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PUBLIC MEETING

before

ASSEMBLY AIRPORT NOISE ABATEMENT STUDY COMMITTEE

To gather information and take testimony on aircraft noise,
its effects on New Jersey residents, and
methods of abating aircraft noise.

November 18, 1987
Auditorium
Atlantic City High School
Atlantic City, New Jersey

MEMBERS OF COMMITTEE PRESENT:

Assemblywoman Maureen Ogden, Chairwoman

ALSO PRESENT:

Assemblywoman Dolores Cooper
District 2

Amy E. Melick
Office of Legislative Services
Aide, Assembly Airport Noise
Abatement Study Committee



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New Jersey State Legislature
**ASSEMBLY AIRPORT NOISE ABATEMENT
STUDY COMMITTEE**

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November 5, 1987

**NOTICE OF A MEETING OF THE
ASSEMBLY AIRPORT NOISE ABATEMENT STUDY COMMITTEE**

The Assembly Airport Noise Abatement Study Committee will hold a committee meeting at 3:00 p.m. on Wednesday, November 18, 1987, in the Auditorium of the Atlantic City High School, 3701 Atlantic Avenue, Atlantic City, New Jersey.

This meeting will be the fourth in a series of committee meetings to be held throughout the State to gather information and take testimony on aircraft noise, its effects on New Jersey residents, and methods of abating aircraft noise.

Anyone wishing to participate should contact Amy E. Melick at (609) 984-7381.

Directions: Take the Atlantic City Expressway into Atlantic City. Turn right onto Atlantic Avenue. Follow Atlantic Avenue until reaching Monument Circle. The High School is located at 3701 Atlantic Avenue.

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ASSEMBLYWOMAN MAUREEN OGDEN (Chairwoman): I'd like to begin now and thank everyone for coming. In accordance with the Open Public Meetings Notice Requirement, a notice has been sent out, and this is the fourth meeting being held by the Assembly Airport Noise Abatement Study Committee. The other three hearings were held in Union County, Morris County, and Bergen County. We are planning to hold one more hearing, which will be on December 8, up in New Brunswick.

Unfortunately we don't have the other four members -- although I've asked Assemblywoman Cooper to sit up here with me -- of the Committee, but they have been at the other hearings. I don't know whether they are attending events in Convention Hall this afternoon, or whether they weren't able to come down, but we have had them for most of the other meetings.

This meeting, similar to the previous ones that we've been holding, is being held to gather information, to take testimony from all those involved in operating airports, involved in running airports -- the municipalities that own airports, or the counties that own airports, or authorities -- and also to take testimony from residents who have been affected -- citizens groups particularly -- by the aircraft noise; to take testimony on that, to hopefully have some recommendations from various individuals or groups on steps that might be taken in terms of the abatement of aircraft noise.

So with that introduction I'd like to begin this meeting this afternoon, and to introduce Assemblywoman Dolores Cooper, who represents Atlantic County. We're very glad to have you here, Dolores, to welcome us.

ASSEMBLYWOMAN COOPER: Thank you my colleague, Assemblywoman Maureen Ogden. Maureen sits directly in front of me in Trenton, so you know how close we really are.

It is indeed a pleasure to welcome you all here this afternoon. Of course, I'm sorry Maureen that there are not more of my constituents present, but Atlantic City today is a

blue collar city and a lot of people are working who could not be here, and you'll be hearing from some of their representatives.

But I was very happy that this Committee was formed, because as the economic growth of New Jersey continues so we're going to have more problems, not only transportation and zoning laws, but from the air. I'd like to just comment that a number of Atlantic City residents throughout this past year of 1987, with the acceleration of the growth of the gaming industry, and more people flying into Atlantic City, and more commercial travel-- The residents of Venice Park, the residents of Chelsea Heights, and the residents of Atlantic City generally, have been complaining, and expressing their fear of the noise from the airplanes. Many have asked me to introduce legislation banning like 12 hours of flights from, let's say, 6 p.m. to 6 a.m., or 7 p.m. to 7 a.m.

Even though at this point in time it's a municipal issue, as we both know now it's a growing State issue. And I'm very happy that the Governor signed your resolution that brought to pass these hearing throughout the State, and from this we can make the changes to ensure the safety and comfort of New Jersey dwellers who happen to reside near the airports. Thank you very much.

ASSEMBLYWOMAN OGDEN: Thank you, Dolores. We have so far five individuals who have signed up to testify. There are forms right over there. If anyone else who's here wishes to also testify, please take one of the forms, sign them up, and we'll put you on the list.

I'd like to ask Michael Mooney, who is Chairman of the Atlantic City Planning Board, to be first to testify. This is on the record and all these microphones are hooked up to the recording machine.

M I C H A E L M O O N E Y: Good afternoon, and thank you Assemblywoman.

I am glad that once again we have the opportunity to vent our frustrations over our municipal airport.---I would like to echo Assemblywoman Cooper's statement that Atlantic City is a -- thank God -- working class neighborhood now, and people unfortunately do not have the opportunity, we have found, to make meetings that are scheduled in the afternoon. But I can assure you that there are very many people-- We have just signed a petition with hundreds of names on it in opposition to the practices of Bader Field at this moment.

Those of us who live near and under the flight path of Bader Field, are all too aware of how our voices have fallen on deaf ears.

