Downtown Skyport

JRB Standard Operating Procedures

Effective as of July 1, 2025

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I. Key Heliport Information

Standard Operating Hours	Monday – Friday, 0800 – 1900 Saturday, 0900 – 1700 Sunday, 1000 – 1700
Standard Tour Operating Hours	Monday – Friday, 1000 - 1700
Late Operations Hours	Monday – Friday, 1900 – 2100 **Advance arrangement required*
UNICOM Frequency	123.050
JRB AWOS Frequency	128.175
Heliport Address	Downtown Skyport 6 E River Piers New York, NY 10004
Heliport Contact Info	+1 (718) 559-0205 info@downtownskyportnyc.com
General Manager Contact Info	Robbie Ladov +1 (212) 814-1335 robbie@skyports.net

II. Arrivals and Departures

ARRIVALS

Aircraft on final approach to JRB are requested to contact Downtown Skyport and then monitor UNICOM and announce "inbound" when coming around the Battery from the southwest, the bridges from the northeast or abeam the Heliport when on a "straight-in" approach.

Downtown Skyport will acknowledge the transmission and direct the aircraft to the TLOF or a specific spot as described above. Should conditions arise when no spots are available, Downtown Skyport will advise aircraft accordingly and arriving aircraft should plan to slow their approach. Pilots are strongly urged to follow Operation's guidance unless a safety or operational issue requires otherwise. Pilots MUST communicate their intentions if different from Operation's guidance.

Once on the ground at the designated parking position, the aircraft will be met by at least one Downtown Skyport Ramp Agent who will provide passenger escort services to/from the terminal. Aircraft will NOT be permitted to shut down on spots A, B, or C, unless directed by Downtown Skyport personnel or specifically requested by a pilot citing safety, weather, or operational conditions.

DEPARTURES

Prior to departure, pilots are required to contact Downtown Skyport via UNICOM to advise that their aircraft is ready to depart. Operations will acknowledge the request and provide sequence information as well as wind direction and speed (from facility's AWOS).

Pilots may request to depart from any spot or if a clear taxi route to the TLOF is available, request departure from the "H." Pilots are required to provide Downtown Skyport with their initials and total number of enplaned passengers. This information is recorded by the Operations Agent for billing purposes.

To maximize safety, pilots may be directed to hold position prior to departure if passengers and/or personnel are walking in certain areas of the ramp. In addition, no overflights of parked aircraft will be permitted. Upon receiving all required information and observing no safety hazards, Downtown Skyport will inform pilots that they can depart at their own discretion.

