POGUE ANALYZES HELICOPTER'S IMPACT ON AIRPORTS

Tampa, Fla. (Special) -- A comprehensive analysis of the helicopter's impact on the nation's airports in the next decade was presented by L. Welch Pogue, legal advisor to AIA's Helicopter Council, to the sixth annual meeting of the Airport Operators Council this week. He revealed that rotary-wing aircraft may well absorb 36.9% of fixed-wing schedules and divert 29.9% of airport revenues from landing fees. Based on this, he observed, no airport can justify the preparation of facilities for 1965 on a "fixed-wing-as-usual" basis. The paper, titled "The Heliport--A Blueprint of Change in Airport Planning Standards," was prepared by Pogue and Grahame L. Aldrich of ATA.

"The evidence at hand," Pogue stated, "strongly suggests that the impact of the helicopter will be least felt by the major airport operators. Airports of lesser magnitudes may experience moderate to severe diversions of fixed-wing operations." Speaking of a several years "time buffer" period prior to effective scheduled airline helicopter operations, Pogue stated: "Despite the apparent 'grace period' of nearly six or more years, it is incumbent upon airport operators to begin helicopter planning without delay."

Concession Revenues Would be Lost

Pogue pointed out that loss of fixed-wing schedules means a proportionate reduction of passengers, resulting in loss of concession revenues and without assurance of proportionate reduction of airport maintenance expense. He stated: "The root of the present airport planning problem concerns the degree of fixed-wing operations which may be subject to future diversion or replacement by the helicopter. If this factor can be reasonably established then all related airport planning problems may be placed in proper perspective."

The following table was compiled to show the effects of rescheduling of operations from fixed-wing to rotary on five groupings of airports. Results are based on a sampling of the 551 existing airports.

	AVERAGE GROUP VALUES				
	AIRPORT GROUPS				
ITEM	No. 1	No. 2	No. 3	No. 4	No. 5
Percent 1953 schedules operated in DC-3 aircraft	24.8	36.5	69.3	66.1	92.9
Percent 1953 schedules operated in modern and other 2-engine aircraft	32.4	32.8	14.3	33.9	7.1
Percent 1953 schedules operated in 4-engine aircraft	42.8	30.7	16.4	0	0
Percent of 1953 schedules operating next adjacent stage-length less than 125 miles	28.6	48.3	59.9	79.1	98.2
Percent of 1953 schedules operating next adjacent stage-length less than 250 miles	61.1	65.8	87.2	97.6	100.0
Percent of 1953 schedules represented by flights less than 300 miles from points of origin to point of termination	10.7	13.1	21.5	6.5	21.4
Predicted helicopter diversion of fixed-wing schedules assuming mature operation	35.9	46.3	42.5	38.1	60.7
Predicted diversion of landing fee revenues	26.4	35.2	36.7	35.9	60.4

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POGUE ANALYZES (Cont.)

"In reviewing the scope of airport problems which will be created by the transport helicopter," Pogue told the AOC, "it seems clear that certain major issues deserve priority consideration by those concerned. Many complexities exist. Formulation of planning policies to treat with each issue, during the current year, is definitely a must." Steps to be taken he outlined as follows:

(1) Re-evaluation of airport expansion plans now scheduled for the 1955-1965 period. Future planning, Pogue felt, should concentrate on development of an airport heliport; development of the in-town heliport; and conversion of fixed-wing operations area to accommodate increase number of four-engine and jet transport operations.

(2) Establishment of sound principles to assure uniformity of helicopter landing fee rates, consistent with good practice. "Perhaps the 'deck' will need less maintenance than the present apron runways and taxiways," Pogue observed, "but it may be quite unrealistic to expect a landing-fee-per-schedule such as now exists for the DC-3, Convair, or Connie."

(3) Creation of a system of in-town heliport management completely self-sustained and wholly divorced from existing airport management.