ASSEMBLYWOMAN OGDEN: Mr. Mooney, could we have a copy of that petition for the record--

MR. MOONEY: Certainly.

ASSEMBLYWOMAN OGDEN: --for the Committee, when it's possible.

MR. MOONEY: For too long we have screamed into the wind for relief from the intolerable conditions that we have to live with. It appears that the voices of the pilots and the airline industry drown out our pleas. Day and night, night and day, seven days a week, 365 days a year, without relief we live under the most intolerable of conditions. Twenty four hour control tower manning, and a ban on flight paths over residential neighborhoods, are a must. Only in banding together and keeping continuous strong pressure on officials in every area involved in the process of regulating this field, can we hope to rid ourselves of this menace.

It has been an often told story, and unfortunately somewhat shopworn to the callous ears of the FAA, that the peaceful quiet pursuit of life does not include those of us who live near our municipal airport, Bader Field. I am glad to

have this opportunity to once again raise my voice in protest, but more important to plead for relief. We in the Chelsea area, Venice Park, Ducktown, know all too well that Bader Field is an accident waiting to happen. How many accidents, and how many more tragedies, must there be before we are heard?

Again, I want to thank you, Assemblywoman Ogden for coming here and listening to our cry. I beg you, help us enjoy our homes, our families, and our neighborhood, with a peaceful mind rather than death and destruction in the sky. After all, we are not supposed to live in a war zone. Thank you.

ASSEMBLYWOMAN OGDEN: Thank you. Mr. Mooney, may I ask you a couple of questions?

MR. MOONEY: Certainly, ma'am.

ASSEMBLYWOMAN OGDEN: It's a municipal airport. You are Chairman of the Atlantic City Planning Board, and the municipality has no control whatsoever over the airport's operations?

MR. MOONEY: Our control over the airport is very much limited by the Federal Aviation Administration. We do not have free reign because we have in the past made the mistake of accepting Federal dollars, therefore precluding our rights to govern that airport as we wish. The airport in the past year or so has come under the direction of Pan Am World Services, along with our airport in Pomona. That has somewhat helped, but we still have very very many problems.

ASSEMBLYWOMAN OGDEN: So you've contracted for Pan American to operate the airport?

MR. MOONEY: That's correct.

ASSEMBLYWOMAN OGDEN: Do you have any control over, say, the number of flight?

MR. MOONEY: Unfortunately not. And also unfortunately, there's a good side and a bad side. As Atlantic City continues to grow and our rebirth continues, we're experiencing more and more of aircraft problems associated

strictly by the numbers. Atlantic City is one of the first cities in the country to ever have a municipal airport located within the city's jurisdiction. Years ago that was a good idea. Today I don't think it's so. There's just too much traffic ma'am.

ASSEMBLYWOMAN OGDEN: Has the governing body tried to meet with Pan American and express your grievances?

MR. MOONEY: Absolutely. Just two months ago Pan Am World Services, with the city's direction, banned Class B category twin engine aircraft; unfortunately it was only after there was a death of a doctor in our waters off the back of Bader Field Airport.

ASSEMBLYWOMAN OGDEN: How long has Bader Field been in operation?

MR. MOONEY: I believe 50 years.

ASSEMBLYWOMAN OGDEN: Fifty?

MR. MOONEY: Approximately.

ASSEMBLYWOMAN OGDEN: And when did it start to become a problem?

MR. MOONEY: Well, it was always a problem that we learned to live with, we, the neighbors of the airport. But it has only been a problem with the advent of casino gaming, which brought about a massive increase in air traffic.

ASSEMBLYWOMAN OGDEN: Has the municipality tried to regulate it at all in terms of ordinances? Like, for instance, in all our municipalities we have a regulation in terms of noise. People obviously cannot run their power lawn mowers in the middle of the night, or their saws at one o'clock in the morning. Have you tried to exercise any jurisdiction over aircraft noise?

MR. MOONEY: Well, I can not speak for the administration, ma'am. That comes under the direction of the administration. The City Council has vigorously lobbied for enforcement in those areas. We have people that will tell you

that they can see the hub caps on the pilot's wheels as they fly over their house at four o'clock in the morning. It almost sounds as if a plane is ready to come through your window. It is so low, and so close to our residential neighborhoods.

ASSEMBLYWOMAN OGDEN: Now, I understand that Bader Field is supposed to be phased out -- its use. Is that correct?

MR. MOONEY: I wish it was.

ASSEMBLYWOMAN OGDEN: Oh.

MR. MOONEY: They've phased out the use of certain types of aircraft.

ASSEMBLYWOMAN OGDEN: So, you mean even when the Pomona Field is expanded, Bader Field is going to be in operation?

MR. MOONEY: Well, unfortunately, the City of Atlantic City does not have the final say. That rests with the Federal government, because of the funds that were given to Atlantic City some years ago. It would certainly be a great relief to the citizens of Atlantic City if all general aviation traffic could be rerouted to the Pomona airfield. I think the citizens of Atlantic City could very much live with helicopter service, with perhaps even the commuter service that is provided by the casinos here in town. But the increase in such great numbers of private traffic has just become unbearable to us.

ASSEMBLYWOMAN OGDEN: And have you also contacted the State DEP, and the FAA, and the Noise Control Council?

