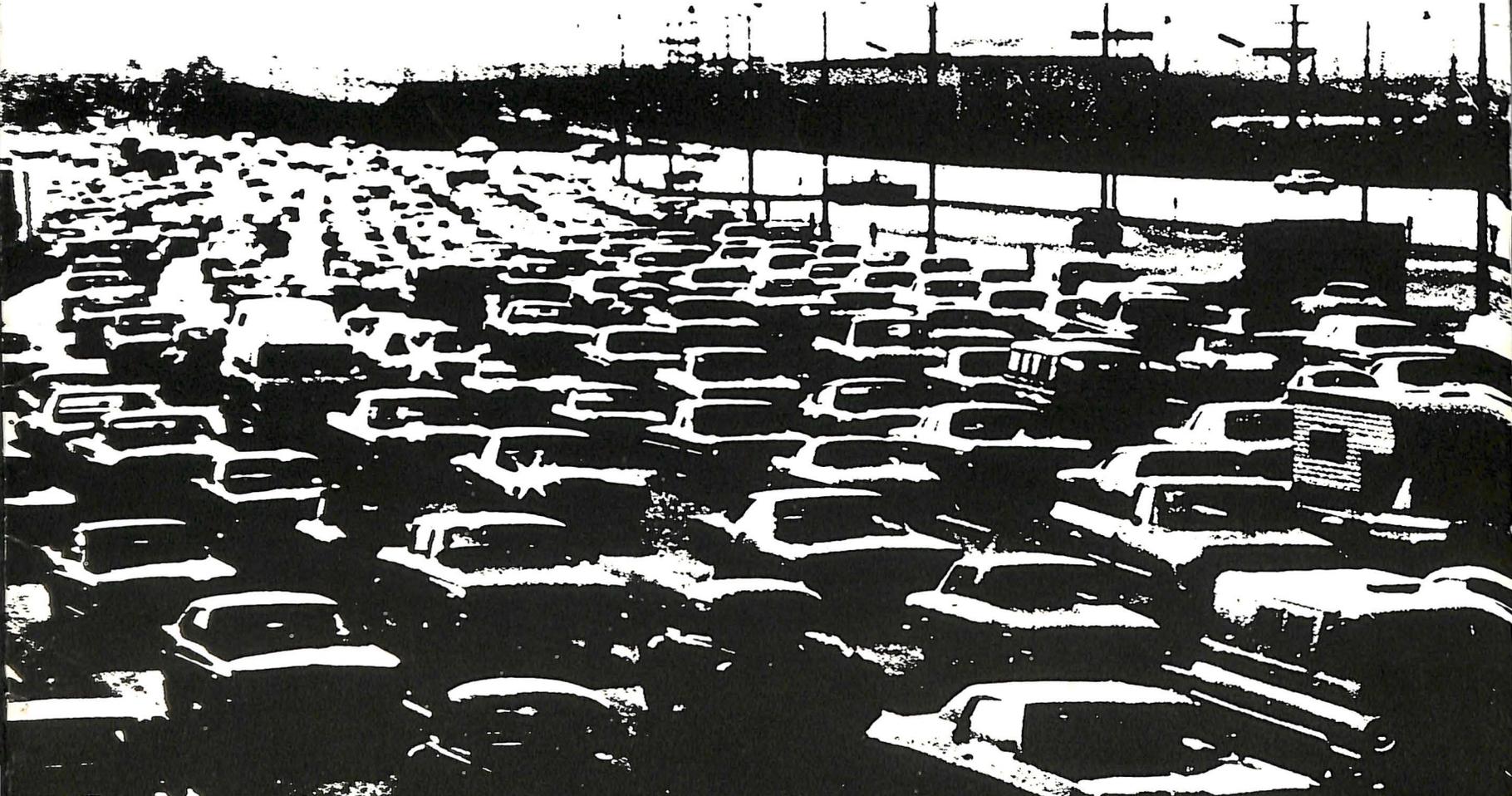
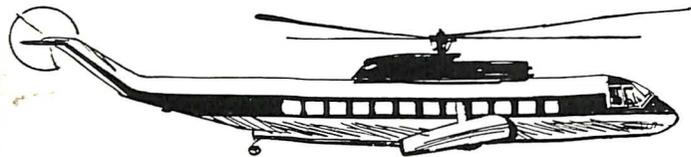