(4) Careful reappraisal of prospects for continued utility for scheduled common carrier purposes of fixed-wing airports. This is particularly important for Group 4 and Group 5 airports which will be the hardest hit. The following table shows the prevailing scheduled airline traffic level of significant airport groups:

	ANNUAL VOLUME REPORTED				
ITEM	GROUP I	GROUP 2	GROUP 3	GROUP 4	GROUP 5
No. of flight departures	932,932	469,293	417,428	371,950	311,787
No. of passengers boarded	16,687,419	4,975,416	2,740,233	1,320,005	687,940
Av. pass. boarded per flight departure	17.89	10.60	6.56	3.55	2.21
Av. flight departures per airport in group	30,676	14,665	6,957	3,100	1,060
Av. passengers boarded per airport in group	481,004	155,482	45,670	11,000	2,198
Number of airports in group	24	32	60	120	315

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USE PANEL MAKES RECOMMENDATIONS ON NEW ORLEANS AIRPORTS

ACC's Airport Use Panel has recommended that New Orleans Airport be used primarily for general civil aviation, with Moisant International further developed for civil air carriers and Alvin Callendar Airport for military use. The recommendations followed March hearings by the Panel on a proposal of the Orleans Levee Board that an $8 million bond issue be floated to lengthen and build runways to 10,000 feet at the New Orleans field. The Panel felt that the field's existing runway lengths are adequate for present requirements and that the Board should provide for improvement and modernization of the airport in other respects.

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GLASS ELECTED TO HEAD AIRPORT OPERATORS COUNCIL

Tampa, Fla. -- Fred M. Glass, director of the aviation department of the Port of New York Authority, was elected president of the Airport Operators Council. He succeeds G. Drennan Albrecht, manager of Memphis Municipal Airport. Robert Aldrich,

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NEW AOC OFFICERS (Cont.)

director of Minneapolis-St. Paul Metropolitan Airports Commission, is the new first vice president, and second vice president is Foster V. Jones, director of Louisville airports. New directors are Claude King, deputy commissioner for airports in Cleveland; David Davis, manager of Denver's Stapleton Field; Woodruff De Silva, manager of Los Angeles International Airport; and Albrecht.

Robert Mayer was named executive secretary, succeeding Cyril C. Thompson, resigned. Mayer served as Thompson's assistant for five years.

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MCCARRAN ACCUSES MURRAY OF 'BLACKMAIL' EFFORT

Sen. Pat McCarran (D., Nev.) has labeled Under Secretary of Commerce Robert B. Murray's testimony before the Senate Appropriations subcommittee as pure "claptrap." Angered at the Commerce Department's handling of the federal airport-aid program, McCarran told the DAILY in an exclusive interview that he holds Murray responsible for trying to "kill" the program. He said Murray's proposal to submit amending legislation to the Federal Airport Act prior to making an appropriation request for fiscal 1955 is an out-and-out effort to "blackmail" the Congress. McCarran reaffirmed his objections to providing a 50% discretionary fund, which he said "would make a political grab-bag out of the airport program, giving absolute control to one man to do as he pleases."

McCarran said that it was his understanding that the Budget Bureau had "rejected" the Administration's recent proposal for an airport appropriation for the next fiscal year, despite reports to the contrary, including "Mr. Murray's evasive statement that the Department was merely clarifying certain points." The Senator said "apparently we won't get the money request unless we act on their to-be-suggested amendments for 50% discretionary funds and a change in the criteria for making allocations."

Critical of Recent Murray Speech

Senator McCarran was critical of a speech Murray made on March 16 in Washington. He said "the speech seems to me to lend credence to charges that Murray is seeking to abolish federal-aid grants, particularly maritime operating subsidies, when he only devotes two lines to the merchant marine out of seven whole pages. Murray espouses more toll highways, and at the same time wants to relieve the ICC of its rate-making function and turn it over to railroad management."

Queried on the proposed Washington National Airport Corporation bill which is being readied for submission to Congress, McCarran pointed to his past statements favoring such an action. "I understand it's a self-supporting operation, and there's no reason why it shouldn't be put on a revolving-fund basis," he said.

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HIGHER AIRLINE COSTS SEEN IF NATIONAL AIRPORT IS INCORPORATED

Airline costs at Washington National Airport would be approximately doubled if the incorporation bill as it now stands is passed, the DAILY has learned from reliable sources. At a closed meeting in CAA Administrator Fred Lee's office last week, the carriers were told that additional costs of $1.4 million would have to be borne by the airlines. The increased charges would accrue from interest and "repayment" charges estimated at about $700,000, and another $700,000 would be forthcoming so that the new corporation could earn a reasonable "profit." Pat Boyle, CAA general counsel, indicated that the bill is in draft form and is subject to further Budget Bureau revision.

AA Only Carrier Favoring Bill

American Airlines, informed sources indicate, was the only carrier favoring the bill, with Allegheny Airlines and Capital Airlines opposed and National Airlines expressing concern that the increased costs would be prohibitive for smaller carriers. Eastern wants more time to study the matter.

A compromise suggested was the creation of a "revolving fund" for the airport (with a waiver of public bid requirements) to give CAA the managerial flexibility it desires.