

Bulletin #6

“It’s a Bird, It’s a Plane...It’s Another Plane!”

The importance of the aviation industry and its impact on our quality of life

December 2007

Morris County Division of Transportation



The Morris County Division of Transportation, in coordination with the Morris County Planning Board, is developing the Circulation Element of the Morris County Master Plan. A series of ten transportation bulletins, which will be released individually, is currently under development to reflect major countywide and regional transportation issues that affect our daily lives. In addition to the bulletins, a technical document is being developed. This document will reflect detailed county projects, demographics, issues, and projections. It is anticipated that these broad based bulletins, which will have a large distribution, will create an exchange of ideas, therefore becoming an important part of the plan's development.

PREVIOUSLY PUBLISHED

Bulletin #1: It's Not Cool to Drive to School – An Examination of School Related Congestion (June 2006)

Bulletin #2: Putting the Brakes on Congestion! – Will it only get worse? (February 2007)

Bulletin #3: Not Another Accident! – Improving roadway safety and enhancing emergency response. (March 2007)

Bulletin #4: Exercise Your Right to Bike or Walk!! – How can we enhance the bicycle and pedestrian facilities in Morris County? (July 2007)

Bulletin #5: Get a Move on Freight, before it's too Late! – The essential role of goods movement in Morris County. (September 2007)

Bulletin #6 discusses the importance of balancing aviation growth with an excellent quality of life in the region. Aviation is an integral part of the transportation network, and the air passenger and freight industry is a significant contributor to tri-state area's economy. In order to sustain economic growth, it is essential to accommodate demand. The Federal Aviation Administration (FAA) has investigated strategies to address flight demand, and minimize the environmental and noise impact on the region. Morris County has two airports; while they are not major generators of air traffic in comparison to commercial airports, their operations have a regional effect. The discussion in this bulletin focuses on supporting airport operations, growth, and accessibility while regarding the quality of life. This bulletin, as well as the previous bulletins mentioned above, can also be found on the Morris County Division of Transportation's (MCDOT) website at www.MorrisDOT.org. Questions may be directed to Deena Cybulski of the MCDOT at mc-dot@co.morris.nj.us or by using the contact information provided below.

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It's a Bird, It's a Plane It's Another Plane!

The importance of the aviation industry and its impact on our quality of life

Morris County is located in one of the most complex airspaces in the world. According to the Port Authority of New York and New Jersey's (PANYNJ) 2006 Annual Airport Traffic Report, the three largest airports in the tri-state area, Newark Liberty International Airport, John F. Kennedy International Airport, and LaGuardia International Airport, are listed within the top 20 busiest airports in the U.S. for number of air passengers. Additionally, these three airports are among the top 50 busiest airports worldwide for number of air passengers. New Jersey also has a number of smaller airports serving as general aviation or reliever airports including Teterboro Airport, located in Bergen County, Essex County Airport, and Morristown Municipal Airport, located in Morris County.

The airline industry adds billions of dollars to the U.S. economy and is a significant contributor in the New York/New Jersey metropolitan area. Newark Liberty International produces \$18.5 billion in annual economic activity, JFK and LaGuardia collectively contribute \$39 billion, and Teterboro generates \$1.8 billion. Air freight represents a substantial portion of this economic activity. In 2006, roughly 22 billion pounds of freight were flown in the United States (PANYNJ 2006 Annual Airport Traffic Report). JFK was the top U.S. international freight gateway with \$75.6 billion in imports and \$59.3 billion in exports in 2005.

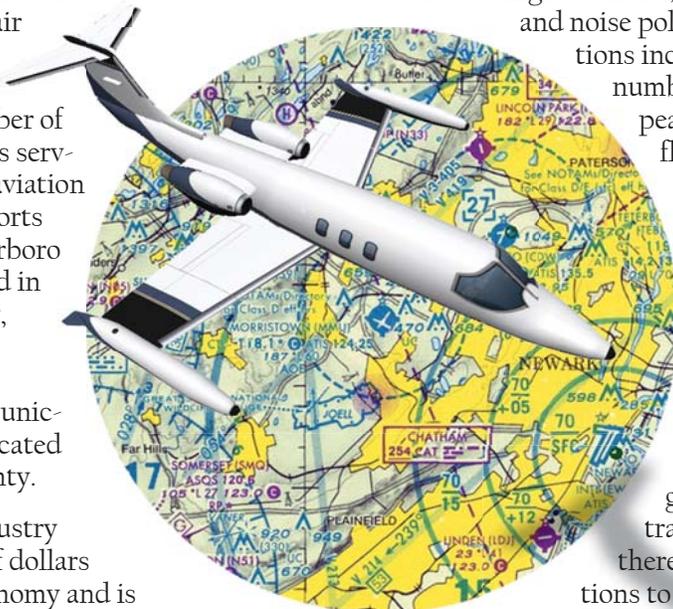
Though beneficial to the economy, future increases in air traffic at commercial airports are limited by their capacity to accept additional