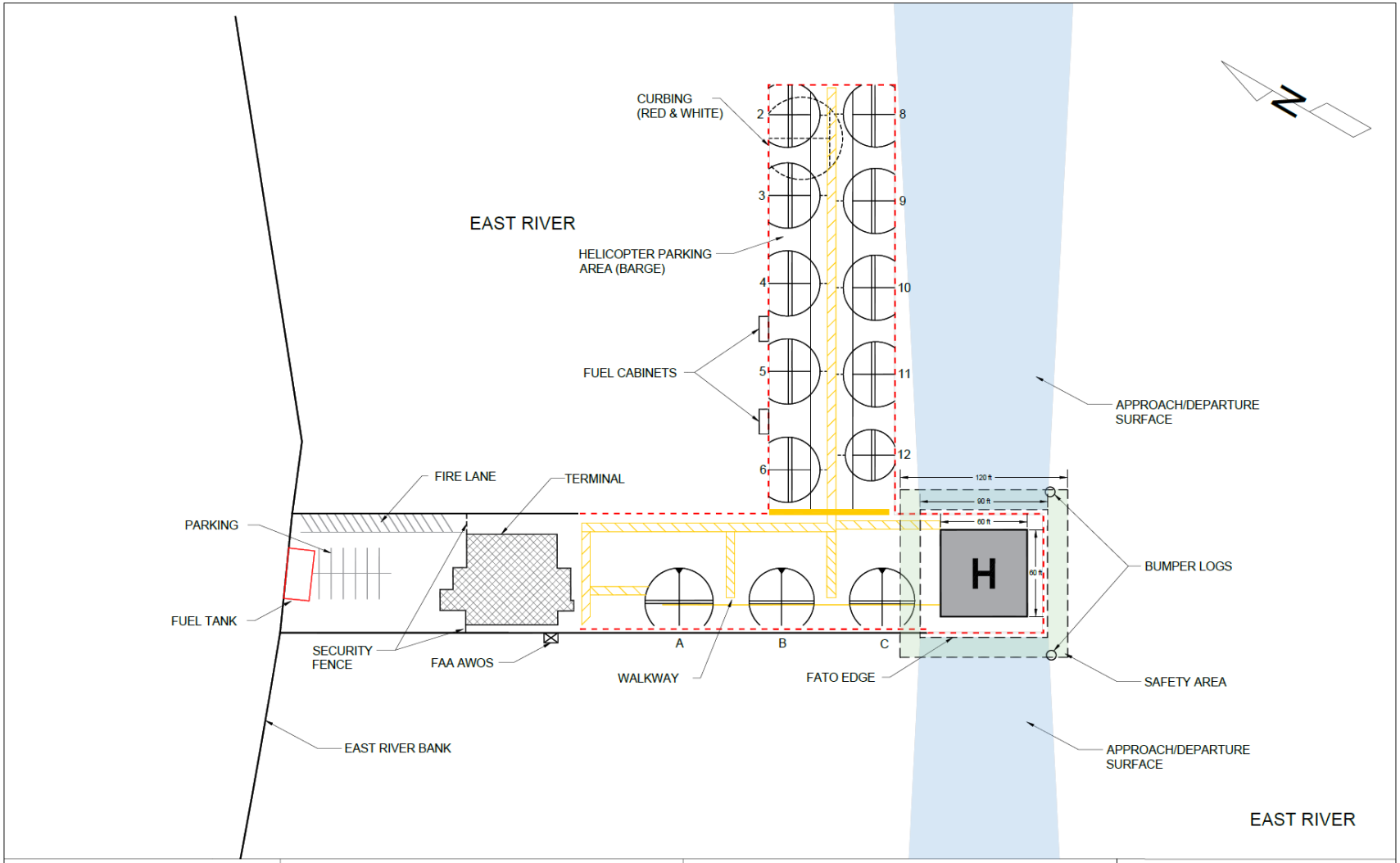
AIRCRAFT SEQUENCING

All arriving aircraft – regardless of mission -- will be accommodated on a first-come, first-served basis. Exceptions will be made for emergency medical, law enforcement and government-related operations, as requested, and/or for operational purposes.

SIMULTANEOUS OPERATIONS

In order to maximize safety between aircraft, passengers and personnel on the ramp, simultaneous aircraft operations are NOT permitted at JRB. Only one takeoff or landing will be allowed at any one time. Downtown Skyport will advise departing pilots via UNICOM (123.05) to hold at their given spot or advise arriving pilots to prolong their approach to ensure compliance with this procedure.

III. Heliport Layout (ALP)



	Proposed Heliport Layout **Downtown Skyport**	**Existing Layout**			Skyports INFRASTRUCTURE
		Date: 02/13/2025	*Version:* 1.0	*Scale:* N/A	*Sheet Size:* A1

IV. Regulations

AIR TOUR OPERATIONS

All air tour operators must comply with the current City of New York approved air tour routes "Alpha", "Alpha 1", "Bravo" and "Bravo 1" (see **Exhibit 2**). These routes require all aircraft approach and depart the heliport to/from the south. Departing air tour aircraft will also follow The City of New York's approved transition route around the east side of Buttermilk Channel and arriving aircraft will follow the approved transition route around the Battery (see **Exhibit 3**). Overflying of any piers is strictly prohibited, and pilots must "reverse course" within tour route limits. Tour Alpha and Alpha 1 must reverse course at 79th street. If course extension is required due to traffic, the absolute latest that course reversal may occur is 86th street.

All air tour operators will also comply with all other Standard Operating Procedures set forth in the "Air Tour Plan" approved by the City of New York as published and or as amended. At no time should any air tour operations be conducted directly over land or piers.