MR. MOONEY: I don't know about the Noise Control Council, but the citizens have indeed spent many hours -- and with the help of Mrs. Cooper -- contacting various State agencies. Yes, ma'am.

ASSEMBLYWOMAN OGDEN: Do you have any questions, Dolores?

ASSEMBLYWOMAN COOPER: Yes. Do any of the casinos own their own -- How many of the casinos own their own planes?

MR. MOONEY: Well, there's just one casino that I know of that owns its own plane, and that's Resorts -- only because you can almost read their name tags on them as they come by. But there are quite a few casinos that have opted for helicopter service, and utilize the field for that.

ASSEMBLYWOMAN COOPER: About how many would you say come in a day?

MR. MOONEY: Well, Mrs. Cooper, I don't have the numbers available to me, but I'm told that in the peak hours it may be a thousand a day.

ASSEMBLYWOMAN COOPER: Thank you.

ASSEMBLYWOMAN OGDEN: When you're saying a thousand a day, that means day and night?

MR. MOONEY: Day and night.

ASSEMBLYWOMAN COOPER: I do have one question. These small planes that individuals fly in -- the private planes -- about how many come in a day on those little ones?

MR. MOONEY: I don't have those figures available to me, Mrs. Cooper.

ASSEMBLYWOMAN COOPER: You know, I try to follow them-- What would you say roughly is the accident rate per year on those little planes?

MR. MOONEY: I believe there have been six deaths over the last two years here in Atlantic City directly related to that small airfield out there.

ASSEMBLYWOMAN COOPER: Thank you.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mr. Mooney.

MR. MOONEY: Thank you.

ASSEMBLYWOMAN OGDEN: The next person who has signed up is Chairman of the Atlantic City Zoning Board, Kaleem Shabazz.

MR. MOONEY: Mr. Shabazz is in a meeting. I'm sorry.

ASSEMBLYWOMAN OGDEN: Oh, all right. Then we go on to Dr. Larry Clark, economist, Atlantic County Division of Economic Development.

D R. L A W R E N C E T. C L A R K: Thank you, and good afternoon. Again, my name is Lawrence Clark, and I am an economist with the Atlantic County Division of Economic Development. I'm here to speak to you today about a major airport facility that has continuously benefited all of South Jersey, the State, and the nation. It's located approximately ten miles west of Atlantic City, in Galloway and Egg Harbor Township. It's known as the Atlantic City International Airport, and it's located on a 5000 acre reserve owned by the FAA.

Generally, it's really quite a facility. It has a main east/west runway which is about 10,000 feet long, and a cross wind runway -- roughly a north/south runway -- of about 6000 feet. Of course, because it is an FAA facility, it has state-of-the-art air navigation and precision landing systems. In laymen's terms this all means that basically this facility can handle all types of aircraft -- 747s, C-5As, and the Concorde can use it -- in various types of weather conditions.

ASSEMBLYWOMAN OGDEN: Maybe if you could just speak a bit closer to the mike, Mr. Clark?

MR. CLARK: Oh, I'm sorry.

ASSEMBLYWOMAN OGDEN: Oh, those mikes aren't magnifying? Can everyone hear what he's saying? (negative response from audience) No you can't?

MR. CLARK: No? I'm sorry.

ASSEMBLYWOMAN OGDEN: Maybe you should talk to them, and we'll be able to hear you also.

MR. CLARK: Okay. I apologize.

ASSEMBLYWOMAN OGDEN: You said that this airport is owned by the FAA?

MR. CLARK: Right. The FAA owns and maintains the facility. It's on a 5000 acre reserve. This is the Pomona facility out in Egg Harbor and Galloway Townships.

ASSEMBLYWOMAN OGDEN: I really am confused because it's the first time that I've ever heard that they own an airport.

MR. CLARK: They used to own three of them, National, Dulles, and FAA Technical Center. Atlantic City has a right to use 83 acres reserved on their facility, for their commercial air terminal, presently. That clears it up?

ASSEMBLYWOMAN OGDEN: It's just unusual because we keep hearing of them as a regulatory agency. In all the other instances in which we've heard testimony, you know, an authority, a county, or some other group owned it, and never the FAA. So I was just questioning that.

MR. CLARK: Oh, okay. It's an unusual airport in that it has basically three main functions: It serves as the FAA's technical center for aviation research and development; they're the ones who own it and operate it, maintain the runways, air traffic control systems, navigation, perimeter security, etc., fire, crash. Then it serves as an Air Force base for New Jersey National Guard, which is responsible for air defense from basically Massachusetts down to North Carolina. Third, it's a commercial airport. Now, unfortunately, okay -- fortunately -- the FAA and the New Jersey National Guard make extensive use of the airport, and what's been lagging over the last several years has been the commercial development of the airport as far as handling passengers. However, we expect them to change rather dramatically over the next several years, as far as the number of enplanements and deplanements at the airport.

We recently completed a study -- the Atlantic County Division of Regional Planning -- entitled "The Regional Economic Impacts and Benefits of Expansion and Improvements to Atlantic City International Airport." We project the number of annual passengers utilizing the airport to be up by approximately 1200% between now and the year 2005. Roughly,

the number of passengers using the airport will be about 3.5 million annual passengers. Other studies have projected as many as 5 million passengers by the year 2005.