1973



# UP OVER AND BELOW



**YOU CAN GET THERE FROM HERE  
— WHEN A CITY HAS HELIPORTS**



# YOU CAN GET THERE FROM HERE —WHEN A CITY HAS HELIPORTS

Every day in the United States more than 3,000 civilian helicopters are demonstrating the usefulness of the whirlybird in a wide variety of tasks.

These are tasks in which the versatility of the helicopter is a unique, and often essential asset—passenger transportation, cargo delivery, forest patrol, search, rescue, medical evacuation, disaster relief, traffic and crime patrols, construction, crop dusting, range management, crowd control, fire fighting, lifeguard operations, to name a few activities.



## Up-Over-and Below

The place of the helicopter in a complete, modern transportation system has been described as “Up and Over and Below.” Up from a small pad, over congested ground traffic and other surface obstacles, and below the scheduled airline traffic.

One great value of the helicopter lies in its ability to rise vertically, hover and move in any direction. But the promise of this unique asset cannot be fully realized in providing convenient commercial passenger and cargo service for the public unless there is an adequate number of heliports located where the users need them, such as for travel from—

- City center to city center.
- City center to suburbs.
- City center to airport.
- Airport to airport.

Today a metropolitan area without a network of helicopter and heliport facilities is missing out on the full benefits of the air age, particularly the full potential of a balanced and complete transportation system.

# Helicopter Transportation Is Here

It is not unusual to see television coverage of the President of the United States taking off in a helicopter from the south lawn of the White House for a short flight to his mountain retreat at Camp David or to Andrews Air Force Base where his big jet, "Air Force One," waits to take him on longer trips.

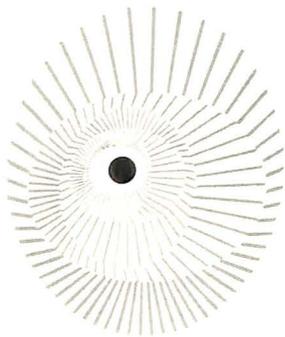
But the President is not alone.

More and more busy executives of firms with scattered locations are finding that the helicopter is the answer. They can visit several plants, attend an out of town conference, and do an aerial survey of construction sites in a few hours by helicopter, rather than taking a full day in time-consuming ground travel. The helicopter is a practical short-haul executive transport. This suggests that the existence of heliport facilities in a community might be an important factor in a firm's decision to decentralize operations or to locate new plants.

And more and more paying passengers are learning about the convenience of a fast, comfortable helicopter commuter trip, such as the transfer from the Newark, N.J., airport to the John F. Kennedy airport on Long Island.

Anyone who has tried to use ground transportation to get from Newark International to J.F.K. International in a hectic, stop-and-go ride of an hour or more can appreciate the pleasant, scenic 10-minute vault from Newark to LaGuardia and just seven minutes more to J.F.K.

For example, New York Airways, which has been in business for 20 years and which today operates four Sikorsky 30-passenger S-61 helicopters connecting Newark International, LaGuardia, J.F.K. International, the downtown Wall Street heliport and Morristown, N.J., has climbed in service from 5,000 passengers in all of 1952 to 335,000 passengers in 1971—or an average of some 6,440 passengers per week. In fact, NYA carried a record 2,048 passengers in a single day on September 1, 1972.



# But Not in Enough Places

The "chicken or the egg" argument does not apply to the question as to which must come first—helicopters or heliports and service facilities. Experience has proved beyond question that helicopter service blossoms when convenient heliports and service facilities are available. Service to the general public cannot increase in the absence of public-use heliports.