FUEL OPERATIONS

Jet A fuel is available at Downtown Skyport. Please check our website for the most current fuel price. Should an aircraft require refueling services, pilots should advise Downtown Skyport personnel via UNICOM 123.05 when calling in. Operations will direct the aircraft to either barge spots 4, 5 or 6 (via ground or hover taxi), depending on the location of an aircraft's fuel port. Hot refueling services are provided. All fueling services are provided from standard overwing nozzles.

PASSENGER MOVEMENTS

Downtown Skyport Ramp Agents will direct passengers to use the marked and striped passenger walkways and/or hold lines that provide safe clearance between the terminal and various ramp locations on the pier and barge. These walkways and/or hold lines are designed to maximize the separation distances from stationary (operational) helicopters. Downtown Skyport Ramp Agents will be present on the ramp in close proximity of an aircraft during all passenger loading and unloading operations. Ramp Agents will be positioned to protect passengers from any ramp hazards such as turning rotor blades.

AIRCRAFT REPOSITIONING

To minimize aircraft movement on the ramp and potential conflicts with other aircraft, passengers and/or personnel, aircraft will be required to depart from the spot on which they landed. Exceptions may be granted by Downtown Skyport on a case-by-case basis to accommodate for safety, weather and/ or operational conditions (may also be based upon pilot input).

AIRCRAFT IDLING

Aircraft operators and pilots should make any and all efforts to minimize unnecessary engine idling to reduce potential neighborhood noise and air quality effects.

CORPORATE CUSTOMERS: ADVANCED SCHEDULING

To enhance the overall Downtown Skyport corporate passenger experience, corporate pilots are encouraged to contact Downtown Skyport via UNICOM or phone (718 559-0205) at least 15 minutes prior to arrival if requesting utilization of those spots closest to the terminal building (i.e., spots A, B or C).

Based on aircraft demand levels, Downtown Skyport will make a concerted effort to keep the requested spot clear or provide the best available alternative. If spots A, B or C are clear, aircraft landing on the "H" may request to ground taxi to the inner-most available spot (closest to the terminal), following the designated taxi lines. Hovering or ground taxiing past an aircraft on the Pier is not permitted.

NOISE ABATEMENT

To minimize potential helicopter noise in and around Manhattan / Lower Manhattan, Governors Island and Brooklyn Heights, all helicopter operators and pilots are directed to follow all established noise abatement procedures and accepted "Fly Neighborly" techniques. Overflying land and piers is strictly prohibited and should be avoided at all times.

Helicopters should always operate over water unless deviation is necessitated by safety, weather or operational concerns. Downtown Skyport continuously monitors all radar flight tracks to determine noise abatement procedure compliance. JRB is equipped with an FAA-installed and maintained Automated Weather Observing System (AWOS). The airside equipment (anemometer, rain bucket, lightning protection) has an elevation of +5 ft above the ramp surface and is marked with an obstruction light.

SPECIAL OPERATIONS

Downtown Skyport is the designated rotorcraft base of operations for Presidential visits to New York City. In the event of a scheduled President of the United States (POTUS) movement, the FAA will issue a Temporary Flight Restriction (TFR) for the event closing the heliport and the surrounding airspace to all other activity. Heliport Manager will keep JRB tenants and frequent users notified of any POTUS-related heliport closures and/or restrictions pursuant to US Secret Service (USSS) approval. Secret Service may also require all non-essential persons based at the heliport to vacate the facility several hours prior to a POTUS operation.