I guess there's probably seven main reasons why we expect such a dramatic increase in the number of passengers utilizing the airport:

One would be the continued development of Atlantic City with its additional casinos, and along with that, various special events. By offering more gaming opportunities they expect to draw more visitors, along with the special events -- such as the continued development of boxing, and the LPGA, and the various other special entertainment events.

Also, two, we expect the number of quality hotel rooms in the area to be up dramatically at that time, approximately by about 600%, or up to 47,000 high quality hotel rooms in the area; which will allow more visitors to extend their stays in the area.

The third reason is the convention center, the brand new one that they're building at the foot of the Atlantic City Expressway. In terms of square footage, it will be able to accommodate 92% of all conventions in the U.S. We project another 300,000 to 450,000 delegates, of which approximately 60% will be arriving by air.

The fourth one is the number of business travelers. In addition to the economic development of Atlantic County and the rapid growth in employment in this area, the other parts of South Jersey have been radically increasing in terms of employment -- as firms continue to de-centralize away from of the older areas such as New York, Philadelphia, into South Jersey. Business travelers are extremely important to airlines because they make up between 40% and 60% of all paying passengers, and their frequent and short trips forces them basically to pay full fare, so they're very lucrative for the airlines.

The fifth reason is more of a local nature, is the County Beltway. It's a new highway system that's going to be going in that's going to connect, I think, the Garden State Parkway at Exit 44 down to---it's going to circumvent most of the growth areas of the county -- down to about Exit 32. This is going to allow the airport to reach a larger market area, particularly from the north Ocean into Monmouth County, and into the west as far as into the Philadelphia area.

We also project another increase from population in South Jersey, which we project to be up by approximately 28% by the year 2005.

And the seventh reason for the increase in passengers-- We perceive the Atlantic City International Airport as being a reliever airport for Newark and Philadelphia.

To handle this rapid increase in the growth in the number of passengers using the airport, we basically have to make three improvements to the existing airport. That's:

- 1) to have a new terminal on the west side of the airport;
- 2) Extend the north/south runway to 8000 feet from its present 6000 foot length, and
- 3) Have a new County Beltway.

We estimate the total cost of these new improvements at about \$53 million.

To explain some of the benefits associated with these-- Our new terminal will be located on the west side of the airport, away from its present location on the east side. The reason for the new terminal is that the old terminal has a capacity of about 600,000 annual passengers. The new terminal will expand the square footage by about 700%. It will offer passengers a higher level and quality of amenities, as far as eating and drinking places, restaurants, retail stores, travel services, and also offer passengers the use of loading bridges to embark and debark on aircraft, versus at present using the ramp.

Also, since that airport has to accommodate three main users, we also feel that moving the terminal to the west side of the airport will provide more separation of the users of the airport, in terms of aircraft and individual functions. Presently they're all segregated on the same quadrant of the airport.

The runway extension of 2000 feet will provide more safety in terms of separating the various functions in aircraft, and allow larger aircraft to use the cross wind runway, and again provide separation as far as air traffic patterns between the FAA, the Air National Guard, and commercial uses.

As far as the economic impacts of these improvements, and some of the benefits-- First of all, construction of these new facilities will generate approximately 395 construction jobs in southern Jersey, and generate approximately \$31 million in wages and salaries. We project that in terms of operating the airport with the higher level of passengers, and expanded and new facilities, we'd generate approximately 2400 jobs by 1995, generating approximately \$44 million in wages and salaries in South Jersey; and by 2005 increasing employment to 4800, and generating \$684 million in wages and salaries for South Jersey over a 13-year period.

Some of the other benefits associated with this airport would be-- We estimate with the improvements versus no improvements, an additional 26 million passengers would be able to utilize the airport, rather than having to divert to Newark or Philadelphia airports. This will translate into a savings of approximately \$1.5 billion in terms of time and travel costs for these visitors. Of course, we expect more comfort and safety in terms of the passenger amenities at the terminal, and giving the pilots the flexibility of using a longer cross wind runway.

We also see by allowing this facility to expand, helping the economic redevelopment of Atlantic City, by expanding the market area for casinos and allowing Atlantic City to support an even greater number of hotel/casinos. We feel the airport is essential to having a key and good and thriving convention industry, since it's very sensitive to the number of airline passengers.

Finally, we feel that the improvements and general increase in activity will spur additional career opportunities for the residents of Atlantic -- and all of South Jersey -- in the aviation industry. Also, we feel that many of the businesses will have an additional outlet for selling their goods and services, since they would be able to sell to the airlines and various other airport industries. We felt it's a good selling point for South Jersey counties, in that they will be able to use this in selling as an additional part of their transportation infrastructure for businesses and residents.

We feel, again, some of our counties are heavily dependent on tourism, and it's a very narrow and confined season. We feel that the airport will allow them to expand the market area for visitors, and attract visitors from a wider geographical area, and also tap different markets that they didn't previously have access too. And so, therefore, it will extend the season, create a heightened season, and diversify in terms of visitors. We expect following this, the airport to provide year-around employment, to reduce the seasonality of unemployment in several of the South Jersey counties. Of course we expect tax revenues from all sources to rise.