flights. Current estimates by the USDOT and the Federal Aviation Administration (FAA) project Newark Liberty International Airport will reach capacity by 2010, requiring flights to shift to smaller regional airports such as Atlantic City International Airport, Trenton-Mercer Airport, Lehigh Valley International Airport in northeast Pennsylvania, and Westchester Airport in New York. The FAA recently completed the *New York/New Jersey/Philadelphia Airspace Redesign: Environmental Impact Statement*, which outlines recommendations to address increased flight demand, environmental impacts, and noise pollution. Recommendations include increasing the

number of flights only during peak hours, rerouting night flights over the Atlantic Ocean, and integrating air traffic controls for the tri-state area. For more information about this study, visit www.faa.gov/nynjphl_airspace_redesign.

Aviation is an integral part of the regional transportation network, therefore efficient connections to airports with other transportation modes is important, including public transit options. NJ TRANSIT's two rail lines in Morris County, the Morris & Essex and the Montclair-Boonton, stop at Newark Broad Street and Secaucus, which have transfers available to Newark Airport. Transfers can be made via bus or other rail lines. Newark Airport has a NJ TRANSIT train stop which connects to a monorail service called AirTrain. AirTrain links passengers from the train to the three terminals.

While major commercial airports are utilized by larger aircraft and provide numerous facilities and services for travelers and freight, local airports typically can be used only by smaller aircraft and are limited in associated facilities



Newark Liberty International Airport accommodates approximately 96% of the volume of New Jersey airports that handle jet airliner traffic.

Similar to Morristown Municipal Airport, Newark Airport is land-locked and cannot physically expand its runways.

The state airport system and corporate and general aviation industries contribute close to \$2 billion annually to the economy of New Jersey.

One dollar in airport improvements result in \$6.70 in off-airport gains (<http://www.gaserv-ingamerica.htm>)

and services. Two such airports are located within Morris County: the Morristown Municipal Airport (MMU) in Hanover Township and the Lincoln Park Airport in Lincoln Park. Both airports are classified as General Aviation Reliever Airports. MMU provides mainly corporate flights and houses multiple flight schools. Lincoln Park Airport is a small, privately owned airport. Neither airport is certified to receive scheduled air passenger service from commercial airlines. There are also 18 state-licensed helicopter facilities in operation in Morris County, primarily used for medical and military purposes.

The Morristown Municipal Airport (MMU) is owned by the Town of Morristown, but operated by DM Airport Developers Inc. under a 99-year lease that began in 1982. As a General Aviation Reliever Airport, MMU accepts private, corporate, air taxi, air ambulance, training, or military aircraft. Today, several hundred aircraft are based at MMU including jets, helicopters, and turboprops. Over the last 35 years, the number of arriving and departing flights has averaged just over 228,000 per year. Although MMU cannot expand its runways because of the land uses and wetlands surrounding the facility, the airport anticipates adding additional hangars and ancillary facilities to make more efficient use of the airport.

Businesses consider the airport an important asset for corporate travel. Currently, 31 companies, including Fortune 500 companies such as Honeywell International, base 59 aircraft at the airport. In addition to being a major transportation benefit, MMU is also considered a major economic asset. The county contracted Rutgers University to conduct an economic impact study of MMU. Released in July 2007, the study found MMU contributes an estimated \$149 million in sales, \$12.5 million in payroll, and 316 jobs to the economy. Given the small survey sample analyzed in the study, these results most likely underestimate the total financial input to the local economy.

In comparison to MMU, Lincoln Park Airport is a smaller privately owned public use airport encompassing personal transport and recreational flying. According to Lincoln Park's Airport Facilities Operations Manual (July 2003), there are approximately 207 planes based at the airport and two flight schools on the premises. In March 2002, NJDOT purchased the development rights to Lincoln Park Airport for

\$4.6 million, permanently preserving its future as a public use airport.