The Aerospace Industries Association 1972 Directory of Heliports lists 2,326 installations throughout the United States. But only 665 of these heliports are available for public use except, of course, in emergencies.

The Northeast Corridor—stretching from Boston to Washington, D.C., is the most congested area in the United States. But in this area only one city—New York—has public-use landing facilities for helicopters. (There are none in Boston, Hartford, Newark, Wilmington, Philadelphia, Baltimore or Washington, D.C.) In Manhattan, helicopter airlines, air taxis, commuter services, corporate helicopters and police helicopters can land at Wall Street's Downtown Heliport, at the Midtown Heliport at 30th Street and West Side Drive, at the 60th Street Pan Am Metroport, and at the new Island Heliport at the foot of 34th Street and East River. By April 1973 the new World Trade Center Heliport at Pier 13 will bring the total of New York's public-use heliports to five, the greatest number in any city in the U.S.

Today, after a routine four or five-hour flight from Los Angeles to Dulles International Airport outside Washington, D.C., the traveler frequently must wait an hour at the airport for connecting ground transportation, then spend another hour en route to one of three downtown locations from which taxis often are not available to take him to his final destination. If downtown and suburban public heliports were available, the connecting trip to his destination could be a pleasant flight measured in minutes.

Half of all air travelers in the United States make trips of 500 miles or less. Such trips are within the range of tomorrow's helicopters, if not today's. Often these short trip travelers spend up to 50 percent of their total travel time just getting to and from the airport. Heliports could bring about city-center to city-center travel.



# Heliports Mean Lives and Security

A 1965 AIA survey found 34 hospital heliports. Today there are 354 hospital heliports and the number is increasing steadily—and for good reason.

The modern aerial ambulance—the medicopter—is proving ever more valuable in transporting highway accident victims to the hospital, emergency cases from one hospital to another for specialized treatment, doctors and nurses to hospitals during heavy snow or when disaster strikes.

The value of helicopter evacuation and transfer is pointed up by the success of the Maryland program focused on its Center for the Treatment of Trauma at Baltimore. Now the Illinois Department of Transportation has initiated a program to encourage the establishment of heliports at every hospital in that state in support of a proposed statewide system of specialized trauma centers to care for accident victims.

Police departments in at least 65 cities now use helicopters for traffic patrol, crime control, search and rescue. City-center heliports are an important factor in on-the-scene law enforcement.

STATE OF MARYLAND  
EXECUTIVE DEPARTMENT  
ANNAPOLIS, MARYLAND 21404



MARVIN MANDEL  
GOVERNOR

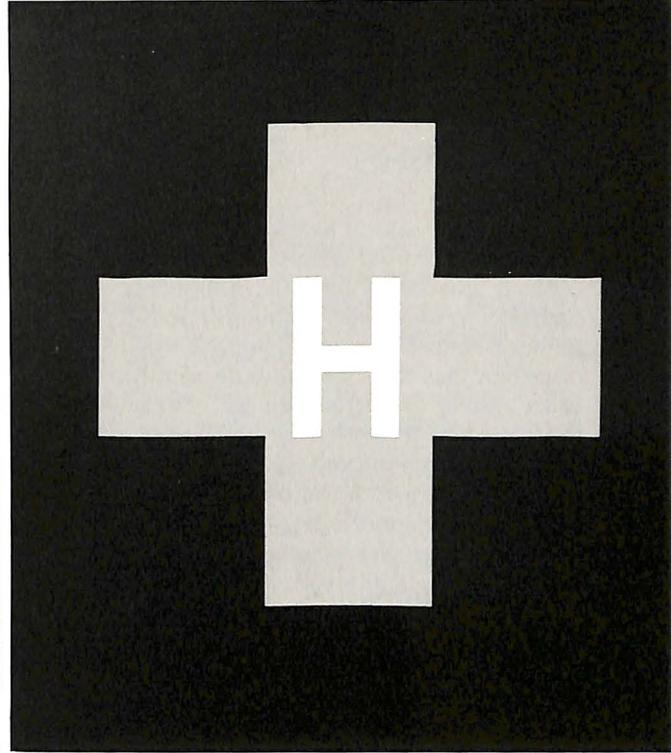
The most serious problem that confronts the medical profession today is the delivery of emergency health care. Trauma - - the injuries and attendant shock that result from accidents of all types - - is the fourth largest cause of death in the United States today.