Again, we feel that the airport here is a very valuable resource that needs to be developed. We feel that it has benefited South Jersey in the past, and will be even more important in the future. We feel basically that the improvements we outlined will have a very high cost benefit ratio to all of South Jersey, to both benefiting existing

residents and businesses, as well as new businesses and residents and visitors. We feel right now that the lack of airport improvements is almost a bottleneck on the South Jersey economy, and we need to expand it to remove this bottleneck, to allow present and future economic development projects in South Jersey to expand.

Thank you, and I'll answer any questions.

ASSEMBLYWOMAN OGDEN: Thank you very much. Dolores, would you like to ask him first? (negative response) I have a few questions--

ASSEMBLYWOMAN COOPER: Oh, I'm sorry, I do. In your role with the Economic Development Commission, have you had any industrial, commercial complaints about noise? You didn't really mention noise.

MR. CLARK: Okay.

ASSEMBLYWOMAN COOPER: You were very progressive, but you didn't mention noise.

MR. CLARK: Okay. I'm not technically qualified to speak on all aspects of noise but-- This airport, for those of you not familiar, is slightly different in that it sits on a 5000 acre reserve. It's surrounded by woodlands. Both the FAA and the county have been working with the municipalities to further segregate the activities from surrounding neighborhoods in that they zoned a lot of the area around it for industrial use on top of it, if not industrial, commercial or open spaces, so it provides an additional buffer around the facilities. They basically have restricted residential development within the planned improvement areas of both the approach and departure areas of the existing facilities and the present and proposed new runway additions.

This map I brought is another study. The FAA Technical Center area development plan does have a colorful map of zoning -- I'm not sure if you want to take a look at it -- that sort of illustrates the buffering in the area.

ASSEMBLYWOMAN OGDEN: The previous speaker talked about all the problems that the residents have with Bader Field. Is it anticipated that all the activity there is going to be taken over by this new expanded airport?

MR. CLARK: That's a difficult question. That's almost an FAA question. They do see a role in expanding-- It can be utilized for regular general aviation aircraft, but I'm not quite sure of how much they want-- From my study of the FAA they are very interested in keeping Bader Field open. Whether that will change in the future I do not know. But the airport out there can accommodate general aviation aircraft, and does.

ASSEMBLYWOMAN OGDEN: You said that you expect a 1200% increase by the year 2005. Roughly how many flights are going in and out now?

MR. CLARK: Right now, I haven't looked at the number of flights. You have to break it--

ASSEMBLYWOMAN OGDEN: Or passengers, or whatever?

MR. CLARK: Well, it's approximately around 300,000 passengers a year. Most of that is from casino traffic, and charter traffic. In addition to that you have the Air Force activities out there, and then the FAA's various R & D missions, flights in and out of the airport.

ASSEMBLYWOMAN OGDEN: In terms of the runways, you said that they are being situated in such a way that they'll have as little impact as possible on people who are living in the area. How about noise monitors? Do you currently have any of those?

MR. CLARK: Let's see. Again, I haven't been involved with that aspect, but I have seen -- I believe that they're called -- noise footprints of the area, and decibel readings from various distances from the airport. So someone has looked at it and addressed the issue, although I couldn't recall exactly.

ASSEMBLYWOMAN OGDEN: But not actual monitors at the airport?

MR. CLARK: Not that I'm aware of. No.

ASSEMBLYWOMAN OGDEN: What about the capacity of going out over the water, even if for instance say at some point in the future, despite all your best efforts as land use planning are concerned, the noise becomes a problem? Is it going to be possible for flights, for instance, that are going west, to go out over the water, and then come back again?

MR. CLARK: Well-- I'm sorry.

ASSEMBLYWOMAN OGDEN: What I'm saying is, first they're going to go east and then go back out west. The reason I'm asking about this is because this has been one of the suggestions made for the difficulties that we have with noise at Newark Airport. And it's a question of the capacity over the water being used by two other airports plus the military. I wondered if you knew any answers as far as that was concerned?

MR. CLARK: To be honest with you I couldn't address the issue of air traffic control patterns at the airport.

ASSEMBLYWOMAN OGDEN: In terms of the zoning, is that included in the 5000 acres, or is that something beyond the--

MR. CLARK: That's in addition.

ASSEMBLYWOMAN OGDEN: In addition?

MR. CLARK: If you look at the chart over there, you'll see the facility outlined in the blue and the purple and the yellow areas around it. It will give you a better idea.

ASSEMBLYWOMAN OGDEN: Do you have any idea at this time at what height planes are flying when they start going over the residential areas?

MR. CLARK: No. I couldn't give you an estimate on that. I'm sorry.

ASSEMBLYWOMAN OGDEN: Thank you very much.

MR. CLARK: You're welcome.

ASSEMBLYWOMAN OGDEN: The next person who signed up is David Del Vecchio, who is President of the New Jersey Association of Airport Owners and Operators.

D A V I D D E L V E C C H I O: I'd like to thank the Committee for the opportunity to come before you today. In addition to my role with the New Jersey Association -- which is a volunteer role -- I'm the acting Executive Director of the Essex County Improvement Authority. Commissioner Rhoda Denholtz of the Authority was kind enough to accompany me down here today. She is in the audience and I'd like to recognize her for her input.

The New Jersey Association of Airport Owners and Operators is a recently formed organization to provide a medium for the exchange of ideas, methods, information, and experiences as they relate to airport management.

ASSEMBLYWOMAN COOPER: Can you speak just a little louder? They can't hear you.