Living and working in close proximity to an airport provides a principal amenity for local businesses and travelers. However, there are certain trade-offs associated with the convenience of living near an airport including increased noise, air pollution, local traffic, and security concerns. Various Federal and State agencies including the Department of Environmental Protection, Department of Homeland Security, and the FAA have regulations to address these impacts. For example, the FAA recommends flight paths for aircraft using Morristown Municipal Airport to fly over major roadways such as Columbia Turnpike and NJ 24, rather than over residential neighborhoods in Hanover, East Hanover, and Florham Park.

In an effort to further address these issues, the Morris County Board of Chosen Freeholders created the Morris County Airport Advisory Committee (AAC) in 2005. The AAC facilitates communication between the owners and operators of county airports and the residents of Morris County. It also provides a forum for discussion of a wide range of airport related matters including on-going projects, noise control, available funding, and other pertinent issues. The AAC commissioned the production of an educational video to assist helicopter pilots when flying into MMU. Additionally, the AAC develops recommendations for the operator of the airport to mitigate aviation-related impacts. Specific measures put in place by the AAC include passing a protocol stating that the mayors of surrounding municipalities must be notified by MMU when considering any improvements or expansions. Also, the Committee and Freeholder Board adopted a resolution in support of the phasing out of Stage 1 and Stage 2 aircraft at Morristown Municipal to reduce noise pollution.*

Morris County recognizes aviation's economic benefit to the region and the need to minimize the impacts airports have on adjacent communities. Providing this balance is important to maintaining and enhancing aviation's role as a community asset.

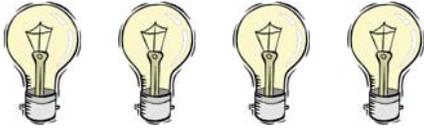
The following proposals outline recommendations which support the needs of airports and mitigate impacts associated with aviation in and around Morris County:



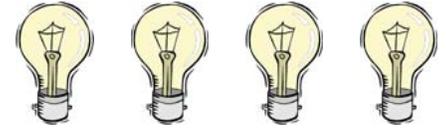
* The FAA classifies aircraft into four stages for clarification: Stage 1, 2, 3 and 4 in order from loudest to the least noisiest.

Noise levels for Stage definition of aircraft are measured at three points. These points are designed to measure noise levels for take-off, approach, and flyovers (sideline). Furthermore, classification is also based on the number of engines.

(Source: FAA)



Proposals



1 ♦ Protecting the Quality of Life

Support airport growth that balances business needs with community goals.

COUNTY ACTIONS

- ▶ Support the Airport Advisory Committee’s (AAC) efforts to continually monitor aviation policy.
- ▶ Notify county residents of major policy changes implemented by the FAA via the AAC.



GENERAL ACTIONS

- ▶ Research and implement advancements in quieter engine technology.
- ▶ Encourage and promote aviation safety and security initiatives.

2 ♦ Airport Growth

Evaluate the status and future needs of Morris County airports.

COUNTY ACTIONS

- ▶ The Morris County Division of Transportation (MCDOT) and Morris County Economic Development Corporation, with support from the Morris County Airport Advisory Committee (ACC), should study and monitor Morristown Municipal, Lincoln Park, and nearby airports in other counties in order to:
 - ▶ Assess short and long term airport capital improvements in order to protect future needs and trends.
 - ▶ Encourage economic opportunities using the concepts of smart-growth in and around the airport environment.



GENERAL ACTIONS

- ▶ Continue maintenance of airport facilities (i.e. drainage, runway surface) to reflect FAA standards and regulations.
- ▶ Support airport improvements while minimizing infringement of wetlands.
- ▶ Encourage commercial development around airports that does not conflict with flight operations.



3. Airport Accessibility

Evaluate transportation options to and from airports within the region.

COUNTY ACTIONS

- ▶ Advertise existing public transit options available to Newark Liberty, JFK, and LaGuardia airports.
- ▶ Investigate the feasibility of a shuttle program, which would transport individuals between Newark Liberty International Airport and locations within Morris County such as the Rockaway Mall or major hotels.
- ▶ Explore the feasibility of Morris County Metro Bus lines traveling to MMU for airport employees.



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