



Dear Deputy Mayor Torres-Springer,

We are writing on behalf of our constituents in Manhattan and Brooklyn to ask you to utilize the administration's executive powers to ban non-essential helicopter travel in New York City, until the 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.

The lack of regulation of the current sightseeing and commuter helicopter industries creates two major issues for our constituents: noise pollution and associated health impacts, and greenhouse gas emissions.

**Noise pollution:** 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 New Yorkers submitted approximately 26,000 helicopter noise complaints to 311 last year. 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.

It also negatively impacts the experience for residents and tourists enjoying relaxation in our city's open spaces, especially Central Park, Prospect Park, 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.

**Emissions and climate change:** Recent reports indicate that commuter helicopters use about 43-88 gallons of fuel per hour (depending on the model), which is significantly more than what an average car uses per hour. Again, with thousands of non-essential trips everyday, 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 goals of reducing greenhouse gas emissions by 80% from 2005 levels and developing strategies to achieve carbon neutrality by 2050.

The aviation industry is currently in the process of developing much quieter, all-electric helicopter technology that will address these issues, with FAA approvals expected within the next three years. In the meantime, there is no reason that these non-essential helicopter trips should keep polluting our air with noise and greenhouse gases.

That is why we are asking the administration to institute a moratorium on non-essential helicopter trips from the City's heliports in Downtown Manhattan and East 34<sup>th</sup> Street. The administration can use the subsequent time to develop new emissions and noise standards for the industry, and through NYCEDC, create proactive plans to support an updated industry to operate in compliance with those standards. (This could even include creation of local manufacturing and/or maintenance jobs in connection with this new industry.) The concession license agreements that allow helicopter operators to use the City's heliports do not require a cause for termination.

We also urge you to work with the Governor to eliminate nonessential flights from the West 30<sup>th</sup> Street Heliport, which is responsible for nearly all the flights plaguing Central Brooklyn.

We appreciate your attention to this important issue and look forward to working with you to address our constituents' health and quality-of-life concerns.

Thank you,

A handwritten signature in black ink, appearing to read "Antonio Reynoso".

Antonio Reynoso  
Brooklyn Borough President

A handwritten signature in blue ink, appearing to read "Mark Levine".

Mark Levine  
Manhattan Borough President