I am proud of my State for pioneering the most modern system in the country for transporting and treating accident victims and saving lives. Through the cooperative effort of our University of Maryland Center for the Study of Trauma and the Maryland State Police Helicopter Air Med-Evac rescue program every person injured in our State is no more than minutes away from immediate care and no more than an hour from specialized care.

This dramatically successful program, which is in operation 24 hours every day for our residents and all visitors to our State, would not be possible without three things: The Trauma Center with its specialized medical teams, the State Police helicopter rescue system and helicopter landing facilities.

In saving lives in this program we have come to realize that every community and every hospital should have a helicopter landing facility ready to serve everyone in the case of accidents or in times of disaster requiring emergency support or even aerial evacuation.

A handwritten signature in black ink, appearing to read "Marvin Mandel".  
Governor



# Helicopters Mean Business

A noticeable trend today is the movement of business firms and manufacturing plants to the suburbs and to smaller cities. Often a city-center heliport is an important consideration in the decision to make such moves. The heliport not only symbolizes an aggressive, forward-looking community, but it assures businessmen that they will be able to move quickly between downtown offices and branches or plants throughout the surrounding area—or from one city center to another. This means significant savings in time—and time is money.

More and more large banks are learning the value of moving money, checks and other financial documents between outlying branches and the central office each day—keeping money working and productive.

New industry means more payrolls, more money for the community, more taxes and more participation in community development projects.

Today there are more than 750 company helicopters providing fast transportation between plants, airports and city centers. These “corporate copters” often serve their communities as “good neighbors” in emergencies.

# The Whirlybird is Not Choosy

In addition to being a good neighbor from the standpoint of commercial and community service the helicopter is a relatively unobtrusive friend. Landing across the street it makes less noise (measured in decibels) than a power lawnmower working over your front lawn.

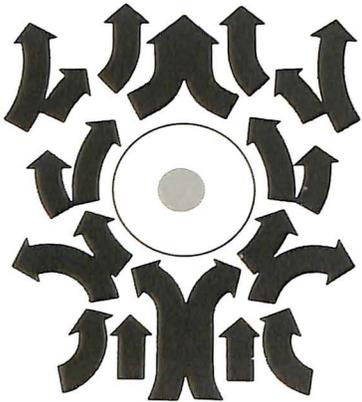
And a helicopter isn't land hungry. The area needed for a heliport is not large.

In Dayton, Ohio, the Coca Cola building's rooftop heliport is 300' by 300'. New York City's Island Heliport landing area is 125' by 300' on less than an acre of land leased from the city. The Pan Am Metroport occupies an area of 280' by 90' of leased city waterfront property.

Surprisingly, in downtown Los Angeles, with some 250 helicopters in the air every day, there is no public heliport, other than landing areas at major airports. However, many of the high-rise office buildings in the area provide rooftop heliports and helicopter parking for their tenants. For example, the Century City complex provides a 100' by 50' rooftop heliport for its tenants and the California Federal Savings and Loan Association has a 78' by 108' rooftop heliport on Wilshire Boulevard with parking space for seven helicopters.

From a community point of view heliports probably are the least expensive of all modern transportation terminals.

So why not a public heliport for your city?





# How to Get A Public-use Heliport

## 1. Recognize the need.

Is ground traffic congestion on the increase, with bumper-to-bumper peak hour traffic? Does the trip to the airport frequently take longer than the air time to travel to your destination? Does the inner-city need revitalizing? Is tourist and business travel on the decline?

Any or all of these conditions may point to the need to complete your city's transportation system by constructing at least one downtown public-use heliport.

