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Urgent Action Needed to Counter Flawed ATMPs

The National Park Service (NPS) and the FAA are rewriting the rules for air tours over US national parks. Their draft air tour management plans (ATMPs) for some parks eliminate ALL air tours; others cut air tours by 50% or more.

Besides closing off opportunities for thousands of visitors—including the very old, the very young, and the differently abled—to enjoy the natural beauty of our parks, the NPS aims to cut back air tour flights to such a degree that some tour operations may be forced to close.

Take action TODAY on behalf of your industry: tell the National Park Service that you support preserving EVERYONE'S ACCESS TO AERIAL TOURS OF OUR NATIONAL PARKS! **The deadline for submitting comments is Jun. 20, 2023.**

HAI has made it easy for you to show your support:

1. Click the links below to provide a comment on the parks' draft ATMPs.
2. We have provided a template message for you that includes additional information about HAI's objections to the plans. Personalized comments have more impact, so please consider editing the message to include your own thoughts before submitting it.
3. Enter your contact information.
4. Hit submit.

Comment TODAY on the Flawed Air Tour Management Plans for These US National Park Properties

Badlands National Park ATMP completely eliminates air tours	Haleakalā National Park ATMP cuts air tours by 50%
Hawai'i Volcanoes National Park ATMP cuts air tours by 86%	Mount Rushmore National Memorial ATMP completely eliminates air tours

The Badlands National Park and Mount Rushmore National Memorial ATMPs completely eliminate air tours, and the Haleakalā National Park and Hawai'i Volcanoes National Park ATMPs cut air tours by 50% and 86%, respectively.

Thank you for taking action! Please forward this message to friends or colleagues who would also like to take a stand on preserving access to our national parks for all!

New York State Legislation Proposes Noise Tax on Nonessential Helicopter Flights

In May, the New York State Senate introduced S.7216, the New York State Assembly companion bill A.7638 proposing a noise tax on nonessential helicopter and seaplane flights in cities with a population of 1 million or more. If the legislation is enacted, the noise tax would be imposed in addition to any other taxes or assessments and would be set at \$50 per seat ticket or \$200 per flight, whichever is greater. The tax would not apply if federal law or regulation supersedes it.

Any nonessential helicopter or seaplane flight would be subject to the tax. Further provisions include:

- Operators of such aircraft must file a quarterly return with the commissioner of taxes.
- The commissioner may require operators to file short- or long-form part-quarterly returns.
- Failure to pay the tax on time may result in a penalty equal to 400% of the total tax due unless reasonable cause is shown.
- All funds collected from this tax would be deposited into the state's Environmental Protection Fund.

HAI is closely tracking both bills and will engage accordingly.

New York City Congressional Delegation Addresses Gov. Hochul about the Helicopter Industry

Last week, seven US House representatives from New York comprising the New York City Congressional Delegation [sent a letter](#) to Gov. Kathy Hochul and Mayor Eric Adams seeking an end to nonessential helicopter flights from heliports at West 30th and East 34th Streets and downtown Manhattan.

The letter requests that the state and city work with the delegation to address the “negative safety, noise, and environmental impact of tourist and commuter helicopters on New York City residents.”

These heliports provide essential services in response to the demands of New York City. The letter overlooks the vertical aviation industry’s significant contributions to the economy and the benefits helicopter operations bring to the city. Additionally, removing vertical flight infrastructure would put the city at a distinct disadvantage in benefiting from advanced air mobility (AAM) operations. HAI believes it is important for our members to be aware of such opposition, and we will continue advocating for the vertical flight industry in New York City.

HAI International News

European Commission Issues 2023 Management Plan for Mobility and Transport Department

The European Commission has issued the [2023 management plan for DG MOVE](#), its department for mobility and transport. The department is responsible for developing mobility and transport policies for the European Union (EU). The DG MOVE management plan outlines the activities and planned output of the department for the year and explains how its activities align with the commission’s Strategic Plan 2020–2024 and political priorities.

DG MOVE activities in 2023 advance the EU’s overarching general objectives, including the European Green Deal and digitization efforts, and focus on transport resilience, coordinated policy responses, and priorities set out in the commission’s Sustainable and Smart Mobility Strategy. The department will support negotiations on the Fit for 55 and Efficient and Green Mobility packages.

Challenges the department faces in 2023 include finalizing ongoing legislative deliberations related to the European Green Deal and Fit for 55 packages, proposing new initiatives to deliver on the commission’s commitments, and navigating a difficult environment with uncertainties surrounding Russia’s aggression against Ukraine.

DG MOVE’s Objectives in Transport

- A sustainable transport area that reduces transport impact on the environment, provides healthier and cleaner alternatives to mobility, and increases the uptake of sustainable alternative fuels for land, waterborne, and air transport in the EU and globally
- A smart and innovative transport sector that makes the most of digitization and automation, supported by adequate funding
- A fully integrated and connected trans-European transport network with appropriate funding for a robust and modern European transport infrastructure with fully restored connectivity
- An efficient and accessible internal market for transport that drives economic recovery and is governed by clear rules that are applied and enforced consistently
- A European Union that acts united in cooperation with key partners and neighbors to improve connectivity links, open new market opportunities, and promote high standards for safety and security
- Elevated levels of transport safety and security to address new security and safety challenges.

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