V. Fee Schedule

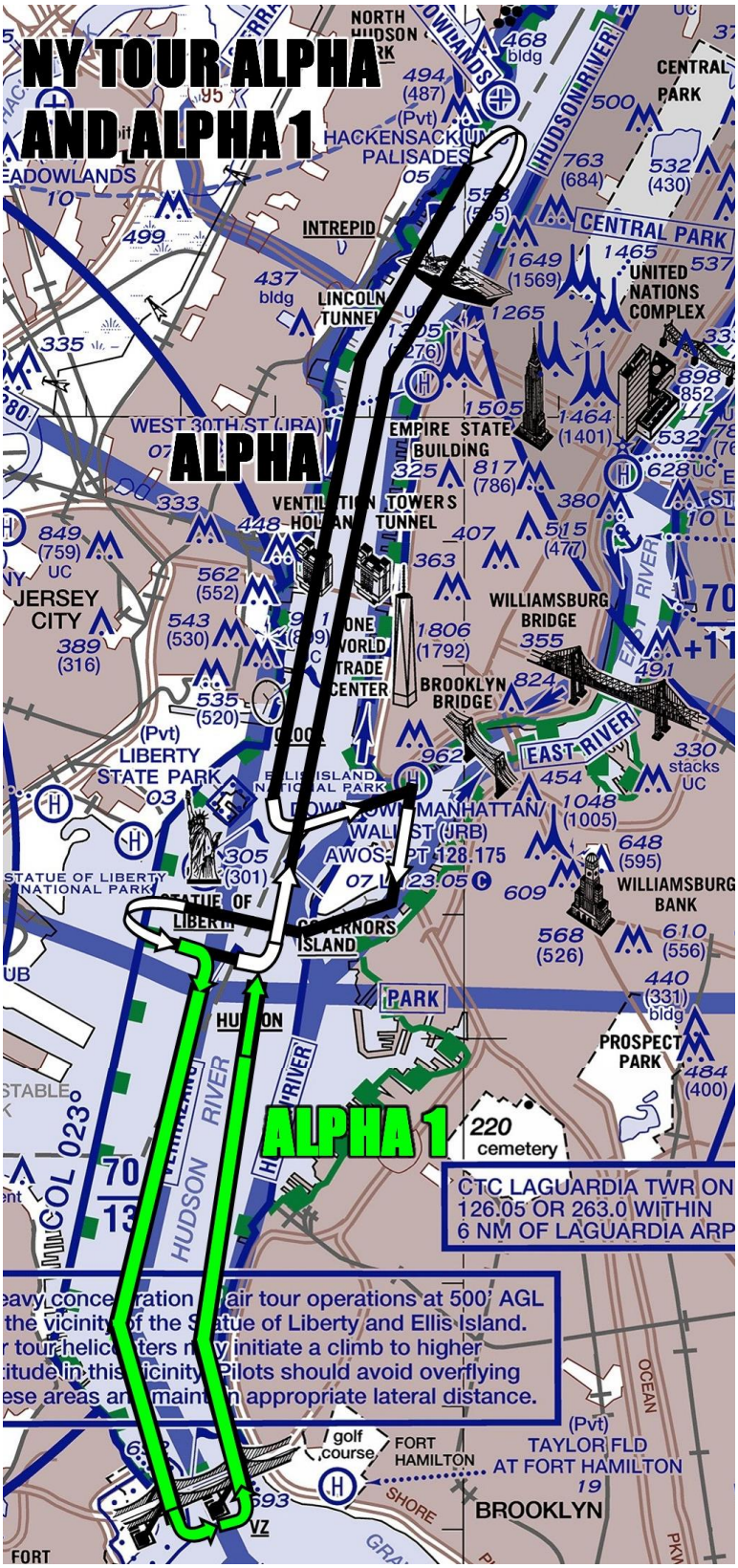
Effective July 1, 2025

Aircraft Type	Aircraft Weight	Landing Fee	Parking Fee	Passenger Fee
Robinson R22	1,322 lbs	$200	$130	$20
Hughes H300	2,050 lbs	$200	$130	$20
Robinson R44	2,425 lbs	$200	$130	$20
Robinson R66	2,700 lbs	$200	$130	$20
Hughes H500	3,000 lbs	$200	$130	$20
Bell 206 Jet Ranger	3,200 lbs	$200	$130	$20
Bell 505 Jet Ranger	3,680 lbs	$200	$130	$20
Airbus H-120	3,750 lbs	$200	$130	$20
Bell 206 Long Ranger	4,150 lbs	$225	$150	$20
Airbus H-125 / AS350	5,232 lbs	$225	$150	$20
Bell 407	5,250 lbs	$225	$150	$20
Airbus H-130 / EC130	5,291 lbs	$225	$150	$20
Airbus AS355	5,732 lbs	$400	$250	$30
Agusta 119	5,997 lbs	$400	$250	$20
Agusta 109	6,284 lbs	$400	$250	$30
Bell 427	6,350 lbs	$400	$250	$30
MD 902	6,500 lbs	$400	$250	$30
Airbus H-135	6,570 lbs	$400	$250	$30
Airbus H-140	7,000 lbs	$400	$250	$30
Bell 429	7,000 lbs	$400	$250	$30
Airbus H-145	8,378 lbs	$400	$250	$30
Bell 430	9,300 lbs	$400	$250	$30
Agusta 169	10,141 lbs	$550	$250	$30
Airbus H-155 / AS365	10,846 lbs	$550	$250	$30
Bell 212	11,200 lbs	$550	$250	$30
Sikorsky S-76	11,700 lbs	$550	$250	$30
Bell 412	11,900 lbs	$550	$250	$30
Agusta 139	13,228 lbs	$600	$300	$30
Airbus H-160	13,338 lbs	$600	$300	$30
Airbus H-175	17,196 lbs	$700	$400	$30
Agusta 189	18,300 lbs	$700	$400	$30
Sikorsky S-92	26,150 lbs	$700	$400	$30