## 2. Review government regulations.

There are city, county, state and Federal laws, regulations, ordinances and building codes concerning zoning, city planning, and construction. (In many cities and states local ordinances and regulations have not kept pace with the air age. In some areas out-dated legislation not only limits but even prohibits helicopter landings and take-offs within the city limits).

## 3. Select suitable sites.

Just as proximity to the emergency clinic is an important criterion for hospital heliports, proximity (preferably within walking distance or short cab ride) to the business and hotel district is important to the city-center heliport.

## 4. Consult on feasibility.

Call in a local helicopter operator or helicopter manufacturer's representative and the State Director of Aviation to check the operational safety of the proposed site or sites.

Safety, the all-important criterion for the heliport site, requires that an obstruction-free approach and departure path is available—a path free of close-in wires, TV towers or other significant obstacles. An experienced helicopter pilot can flight safety-check the proposed site or sites readily. Before unnecessary time and money are spent he can recommend the most practical location(s).

## 5. Enlist FAA Aid.

The Federal Aviation Administration stands ready to provide the navigation, communications and air traffic control procedures and, when necessary, the facilities to support helicopter operations. The FAA has technical experts to counsel communities on engineering requirements, standards factors that directly or indirectly affect the design of a heliport. These also are covered in the FAA Heliport Design Guide. The FAA does *not* license heliports, but it is necessary to submit the required

“prior notice of proposed heliport development!” to the nearest FAA Airports District Office.

#### **6. Seek Local Support.**

Throughout the process of getting one or more public-use heliports, seek broad public understanding and support. Discuss the proposal fully with city officials (City Council, Department of Planning, Budget Bureau, Office of the Mayor, Sheriff's Office, Police Department, Fire Department, Environment Control Office), civic leaders representing business and service organizations, and news media editors.

#### **7. Be Prepared.**

If public hearings are required, engage a local attorney to represent the heliport interest, and provide him with supporting letters, safety reports and tapes of actual noise tests made at the proposed site. These can be read into the public record. With prior knowledge and substantiating facts the need for the proposed heliport will be more readily understood, accepted and supported by the community.

Consult a qualified architect or engineer to ensure that design, construction and technical requirements are complied with. In most parts of the country rooftops already are adequately stressed, or may require only minimum re-enforcement to be adequate for helicopter landing loads. Naturally, it is recommended that plans for new buildings include the capability to provide a heliport in the future. Adequate room sufficiently removed from air conditioning towers, ducts and fans will be necessary.

#### **8. State Clearance.**

Some states require that applications for proposed helicopter operations and heliport locations be submitted for approval or licensing, and some localities require law enforcement agency approval. It also may be necessary to seek rezoning.

#### **9. Federal Aid Available.**

In addition to the considerable FAA support outlined in paragraph 5, above, in FY 1973 the agency has available \$280 million in Federal matching funds for development, land purchase and construction of publicly owned airports and heliports.

An additional \$15 million in matching Federal funds is available for airport and heliport planning. Again, enlist the aid of your local FAA representative to determine how your city can apply and qualify for these development funds.

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The above is a suggested checklist.

Situations vary in different parts of the country, so all of these steps may not be necessary in a particular situation.

The uniquely versatile helicopter saves time and lives and, given the needed heliports, can get you from here to there and back with comfort, speed and convenience. But the helicopter can't prove its unique capability for point-to-point travel from the edge of town.

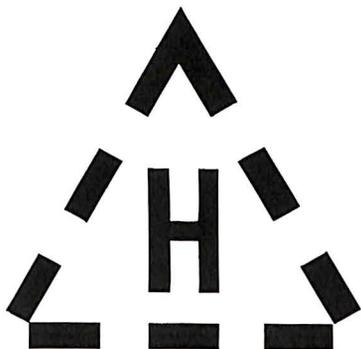
Automobiles, buses and trucks have highways.

Trains have tracks.

Ships have ports with channels and piers.

Jets have runways and terminals.

Helicopters should have heliports—*now*.



*For more information write or call—*

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