helicopter travel, including tourist and chartered helicopter flights over New York City.

Sincerely,

Deborah Herdan RN MSN
Brooklyn NY

djherdan@gmail.com

##-##-##

Volunteer Member of Alliance of Nurses for Healthy Environments

Helicopters

I live in Brooklyn Heights and the helicopter traffic from the Downtown Manhattan Heliport is a constant disruption, especially on clear days. In the summer, our apartment building is rattled by the vibrations every few minutes. When we're in Brooklyn Bridge Park, the helicopters drown out all other sound. This city doesn't need the additional sound or air pollution from unnecessary helicopter rides. There is a public cost to everything in NYC, and city residents and tourists are paying the cost of these unnecessary helicopter rides with a decreased quality of life.

Thank you.

To whom it may concern,

I am writing to submit a testimony about the unnecessary noise pollution that involve helicopters in the NYC Metro Area. I have resided in Jersey City Heights for going on 5 years now. Preivously my residence was close to Riverview Park, where the helicopter traffic was constant but nothing that truly caused any disruptions. Now, moving to a new apartment, on Webster Ave between Franklin St and Hutton St, we must be in the direct flight path. The amount of helicopters that fly over my apartment is astronomical and completely disruptive. The other evening in the time span of 20 minutes 4 helicopters had flown over my apartment!!! It's is excessive and disruptive to the entire neighborhood. If the flight number will not decrease there needs to be a dedicated path for the helicopters to travel that is not directly over residential neighborhoods.

Best,

A concerned and annoyed neighbor.

My wife and I live at Waterside Plaza along the East River at 25th Street. We live right next to the Skyport Marina from where seaplanes land and take off. This marina is also owned by the City. These seaplanes are extremely dangerous, polluting, and noisy. We are asking that any legislation you advance regarding restricting or banning helicopters should also include seaplanes.

On many occasions, my wife and I have observed seaplanes flying dangerously close to apartment buildings along the river, to the Williamsburg and Ed Koch Queensboro Bridges and to the Con Edison Power Plant. The docking station for the seaplanes is right next to the United Nations International School. The planes often land and take off dangerously close to this school as well as to the British International School.

As recently as July 27, 2023, CBS news reported (see attached) on a “disabled” seaplane being towed back to the marina in the East River. My wife observed this plane being towed from the south to the north (and the article reports that it was “disabled” near Houston Street), which means that the plane had either taken off and landed in an emergency situation, or its take-off had been aborted. Either case could have been deadly.

Attached is a copy of a Business Insider article featuring a man and his dog who commute from Boston to the Skyport Marina in NYC via seaplane sometimes two to three times a week. Why is our community being put at risk to convenience this single Boston individual and his dog? (See attached article.)

Many of these seaplanes are flying rich individuals out to the Hamptons. However, in 2021, even the township of East Hampton banned seaplanes from the waters within their jurisdiction. So why are we still suffering with these seaplanes? (See attached article.)

For the safety and well-being of the people living in the communities along the waterfront on both the Manhattan and Brooklyn/Queens side of the river, anyone travelling on a ferry, anyone attending one of the nearby schools, anyone who would be put at risk if the Con Edison Power Plant on 14th Street were struck by one of these planes, etc., I urge you to add seaplanes to all legislation regarding restricting or banning helicopters.

<https://www.cbsnews.com/newyork/news/east-river-disabled-seaplane-rescue/>

LOCAL NEWS

See It: Pilot and co-pilot rescued from seaplane in East River

By CBS New York Team

July 27, 2023 / 12:42 PM EDT / CBS New York

NEW YORK -- A pilot and co-pilot were rescued Thursday after a seaplane became disabled in the East River.

FDNY responded to the river near Houston Street after getting a call for help at around 10 a.m.

Video from Chopper 2 shows police boats surrounded the seaplane about 30 minutes later.

The NYPD Harbor Unit towed the plane to a nearby marina.

Only the pilot and co-pilot were on board. No one was hurt.

<https://www.businessinsider.com/commuting-between-boston-and-new-york-via-seaplane-tailwind-2023-4#:~:text=Rob%20Biederman%20commutes%20between%20Boston,the%20two%20cities%20right%20now.>

I commute between Boston and New York City up to three times a week on a seaplane. Here's why it beats taking the train or flying commercial.