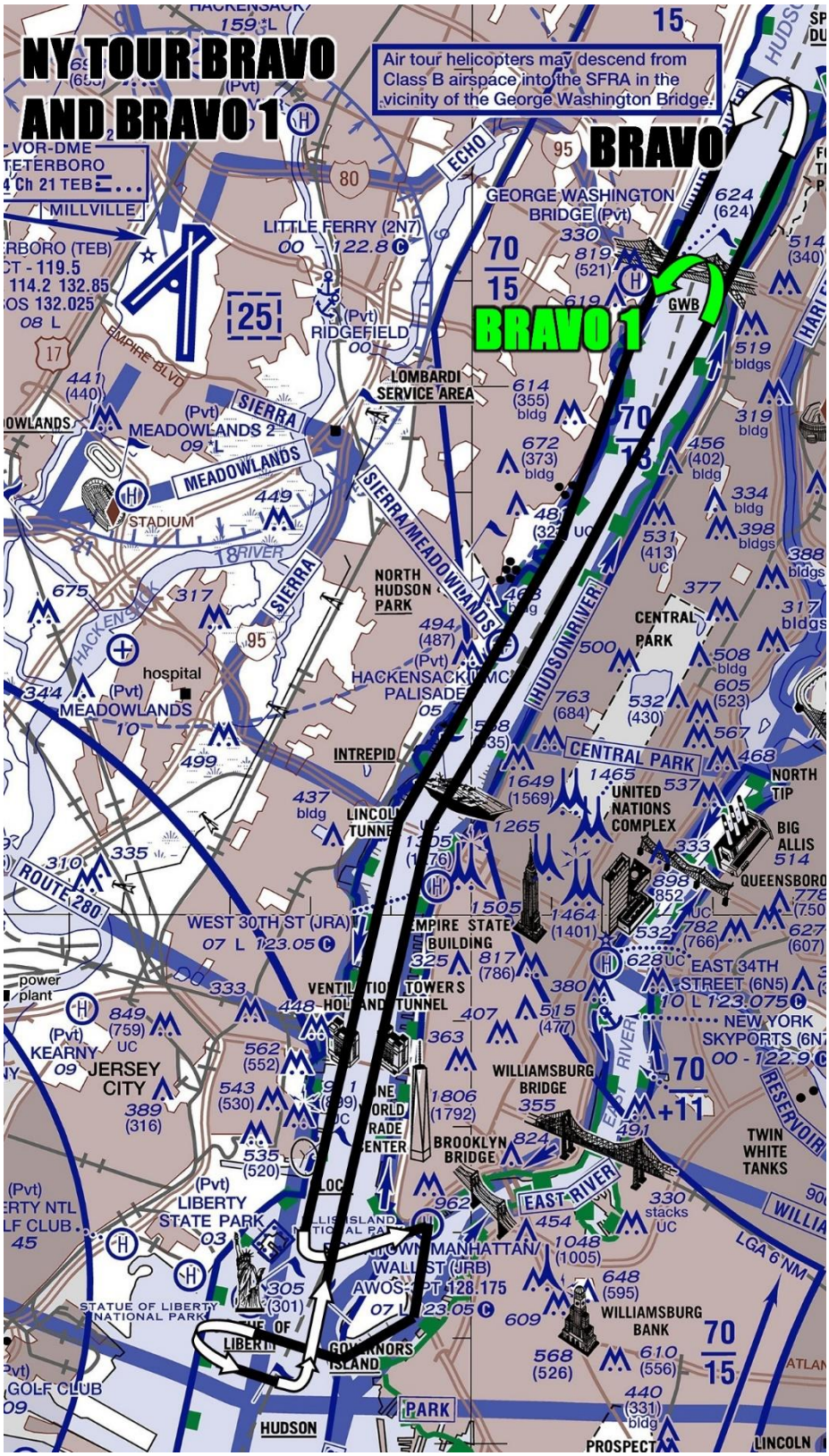
Additional Fee Information:

