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New York Airways Collection - Studies, Transportation by Helicopter 1955-1975, The Port of New York Authority, November 1952

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estimate of the number of passengers using aerocab service (Table 4.5, page 45), reflects the expectation that by 1960 approximately 25% of passengers who would normally use taxicabs will shift to aerocab, while in the case of limousine service 10% will shift to aerocab.

The Intercity Market

The intercity market will consist of three parts:

1. Travel between cities within the Greater Metropolitan Area and the Port Authority airports, transferring to fix-wing aircraft for trips more than 175 miles from New York. This sort of travel is called the feeder market.
2. Travel between Manhattan and cities within a 40-175 mile orbit of New York. This part of the intercity market is designated the Local Intercity Market.
3. Travel between other cities within the region as, for example, between Bridgeport and Trenton. This traffic falls outside the scope of this study and is not included in the traffic estimates of Table 4.5.

The Feeder Market

Initial feeder type operations will probably be inaugurated during 1954 on mail schedules operating from the airports to suburban areas. As larger equipment becomes available, making possible fares in the neighborhood of 8-10 cents a mile, the geographic limits of the feeder market will be extended outward, in some instances beyond 100 miles. This market will have no sharp geographic delineation; its boundaries will vary with the destination and direction of a passenger's travel.

Helicopter feeder service will mean that many cities which cannot support an airport will receive direct air service from a local downtown terminal to the world's busiest airports. Thus the terminal convenience of the helicopter will expand the market for travel by conventional type aircraft by bringing air service to many cities like Trenton, New Brunswick, Waterbury and New London, which today lack scheduled airline service; or it will improve the service of others like Easton, New Haven and Danbury, which cannot provide enough traffic to secure sufficient schedules of conventional aircraft.

Approximately one-third of present day airline passengers at Port Authority airports have local origins and destinations where helicopter service could reduce the travel time to and from the airport by as much as 50 to 60%. Both the volume and percentage of airline passengers who live far enough from the airports to use helicopter service will increase with the continued decentralization of the Northern New Jersey/New York metropolitan area. The

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