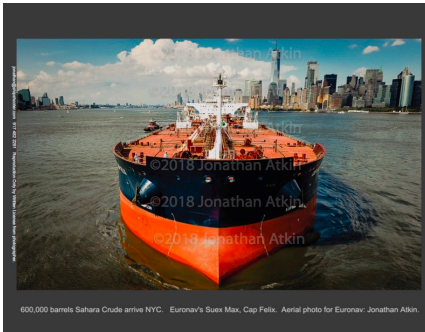


MEDIA FOR MARITIME: JONATHAN ATKIN

WORLD WIDE PHOTOGRAPHY & VIDEO PRODUCED WITH LOCAL KNOWLEDGE & SEAFARING SAVVY. SPECIALIZING IN AERIAL & SHIP-TO-SHIP IMAGES for cruise lines, cargo operators, port authorities & the workboat community.



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City of New York/NYPD Proposals for UAV/Drone Flight Permits 7/07/23 hearing.

For over 25 years I have had the honor of flying manned helicopters in the Port of NY/NJ as well as in most ports throughout North America and internationally in order to fulfill photographic projects for the global maritime industry. In NYC and other ports I have been privileged to work closely with USCG Sector NY, multiple Captains of our Port and others, Waterways Management, and Vessel Tracking Services.

I work closely with NYPD Aviation beginning with recently retired Deputy Chief Joe Gallucci, then Capt. Wendell Sears, now with Capt. Louis Soviero. For decades Detective Kevin Gallagher, NYPD Marine Intel; currently Detective Willam Devine, chief of Marine Intelligence have been “on deck” for high profile vessels.

They all are familiar with the massive timing difficulties of ship movements. All receive my well regarded “Situational Awareness” notices for every aerial effort.

The Port of NY/NJ is the second largest port in the United States; the largest on the east coast. The port is a symphony of thousands of economic entities including 100's of ship owners, ship charterers, port agents, shipping agencies. The harbor is a parade of container vessels, tankers carrying all forms of liquids, oil and oil products, bulkers with cargo of asphalt to wheat, breakbulk cargo ships, multiple workboats including towing, dredge, barge and offshore wind vessels. Passenger ferry, dinner boats, research vessels, USCG, USNavy, FDNY, NYPD, NOAA, Army Corp of Engineers, DOT Trash scows, DOT Ferries, State of NJ /NY maritime first responders, Sandy Hook Pilots visiting naval vessels of many countries and tall ships. The cruise ship sector is unabashedly celebrated by all the economic agencies of the Tri-state region as the single most visible maritime economic engine. While the smallest number of transits, values greatly aerial images.

In 2022, The Port Authority of NY/NJ reported over 271 Billion Dollars of goods via 3000 ships came into the Port of NY/NJ.

This massive parade of maritime activity often requests bespoke aerial photography that must be logistically choreographed within a widely changing calendar.



It is determined often by weather thousands of miles distant. Local ship traffic, berth space, USCG and Border Patrol inspections cargo handling capabilities at the berths and transactions for cargo can change arrival times above and beyond the dozens of other factors. It is a dizzying orchestration.

For many years dozens of ship owners, charterers, agents, cruise lines and foreign navies, have asked: "Can we do a drone photo shoot?" In other ports world wide, it is routinely available. Having discussed drone ops with 32 Tri-State LE Intelligence officers I'm fully aware of the intense critical and unique security issues of NYC.

Many vessels visit NYC for a once in a voyage photo op at the Verrazzano Bridge, the Statue, World Trade Center, Lower Manhattan, Empire State Bldg/Hudson Yards. The East River offers the iconic images at the UN and the necklace of the BMW bridges. Other vsls value photography at Bayonne Bridge and Newark Bay.

While many aspects of the NYPD Proposal for drone usage calls for serious refinement, as I hope they are reviewed vigorously, the proposed advance notice of 30 days for a maritime photo shoot is simply untenable. Full Stop. Two days maybe. With multiple days and/or times as in the proposal, it fails to understand shipping.

For over 25 years, I have routinely notified all regulatory agencies of changes in manned helicopter flight plans, receiving their thanks for my due diligence as plans and ship arrivals change. Additionally at least 45 shoreside commercial stake holders to a ship movement are also routinely notified, I champion transparency.

Permitted drone flight will be an economic boon to the to global maritime community. The NYPD rules suggests a "one size fits all" concept, aimed at drone ops undertaken within an urban space. A clear subset of permitting is warranted. While maritime directed drone take-off are often from land, the mission is directed towards a massive steel vessel on the water. Risk is minimal. Maritime drone ops bring their own liabilities in controlled airspace. That needs addressing. But regulations for manned helicopter flight should be the basis for the marine sector already fully supervised by USCG, FAA, NYPD Aviation, Marine Intel.

very respectfully, Captain Jonathan Atkin (USCG 100 Ton Inland)