Courtesy of Rob Biederman

- **Rob Biederman commutes between Boston and New York City up to three times a week via seaplane.**
- **He pays \$2,995 for an annual Tailwind Air membership, which unlocks access to \$295 one-way fares.**
- **Here's why he thinks the seaplane shuttle is the best way to travel between the two cities right now.**

This as-told-to essay is based on interviews with Rob Biederman, a Managing Partner at the venture capital firm Asymmetric and co-founder of Catalant Technologies. The following has been edited for length and clarity.

I've been using Tailwind Air, a seaplane shuttle service, to commute between Boston and New York for almost two years now.

I live in Boston and go back and forth between the two cities a tremendous amount, sometimes as many as two or three times a week. I run a venture capital firm with offices in both Boston and New York. I also help teach a class at Harvard Business School, and I'm still chairman of a company I founded that's based in Boston.

The challenge is when you don't have full schedule control — I might wake up in Boston on Monday, have to come down for dinner in New York on Tuesday, then have something in Boston on Wednesday.

The reality of traveling between those two cities is that you essentially have four choices: you have driving, bus, train, and commercial flying, which all have pretty specific drawbacks. If you go between Boston and New York once a month or once a quarter it doesn't really matter, but when you're going back and forth multiple times a week, it really puts a lot of stress on how convenient and pleasant the trip is.

It's the most efficient and productive way to commute between the two cities.



Insider aviation reporter Thomas Pallini flying on a Tailwind Air seaplane in 2021. Thomas Pallini/Insider

I think Tailwind really helped solve the challenge with the bus, train, and driving, which is that they all take a really long time.

Tailwind is most relevant for people who need to go back and forth between Boston and New York in a single day. If you have a bunch of stuff you have to do on both sides, but you take the bus or train or drive or fly with a traditional airline, it just eats up a lot of your day.

With Tailwind, I can have a full business day minus 90 minutes. I'm usually on calls right up to the departure time of my flight and I'm picking another one up the minute we land.

Advertisement

AdChoices 

3 seconds of 29 secondsVolume 0%

I totally get why people take the train, I just don't know that I have the attention span to be sitting on the train for three and a half hours. It's my belief that the train is actually quite overrated for productivity because they make so many announcements between New York and Boston, even on the quiet car. Plus, the WiFi service can be unreliable.

It's much less stressful than flying with a mainline carrier



Rob flies with his dog Duke between Boston and New York. Courtesy of Rob Biederman

I typically book Tailwind flights a week out. The Boston seaport is only a 10 minute walk from my apartment and I get there one or two minutes before take-off since you don't have to go through security.

During the Winter, when Tailwind doesn't run, I fly Delta or United. Going to any airport in New York is a pain (I think Logan is a fantastic airport and is super convenient). But on the New York City side, whether you're going to or coming from Lagaardia or JFK, it's quite annoying. The Tailwind departure point in New York is on 23rd street and I stay in an apartment on 30th, so it's a quick shot across the city.

The Tailwind flight is maybe 60-65 minutes in the air, whereas the commercial flights are around 45 minutes. But if you think about what makes this trip stressful, Delta and United are great airlines, but there's a lot of things that are kind of out of their control like security and timing. So I'm happy to trade an extra 15-18 minutes in the air in exchange for not going through all the hullabaloo on both sides.

For Tailwind, if you're scheduled to be dropped off at Boston Harbor or 23rd Street at a certain time, that time is pretty reliable. Door-to-door, the trip typically takes 90 to 95 minutes. Another benefit is you don't have to pay for an Uber or a cab on either side. You can walk right on and off, which is great from a health and sustainability perspective.

It also lets me travel with my dog, Duke. With Tailwind, it's just so easy to have him along. They love having dogs on board and he took to it pretty quickly. It's not an easy thing getting a dog onto a seaplane, particularly in Boston when we're out in the dock in the middle of the water. But when you take off on the river, It's not choppy at all. It's pretty exciting. It's like being on a boat and it suddenly becomes a plane.

If you fly frequently, the cost difference isn't that huge compared to commercial



Flying on a Tailwind Air seaplane. Thomas Pallini/Insider

I use Tailwind's [Fast Lane membership](#), which costs \$2,995 a year and gives you access to reduced fares.