MR. DEL VECCHIO: Can't hear me?

ASSEMBLYWOMAN OGDEN: Maybe you could hold it up (referring to written testimony) and face them. These microphones are not--

MR. DEL VECCHIO: They're just--

ASSEMBLYWOMAN OGDEN: They're just to go into the taping.

MR. DEL VECCHIO: Okay. All right, sorry about that.

The New Jersey Association of Airport Owners and Operators is a recently formed organization to provide a medium for the exchange of ideas, methods, information, and experiences, as they relate to airport management; to promote and encourage the public's understanding of the value of aviation and airports to communities; and to cooperate with all government agencies and organizations having an interest in the betterment of aviation. The Association is comprised of representatives of approximately 30 airports in the State of

New Jersey, and associated businesses. The airports range from the busiest air carrier -- Newark International Airport -- to some of the smaller privately owned airports such as Greenwood Lake in North Jersey, or Oldman's Airport in South Jersey.

We consider airports to be among the State of New Jersey's most valuable resources, and a very positive and dynamic contributor to the economic growth that New Jersey has experienced. We are very concerned that we have seen six airports in the State cease operations in the last few years, with another five being threatened at the present time.

Much of the economic growth in the State of New Jersey is because of the good air transportation system present in the State. This includes not only the phenomenal growth we have seen at Newark where passenger activity has more than tripled in the last eight years, but also at the smaller airports which are being utilized by the corporate and general aviation aircraft which no longer use Newark and Philadelphia International Airport because of the large volume of airlines at those airports.

Many companies have been attracted to the State of New Jersey because of the availability of air transportation services and facilities in the State. We have been able to estimate that well over 50,000 people are employed either directly or indirectly in the State's aviation industry. The economic activity which is generated by the industry has been estimated in the billions of dollars.

In 1983 the New Jersey Legislature passed the Airport Hazard Zoning Act -- which Dr. Smith (sic) referred to -- which requires land around airports to be rezoned for compatible land uses: Business, commercial industrial, open area, and agricultural. Residential use and development is prohibited.

There is now an amendment -- A-4169 -- which is now in the Legislature, which would allow residential development at the lowest density zoning allowed by a township on what had

been previously reserved for a compatible use with the existing airport. The New Jersey Airport Owners and Operators opposes this amendment because the allowing of residential development in these "hazard zones" increases the risk to residents, and greatly increases the exposure to airport noise, which is the very topic we're talking about today. To allow residential development close to the airport directly in line with the arrival and departure approaches is increasing an existing problem, and threatening the very existence of the valuable economic resources of this State.

Rather than allow future residential development in the vicinity of existing airports, the New Jersey Association of Airport Owners and Operators would challenge this Committee to put forth legislation whereby any transfer of residential properties within five miles of an existing airport would require the recognition by the purchaser or renter of the existence of an airport in that area, and the possibility of the purchaser or renter being exposed to aircraft noise. One of the problems we feel is that the Realtors are not always honest about situations, and what they do is find out what runways are being used on a certain day. So they'll take a person--

ASSEMBLYWOMAN OGDEN: That's when they show the house.

MR. DEL VECCHIO: Yes. That's right. Then what happens is, they buy the home, and the runway gets in use, and people say, "Well I didn't know there was a airport here." We think that if within any residential transaction there's a certified statement, that would alleviate some of the practices now being employed by -- and it's certainly not the whole industry, but certain real estate practices.

Aircraft noise is a topic which every airport owner and operator is very concerned about. Both individually and as a group. Many airports in the State have taken action in an attempt to reduce the noise generated by the aircraft using

that facility. Newark and Teterboro have noise monitoring systems. At Essex County we have an noise abatement program that we faithfully execute. However, an airport operator can only go so far before he ends up in court because there are no national noise standards.

The Federal government through the Federal Aviation Administration has been given the responsibility for noise abatement. It is that area that true advances can be, and must be made, in improving the quality of life in the vicinity of airports. The State should be looking at protecting though, these valuable resources that continue to contribute to the economy of New Jersey and the entire northeast, and provide an air transportation system that is second to none.

The NJAAOO is more than willing to work with State and Federal officials on any item of mutual concern, and we thank Chairwoman Ogden and Assemblywoman Cooper, for their interest, and this hearing here today. Thank you for allowing me to come before you.

ASSEMBLYWOMAN OGDEN: I thank you for being here too. I should say that we're not opposed to airports, and we realize the benefits of economic activity. We're just concerned about the effect of the noise on the people who are living in this State, and hope that we can work together to achieve ways of abating it.

In terms of the noise abatement procedures that you say you operate at the airport in Fairfield, what kind of steps have you taken?

MR. DEL VECCHIO: Well, we have an existing policy where-- The only time the policy isn't enforced is in certain weather conditions when safety becomes a factor. Our policy is you go to a certain height before you turn, so that way we can keep the planes as much as possible over the commercial areas rather than going over the residential areas. The same for approaching--

ASSEMBLYWOMAN OGDEN: That's a general aviation airport, isn't it?

MR. DEL VECCHIO: Yes. We do have small corporate -- also.

ASSEMBLYWOMAN OGDEN: What kind of mix do you have between the jets and the props?

MR. DEL VECCHIO: It's mostly prop. We have turbo-prop, but it's mostly prop.