- Parking Fees are assessed per hour beginning 15 minutes after landing (refer to table)
- Late Operations Fee of $300 per engine is charged Monday - Friday, 1900 - 2100
- Holiday Operations Fee of $300 per engine is charged on the following holidays (as determined by the standard calendar year):
  - New Year's Day
  - Martin Luther King, Jr. Day
  - Presidents' Day
  - Memorial Day
  - Juneteenth
  - Independence Day
  - Labor Day
  - Indigenous Peoples Day / Columbus Day
  - Veterans Day
  - Thanksgiving Day
  - Christmas Day

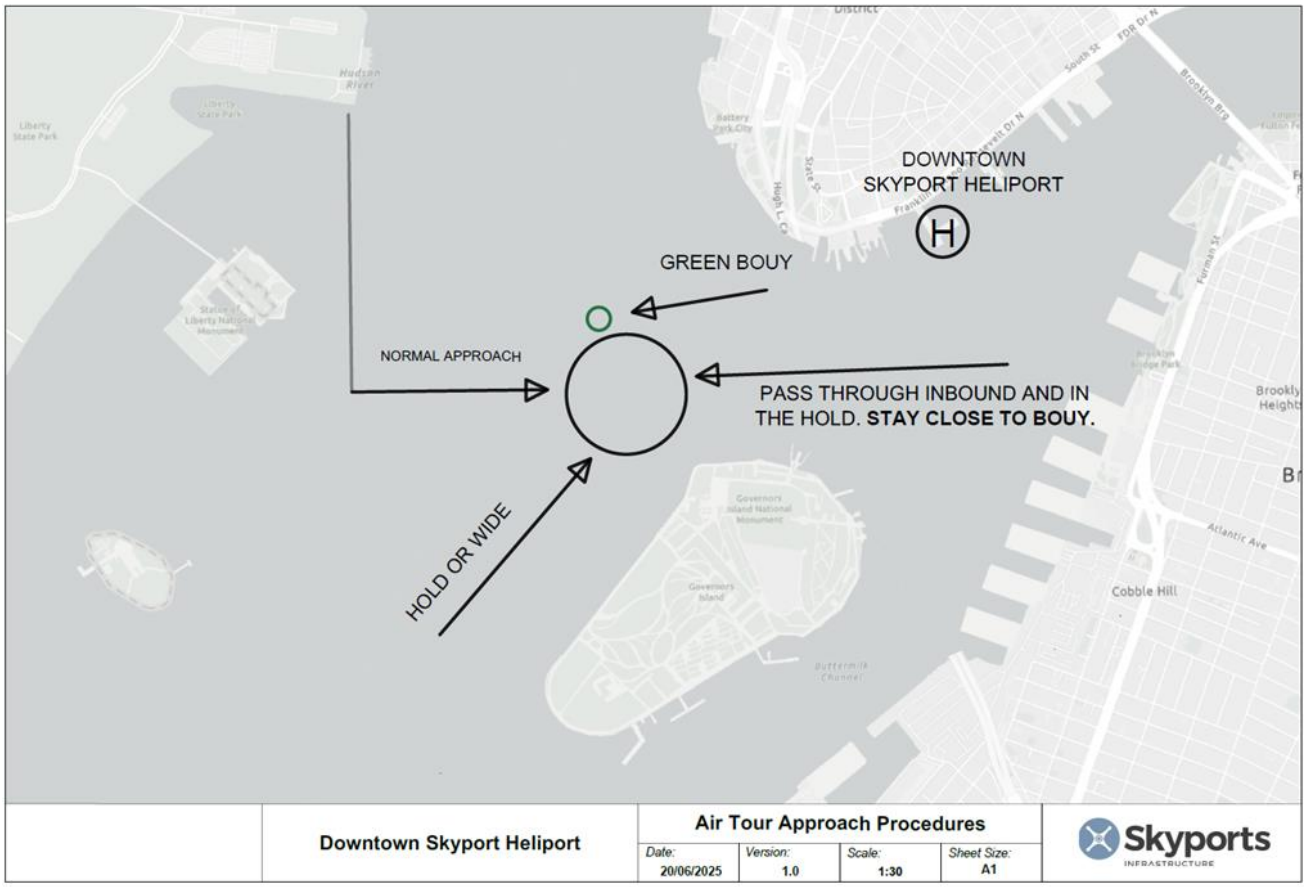
VI. New York City Tours (ALPHA & ALPHA 1)