Obviously, it's not inexpensive. And so I think my hope is that over time, they scale their volume and reduce prices to make it an option that makes more sense economically for a larger group of people.

If you do Fast Lane, and you're not getting an Uber or cab on either side, I don't think the cost difference is all that huge compared to flying commercial. Anytime you have to book a

commercial flight one or two days before, it gets pretty expensive — I've seen United flights go for \$400 or \$500. And then you have to account for transportation to and from the airport.

The customer service experience is seamless

One thing that makes Tailwind so attractive is their customer service. When there's inclement weather or you have to change your flight, their team is incredible. You call their number and you talk to a real person that helps solve your problem. I think with a lot of the traditional mainline carriers that's a more complicated story.

One time, we left a package behind in New York and we were already in Boston, so we called and they said if somebody brings it to the dock, they'll make sure it gets on the plane to the other side. They're super flexible. That kind of personalized customer service is hard for a mainline carrier to pull off when they're processing millions of passengers a week.

For the long-term, it's not a sustainable commute



Flying on a Tailwind Air seaplane. Thomas Pallini/Insider

It's not very sustainable to commute this frequently between two different cities. I would certainly love to have a more conventional life that 99% of Americans have where it occurs in a single city. I think it's my goal within a year or two to really settle down in one place.

I think if you want to be performing at the highest level professionally, you want to minimize distractions. The reality is moving back and forth between two cities creates a tremendous amount of excess mental load.

The reality of business is that a lot of business is face-to-face, so there's always going to be a role for traveling to important meetings. But I wonder if, over time, people will potentially realize that a lot of the time spent moving around day to day is actually not very valuable.

I think short-hop travel will look totally different in 50 years



Flying on a Tailwind Air seaplane. Thomas Pallini/Insider

I think in 50 years short-hop transportation between cities like New York and Boston will look totally different than it does today.

For commercial jets, there's a lot of overhead for moving 50 or 100 people between New York and Boston. I think over the long term, the right solution is probably ultra high-speed rail. It's only around 215 miles — Japan and France have trains that go 200 miles an hour. There's no

reason why New York to Boston shouldn't be a one-hour train commute, except for the fact that they have grade crossings all throughout the Northeast.

In the short term, if you have to move this set of atoms from this zip code to that zip code, Tailwind is certainly the best alternative until high-speed rail is a possibility, which I think is going to be a long time.

<https://www.easthamptonstar.com/government/2021527/east-hampton-bans-seaplanes-town-waters#:~:text=New%20legislation%20prohibits%20seaplanes%20from%20taking%20off%2C,t o%20helicopters%2C%20making%20exceptions%20for%20Gardiner's%20Island%2C>

East Hampton Bans Seaplanes in Town Waters



A seaplane landing in Montauk in 2016. Such planes will soon have far fewer places to takeoff and land in the Town of East Hampton.

Jane Bimson

By Christopher Walsh

May 27, 2021

The East Hampton Town Board, having taken note of a proliferation of seaplanes amid the swarm of aircraft flying over East Hampton in a typical summer, voted unanimously last Thursday to ban seaplanes in waters under the town's jurisdiction. The board "recognized that the town's economy is tied intrinsically to the use and enjoyment of its natural and scenic environment, including its world-renowned ocean beaches, wetlands, shorelines, harbors, bays, woodlands, and historic hamlets," according to the legislation, which followed a Jan. 7 public hearing.

Last year, William O'Connor, an attorney advising the town on aviation matters, recommended modifying the town code to align more closely with environmental and quality-of-life concerns. Town waters have sensitive marine life and habitat, Mr. O'Connor told the board last year. He cited impacts from seaplanes on fishing and other commercial enterprises, invasive species that watercraft can carry from one body to another, and air and water pollution from aircraft fuel. The town has the authority in its zoning code and police powers to regulate seaplane operations, he said. "The bottom line," he said, is that "seaplanes operating in town waters do raise health, safety, and environmental concerns."

The town trustees, who have jurisdiction over most beaches and waterways outside of Montauk, are supportive of such a ban.

Previously, seaplanes were prohibited from taking off, taxiing, or landing only in seven bodies of water: Three Mile Harbor, Fort Pond, Northwest Creek, Napeague Harbor, Wainscott Pond, Georgica Pond, and Hog Creek. Violators were subject to a fine of up to \$250.