ASSEMBLYWOMAN OGDEN: And you still would have Stage 1 jets operating?

MR. DEL VECCHIO: Yes. Right now we have about 250,000 movements at Essex County, give or take. Probably about 52% of these movements are itinerant traffic, which is where the aircraft takes off and goes to another destination, and most of those are the twin engine or turbo-prop aircraft.

ASSEMBLYWOMAN OGDEN: Does the Essex County Airport have, say, a five-year plan, or a year 2000 plan? In other words, do you have a long-term, or a medium-term master plan in terms of expansion?

MR. DEL VECCHIO: Yes.

ASSEMBLYWOMAN OGDEN: And I wonder what the particulars are?

MR. DEL VECCHIO: We're in the process of going through the approval stages for our master plan update right now, and everything isn't finished yet. Once our Board of Commissioners fully review the master plan, I would be happy to make that available to this Committee, because we approve it in a public session, in a public meeting. So, it's not finalized as yet, but as soon as it is, I'd be happy to make that available to this Committee.

ASSEMBLYWOMAN OGDEN: You know, I noticed that bill -- A-4169 -- allowing residential development in the hazardous zones, and I was really curious as to why someone would want to do that? Do you know?

MR. DEL VECCHIO: I have no idea. I don't know the impetus for it.

ASSEMBLYWOMAN OGDEN: To me it seems to be going in the wrong direction, just as you said.

MR. DEL VECCHIO: That's right. I think not only from a danger standpoint, but certainly from a noise standpoint, you're just increasing the problem.

ASSEMBLYWOMAN OGDEN: I don't even know whose bill it is.

MR. DEL VECCHIO: It's Kamin's I believe, Kamin and Karcher, and I think Zimmer in the Senate.

ASSEMBLYWOMAN OGDEN: And just one last question. How long has the airport been in operation -- the Essex County Airport?

MR. DEL VECCHIO: Since about 1927, so our airport is I don't think unique, in that we were built on the outskirts of town, and the development has occurred all around the airport. You know, and the airport has existed for I guess 60 some years.

ASSEMBLYWOMAN OGDEN: And do you know what the total acreage is that you control?

MR. DEL VECCHIO: Two hundred and seventy five acres.

ASSEMBLYWOMAN OGDEN: Dolores, do you have any questions? (negative response) Thank you very much.

MR. DEL VECCHIO: Okay.

ASSEMBLYWOMAN OGDEN: Thank you for coming down here.

MR. DEL VECCHIO: Thank you.

ASSEMBLYWOMAN OGDEN: Mr. James Bird from Medford?

J A M E S R. B I R D: Good afternoon. I thank you for this opportunity. I've already written to Assemblywoman Ogden and to the Committee on two or three different occasions, and I'll be glad to submit a more detailed statement in writing of what I have to say here today. (audience tells speaker they can't hear him) Can you hear me now?

ASSEMBLYWOMAN OGDEN: Actually, the microphones go into the tape recording.

MR. BIRD: Oh, okay. I understand now.

I represent roughly 70 neighbors of two airports in Lumberton Township, which is adjacent to Medford --- my mailing address. We have petitioned Senator Haines, Assemblymen Shinn and Colburn, and Congressman Saxton, for relief from aircraft noise.

All highway vehicles must have mufflers and be quiet on the road. Highway transportation has kept pace with this. They have quiet vehicles. The air transportation people have not. Our New Jersey Noise Control Law of 1973 entitles us to peace and quiet, and we're not getting it. Consequently, we think that the State should make every effort to force the Federal Aviation Administration and the Federal Environmental Protection Administration to set and enforce noise abatement standards for general aircraft, because this is what bothers us.

In addition, we would like the Federal laws amended so that local ordinances could be established by local governments to control the aircraft at night that are making the noise, and on weekends. Our local township committee -- Lumberton -- was about to enact a curfew ordinance, when we were told that a Supreme Court case in 1983 -- Burbank vs. Lockheed -- prohibited us from doing that. So this is what we want. We don't want to close the airports. We want quiet airplanes, or better control of how they are operated.

A little background over the several years that we've had problems. We had representatives from the Federal Aviation Agency and the New Jersey Division of Aeronautics make surveys in our neighborhood. I have had them in my background, and they would admit we have a noise problem. But they say, "Well, there's not much we can do about it. All we're concerned about is safety." And leave it at that.

A year ago I attended a Noise Abatement Council hearing in Trenton. There were quite a few people there. And I heard a Mr. John Glenn representing the Federal Aviation

agency -- who is based at Kennedy Airport over in New York -- say that they were only concerned about controlling the noise on commercial aircraft, and they had set some standards that new planes being constructed, say, around the year 2000, would have to be more quiet than we have now. I also heard a deputy administrator from our State Environmental Protection Agency say that when this current administration in Washington came in in 1981, that the EPA immediately dropped all efforts to make any noise control abatement as far as aircraft was concerned.

It was mentioned earlier too by this gentleman, that there was a bill in the Legislature saying that people would have to sign off and say that they know that an airport is in their vicinity. But I believe it was in 1983, a State law was passed restricting the use of property at end of the airport for safety procedures, saying that you can't build a house, you can't do this, you can't do that, within certain parameters at the ends of the airport. This reduced the value of the property of some of my neighbors that are at the end of those airports, without compensation to those people. The airport in our vicinity was given lights -- just like one of the gentlemen here said earlier -- to enable aircraft to land at night and take off at night. This is a serious problem, when they're giving out money so that people can do this -- so that they can operate their noisy planes at night and early in the morning -- but they don't make any effort to control these operations.