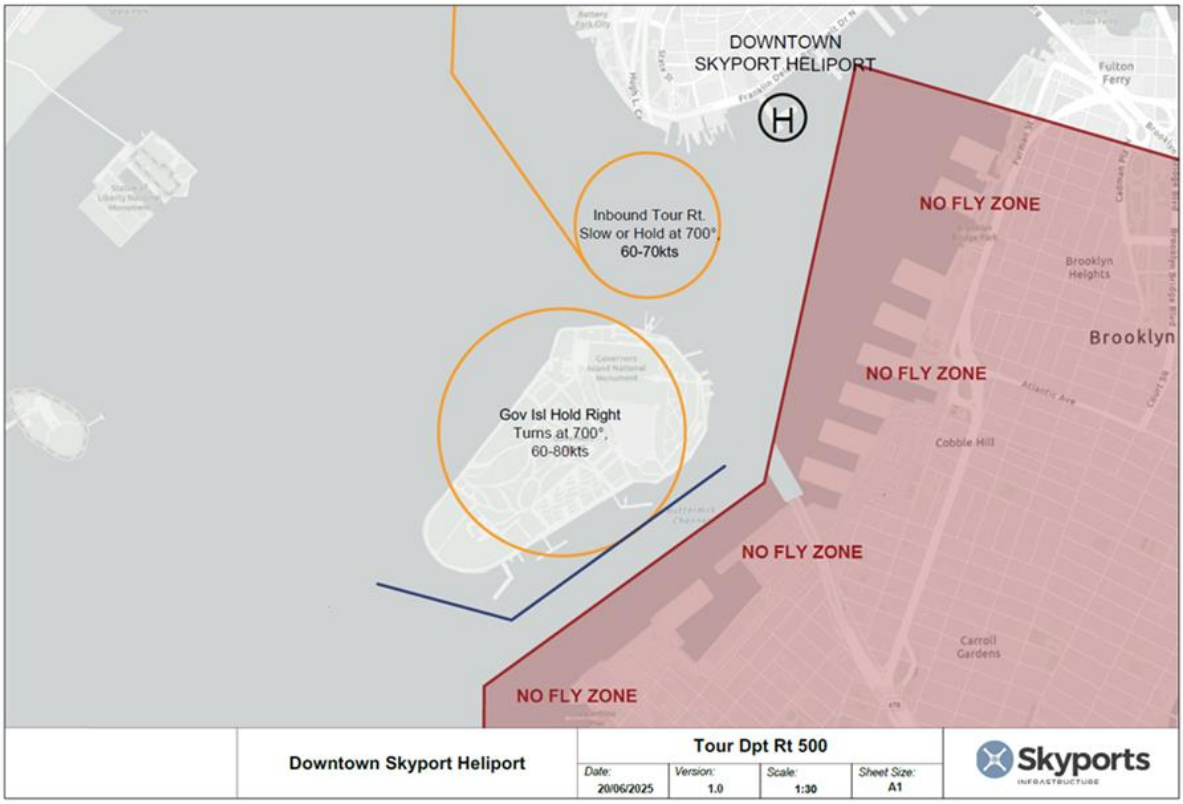
VII. New York City Tours (BRAVO & BRAVO 1)