The legislation passed last Thursday prohibits seaplanes from taking off, landing, taxiing, mooring, or taking on or discharging passengers on or from town beaches and waterways, trustee waters and beaches, or town docks or floats. The prohibition also applies to helicopters, making exceptions for Gardiner's Island, East Hampton Airport, and the Montauk Airport.

The legislation does not apply to aircraft operated by any federal, state, or local government, emergency services, public or private evacuation services, or any operation by an aircraft in an emergency. It does not apply to seaplane operations that originate from or terminate at Gardiner's Island, but a designated representative of Gardiner's Island must file a written flight plan with the town board's airport liaison.

A first violation is punishable by a fine of between \$1,500 and \$5,000 or imprisonment for up to 14 days, or both. A subsequent violation within 18 months can result in a fine of \$5,000 to \$10,000, imprisonment for up to 30 days, or both.

My wife and I have been coming to Red Hook and Governors Island for many years in great part spending time in Red Hook because of how quiet it is — one can hear lots of birdsong, which of course a truly invaluable relief from the chaos of NYC

In Feb of 2022 we moved to Red Hook. Some time in early Fall of 2022 the helicopter traffic went off the hook. On one particular Saturday there was an 8hr stretch with not a moment of relief from the incessant chopping. We used the FlightRadar app to track and at times there are as many as 12 choppers circling just in our radius. area plus those going up and down Manhattan and Central Park. They were also audible and visible hovering above other previously peaceful areas such as Prospect Park

This invasion of nonessential, pleasure-seeking helicopter traffic is shattering. The benefits flow to the 3 - 5 people in the helicopter and a few private companies, while the rest of us, in the hundreds and thousands, have to pay the cost—stress, loss of cognitive function, and negative health outcomes like high blood pressure and heart attacks.

Even wild animals are negatively affected by the noise — which interrupts their social behavior and threatens their survival

Perhaps even more alarmingly, these are **luxury emissions** — extravagant pumping of harmful greenhouse gasses into the atmosphere, exacerbating the climate crisis, for a marginal benefit to a small number of wealthy individuals.

I strongly support a ban on non-essential helicopter traffic in NYC

10:15

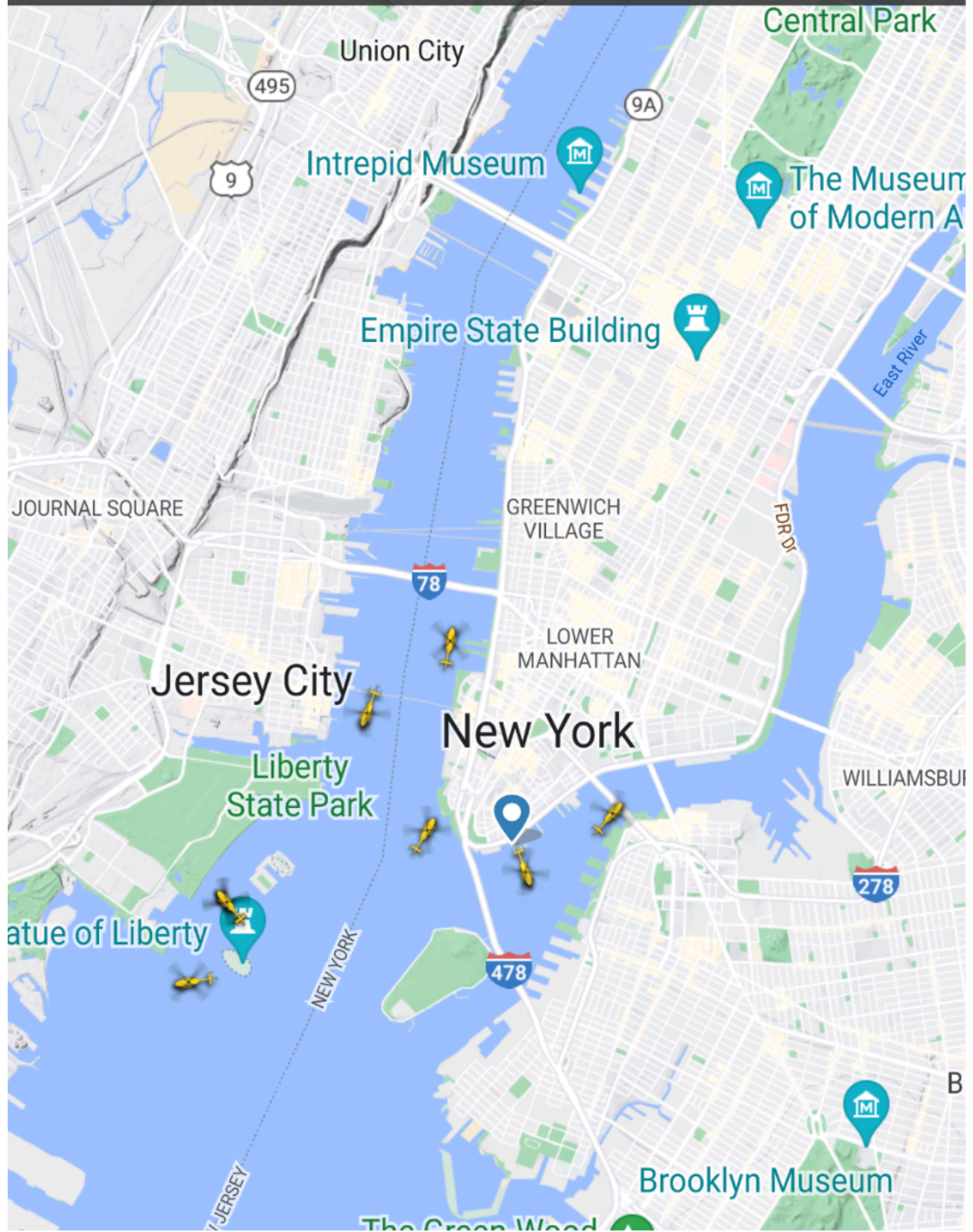


LTE 96%

AR




flightradar24



17:08 

5G   62%



 flightradar24.com/40.70



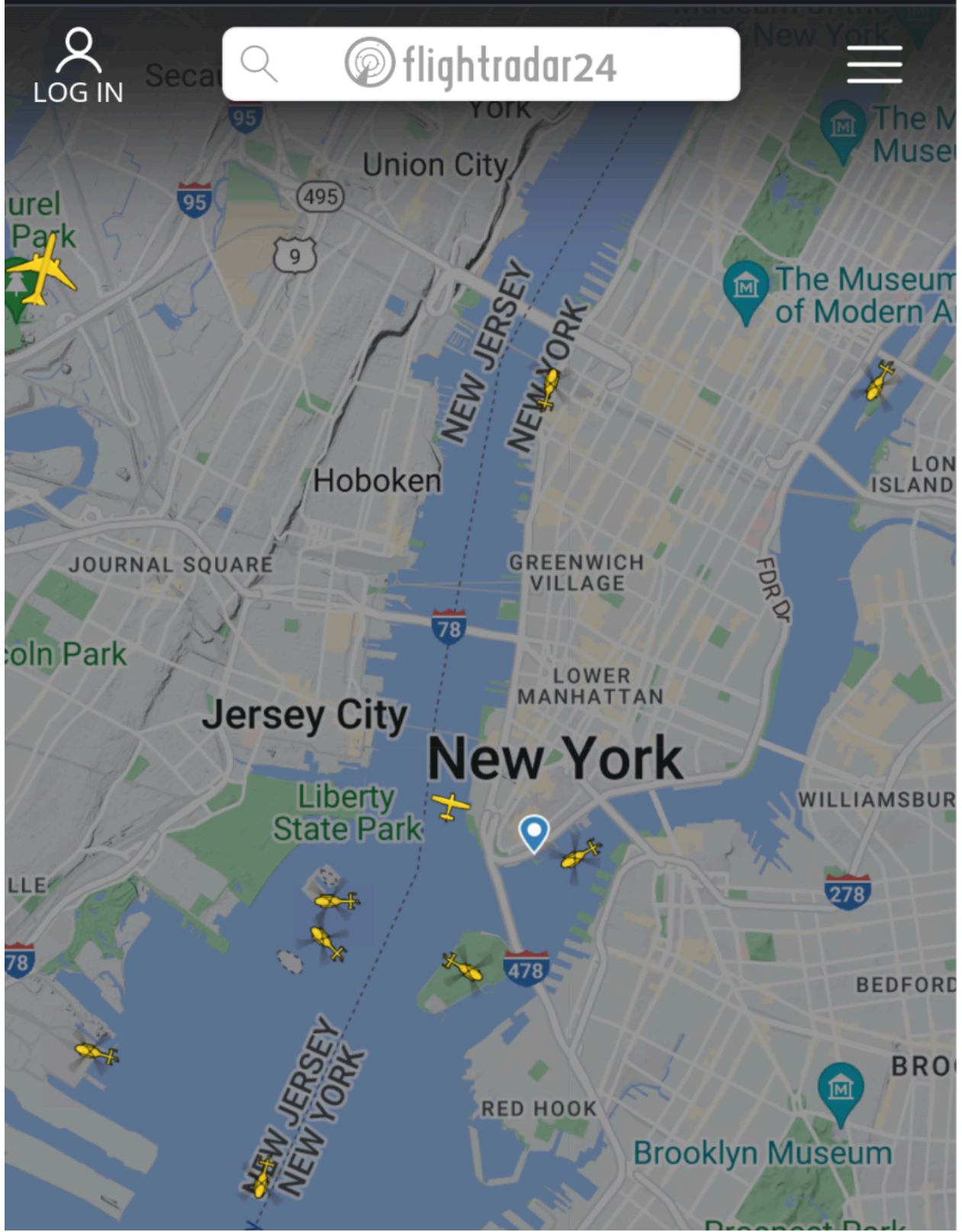
 1




LOG IN



flightradar24



I'm currently a homeowner on the North Shore of Staten Island and have been prior to the helicopter tourism based out of Linden Airport NJ. existed. Low flying helicopters over the north shore of Staten Island has been a quality of life issue for several years and has only gotten worse. In fact, Michael McMahon attempted to address this quality of life issue a few years back but to no avail. Linden Airport has a published Northbound route for helicopters to fly. This route takes them North and over Newark Bay but pilots are inclined not to fly it as the most direct route to the NYC city skyline is to fly low over the North Shore of Staten Island. Many of these flights are flying within 600 feet of our rooftops and when the weather deteriorates, they even fly closer. Not too long ago, a pilot from Linden Airport was flying in poor visibility and crashed into a NYC building. He wasn't even qualified to be flying in such conditions. So not only are we subjected to their noise, they create an unsafe environment by flying at a low altitude. By flying over the North Shore of Staten Island, the helicopter tourism business is able to maximize their profit by saving on fuel and are able to keep their flights running on 15 minute intervals. Not only are they flying low to residential homes, they are flying in close proximity of chemical storage facility tanks. We thought the Ohio toxic train was a disaster, wait until one of these helicopters end up crashing into