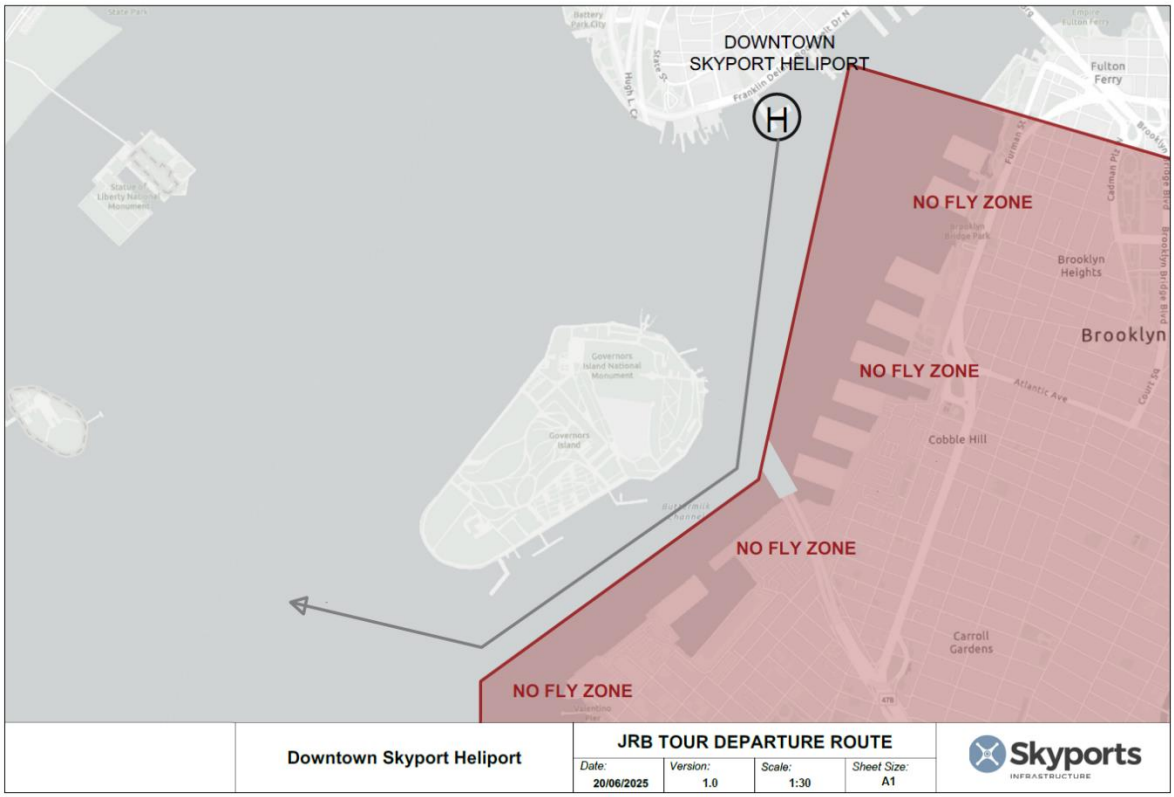


VIII. Air Tour Avoidance Approach Procedures



IX. Coordination Routes & No Fly Areas





X. New Operator Form

Account # _____
(for office use only)

Company Information
Company _____
Street Address _____
City, State, Zip Code _____

Accounts Payable Contact
Phone _____
Email _____
Desired Invoice Delivery (check one): Email _____ Mail (USPS) _____
Desired Payment Type (check one): Invoice _____ Credit Card / ACH _____

Chief Pilot Information
Name _____
Phone _____
Email _____

Safety Officer Information
Name _____
Phone _____
Email _____

Aircraft

Tail Number	Aircraft Type	Tail Number	Aircraft Type

XI. Credit Card Authorization Form

Credit Card Type: _____

Credit Card Number: _____

Expiration Date: _____/_____

Security Code: _____

Name on Card: _____

Billing Address: _____

Billing Zip Code: _____

Contact Email: _____

Contact Phone: _____

Aircraft Registration(s) : _____

Signature:_____ **Date:**_____