these storage tanks. It's truly amazing that New Jersey based businesses are allowed to degrade the quality of life for many on Staten Island all for a few to take pictures of their feet with the NYC skyline as a backdrop. They are exploiting the FAA's rules and regulations to maximize their profits. They refuse to fly neighborly and/or change up their routes. Staten Island is approximately 14 miles in length and is surrounded by water and yet they continue to fly the same route day in and day out despite the many routes that are available to them. On a bad day and during the summer months, you can't have a normal conversation in your yard w/o raising your voice. Not only do we have the tourism business flying low above our homes, we have the news/media helicopters are over flying our homes at 5:45 AM on a daily basis in the

hopes of capturing a news worthy event. One does not need to set their alarm clock. This continues throughout the day . With over 30,000 helicopter noise complaints that have been lodged the last few years in NYC, nothing gets done . What is truly amazing , the NTSB, a federal agency attributes helicopter mishaps to human error and flying at low altitudes. They make recommendations but the FAA fails to implement the recommendations. Many complaints have been made to local politicians, city officials and the FAA. The FAA tells you to contact local officials to address the issue but the local government tells you to contact the FAA. Around and around we go !!!! Living under an unofficial helicopter corridor is an experience to say the least and can DO WITHOUT!!!

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Reto Maloney

Address: 515 E 23rd St. Brooklyn

I represent: South Midwood Residents Assoc.

Address: South Midwood Flatbush Brooklyn

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Alex Mathiesen

Address: 525 W 20th St. NY NY 10011

I represent: Manhattan

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: WARRICK PRICE

Address: [REDACTED]

I represent: The Battery Conservancy

Address: 90 Broad

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Roger Manning

Address: 552 Broomfield St, 1A

I represent: METRO AREA GOVERNORS Island

Address: NYC

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Roland Lewis

Address: 20 Stephen Court, Brooklyn NY

I represent: Stop The Loo

Address: 20 Stephen Court

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 27 Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Daniel Wiley

Address: _____

I represent: Congresswoman Nydia Velazquez

Address: 39-16 47th Ave Queens, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Michael Popper

Address: [REDACTED]

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26 & 70 Res. No. 85

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: CHARLES KOMANOFF

Address: [REDACTED] NYC 10013

I represent: Self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1663

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Norrice Kaymaker NJ 07306

Address: [REDACTED] Jersey City

I represent: myself & Sgt Anthony Neighborhood

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JOHN OSK

Address: [REDACTED] Pearl St

I represent: Myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1663

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: John Wilkens

Address: [REDACTED] Brooklyn

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1663 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: JAMES BOYD

Address: [REDACTED]

I represent: CITIZENS

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 8 Res. No. 1663

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: SYDNEY GARCIA WIDGREN

Address: [REDACTED] BROOKLYN 11217

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 1663

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: CHRISTOPHER WIDGREN

Address: [REDACTED] BROOKLYN, NY 11217

I represent: MYSELF

Address: ✓

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1663 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Dorothy Lyon

Address: [REDACTED]

I represent: Stop the Chop

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1663 Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: BRENDA QUATRINI

Address: [REDACTED] ASTORIA, NY

I represent: STOP THE CHOP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1663 Res. No. _____

☒ in favor ☒ in opposition

Date: 04/16/2024

(PLEASE PRINT)

Name: Judy Mann

Address: [REDACTED] Brooklyn

I represent: myself

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: April 16, 2024

(PLEASE PRINT)

Name: Phillip Turner

Address: [REDACTED]

I represent: Stop helicopter flights

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

1663

I intend to appear and speak on Int. No. _____ Res. No. 57493A

☒ in favor ☐ in opposition

Date: 4/16/2027

(PLEASE PRINT)

Name: JASON EHRICH

Address: [REDACTED] BK, NY 11201

I represent: MYSELF

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 226

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: MARK YOUNG

Address: 645 East 24 St., Brooklyn

I represent: South Midwood Residents Assn.

Address: Same as above.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: ROGER BARON

Address: 160 W. 71st St.

I represent: THE SOUTH PIERRE TENTANTS ASSOC

Address: SAME

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: April 16, 2024

(PLEASE PRINT)

Name: Susanne Lee
Address: 666 West End Ave #2J, NY, NY 10025
I represent: Hudson Classical Theater Company
Address: (same as above)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/2024

(PLEASE PRINT)

Name: Lydon Sleeper
Address: 40 So Union St, New York, NY 10011
I represent: Sally Ann Smith
Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. multi Res. No. multi

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Merritt Birnbaum
Address: [REDACTED] 1075
I represent: Riverside Park Conservancy
Address: 475 Riverside Drive

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Lacey Tauber

Address: _____

I represent: Borough Presidents Reynoso & Levine

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 27 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Alan Winsor

Address: _____

I represent: Myself

Address: _____ NY, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. Noise/27 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Stan O'Connor

Address: _____ NY NY 10040

I represent: Myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Kate Madi'gan

Address: 425 Lafayette St

I represent: The Public Theater

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1663 Res. No. _____

☒ in favor ☐ in opposition

Date: April 16, 2024

(PLEASE PRINT)

Name: MARKIE HANCOCK

Address: [REDACTED] WEST END AVE

I represent: STOP THE CHOP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26/70 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Andrew Rosenthal

Address: [REDACTED] Riverside Drive

I represent: Stop the Chop

Address: _____

Please complete this card and return to the Sergeant-at-Arms

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 26 Res. No. 85 ^{70, 27} _{all}

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Melissa Elstein

Address: [REDACTED] NYC 10024

I represent: Stop the Chop NY NJ

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 26 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: William Thomas

Address: [REDACTED] West 10025

I represent: Stop the Chop NY NJ

Address: 78 Riverside Dr, NY, NY 10025

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. 26, etc. Res. No. 911

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Ken Coughlin

Address: [REDACTED] 10025

I represent: Manhattan Community Board 7

Address: 257 W. 67th St. 10024

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26 Res. No. _____

☒ in favor ☐ in opposition

Date: 04/16/24

(PLEASE PRINT)

Name: Kenneth Lay

Address: [REDACTED] Brooklyn NY 11231

I represent: Stop the Chop NY/NJ

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Lara BIRNBACK

Address: _____

I represent: Brooklyn Heights Association

Address: [REDACTED] Remond St [REDACTED] Brooklyn, NY

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 70 Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/2024

(PLEASE PRINT)

Name: David FITZGERALD

Address: [REDACTED] Henderson St. 11234

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. 26,228

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: John Young

Address: [REDACTED] Brooklyn, NY

I represent: _____

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26870 Res. No. 85

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Mounira Kaghida

Address: [REDACTED] Wyckoff St.

I represent: Self

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Mark Page

Address: _____

I represent: DEP, Executive Director, BEC

Address: _____

▶ Please complete this card and return to the Sergeant-at-Arms ◀

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Carleen McLaughlin

Address: Director of Leg Affairs

I represent: DEP

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Jennifer Sun

Address: One Liberty Plaza

I represent: NYCEDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26, 27, 70 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Anton Fredriksson

Address: One Liberty Plaza

I represent: NYCEDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 26,70,77 Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Mikelle Adgale

Address: _____

I represent: EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/17/18 Collister

(PLEASE PRINT)

Name: JANET HANDAL

Address: [REDACTED] WATERSIDE PLAZA

I represent: WATERSIDE TENANTS ASSOCIATION

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/1

(PLEASE PRINT)

Name: Diane Park

Address: [REDACTED] Waterside Plaza [REDACTED] NY, NY 10010

I represent: self, family, neighbors

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. GENERAL

☐ in favor ☒ in opposition

Date: APR 16, 2024

(PLEASE PRINT)

Name: STACY SHEARD

Address: _____

I represent: EASTERN REGION HELICOPTER COUNCIL

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. General

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Christine Collier

Address: [REDACTED] Irving Place [REDACTED], NYC 10019

I represent: myself

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: JAMES HARRINGTON

Address: [REDACTED] 4TH AVE

I represent: MYSELF / STOP THE CHOP

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

General

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: Brittany Davies

Address: _____

I represent: National Business Aviation Association

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

General

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☒ in opposition

Date: _____

(PLEASE PRINT)

Name: Josh Roussau

Address: [REDACTED] Dawson Rd Delmar, NY

I represent: VAT

Address: _____

THE COUNCIL
THE CITY OF NEW YORK

Appearance Card

GENERAL

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/24

(PLEASE PRINT)

Name: STEPHEN TANENBAUM

Address: [REDACTED] ALBEMARLE RD

I represent: PROSPECT PARK SOUTH ASSOC.

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

General

I intend to appear and speak on Int. No. 26,27,70 Res. No. _____

☒ in favor ☐ in opposition

Date: 04/16/2024

(PLEASE PRINT)

Name: Michael Hamman

Address: [REDACTED] New York, NY 10031

I represent: Natural Resources Defense Council

Address: [REDACTED] New York, NY 10011

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Sam Goldstein

Address: _____

I represent: Downtown Helicopter Service

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: 4/16/

(PLEASE PRINT)

Name: ANA Rodriguez

Address: [REDACTED] Schermerhorn St.

I represent: ANA Rodriguez

Address: Same

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Mack Bierman

Address: [REDACTED] 124 Street, Bklyn 11

I represent: myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☒ in favor ☐ in opposition

Date: _____

(PLEASE PRINT)

Name: Monica Elias

Address: [REDACTED] Bleecker St [REDACTED] Bk, NY 11201

I represent: SELF

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

General

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/2024

(PLEASE PRINT)

Name: DAVID MCCONNELL

Address: BAERUM PL

I represent: myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 4/16/25

(PLEASE PRINT)

Name: Thea Morton

Address: St. Johns Place Brooklyn

I represent: self

Address: _____

Please complete this card and return to the Sergeant-at-Arms