We have had meetings with the airport management -- and there is new management there now, and I have a feeling that they want to be cooperative with us to control the noise to the best of their ability. But this all goes back to the Federal Aviation Administration, that they did not early on set technical standards to quiet the airplanes and enforce it. I think this is what has to be done.

One other aspect of this is: I've heard testimony here today saying that you could see the hub caps on the airplanes taking off, but you really can't identify those aircraft because the numbers on the side of the tails, are so small that you can't see them. And if they're right over your head you can't see that. And when I've written to the FAA saying that they should require those license numbers to be under the wing, with size enough so that a person with normal vision can read them within a reasonable distance -- say 500 feet, which I believe the minimum elevation that they're supposed to be over a house -- so that you can read it and identify the airplane. I think that should be required. Then I get letters back from them saying it would be too costly. But why should we have to get up on a step ladder with binoculars to see what the number is on the airplane that is causing us noise problems?

I guess that concludes what I wanted to talk about. I think it's the FAA's problem, and the State -- through your efforts, or through the Attorney General's effort -- should force these people to act; and to contact our Senators and Congressmen to amend those laws, permitting the local governments to establish at least curfews to control the noise at night and on weekends. Thank you.

ASSEMBLYWOMAN OGDEN: Thank you. Mr. Bird, I just have a couple of questions to ask you. Could you tell me the names of the two airports and who operates them?

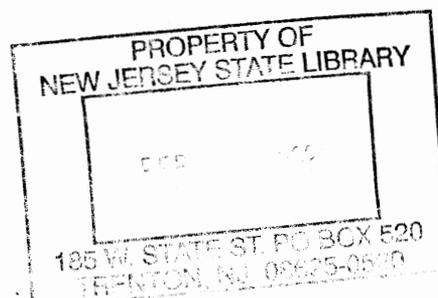
MR. BIRD: I don't know the operator's names, but one is the Flying W Airport, and the other is the Burlington County Airport.

ASSEMBLYWOMAN OGDEN: I assume you've talked to the Burlington County Freeholders?

MR. BIRD: Oh, yes.

ASSEMBLYWOMAN OGDEN: And you haven't had any success?

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MR. BIRD: Well, the Burlington County Freeholders really have no authority to do anything about them. I have quite a file of correspondence, from the FAA, from the State, and so on, saying that it's local option to control these things. But when I finally get the local township committee to establish a curfew stopping airplanes from operating at night or early in the morning, then suddenly we're told that it can't be done because the Supreme Court says you can't do it.

Now, about a year ago we had a joint meeting at the airport when there were representatives from the airports, from the township committees, from neighbors, a couple of other groups, with a representative from the State Division of Aeronautics saying that he would see that a survey was conducted to see if the planes could be rerouted in a different way coming out of the airport -- with restrictions as to how they would fly -- and they would get back to us. We never heard from him. I wrote him a letter. He ignored that. The township committee tried to get information from that same agency, and they were unable to get any response.

I have a feeling that the FAA and the State agency are more concerned about the pilots and the aircraft operators, than they are with the people on the ground, and this is what's frustrating. I'm very happy to see you people involved in this.

ASSEMBLYWOMAN OGDEN: Let me just get this correct. You said that when you talked to the Freeholders about the Burlington County Airport, that they said that the FAA precluded them from--

MR. BIRD: Not the Burlington County Freeholders, the Lumberton Township Committee. They were about to enact an ordinance restricting the operation of the airport from 11 o'clock at night to 7 o'clock in the morning. Then the Township Solicitor finally got some information and said, "Unfortunately we can't do it because this case of Burbank vs. Lockheed precludes it."

ASSEMBLYWOMAN OGDEN: On the other hand we do have the example in the nation's capital of the National Airport basically having a curfew. I mean, you can't take off there after 10 o'clock at night.

MR. BIRD: But, Congress probably had a say in that. But when we talk to the people from the FAA from the Philadelphia office and from the office up at Kennedy Airport, they don't want to be bothered with us. All they want to do is give us the soft soap, and say, "Well, it's a local responsibility." Then when we go to the local officials to get something done, then "The Supreme Court says you can't do it." It's a buck passer. I think you people have some authority to go to our Senators and Congressmen as a body and say, "We want certain actions. We want the FAA and the EPA to set technical standards for the engines and for the propellers." A lot of the noise doesn't come from the engine. It comes from the kind of propeller that they have on there. Tell them that the planes have to be designed or modified to meet certain standards, or when they are taking off they have to meet certain procedures.

Another problem that's not mentioned about the noise-- Everybody is talking about the noise going overhead, but when an airplane goes to the end of the runway and it's getting ready to take off, it sits there with its brakes locked and it turns up its engines to find out if everything is okay. Early in the morning or late at night when they do that at the airport adjacent to me, it shakes the whole damned house. They would be taking off away from our house. They're not going over it, but they're causing the noise in the first place before they take off.

As I earlier said, we're not for closing the airport, because most of the planes that use that facility are okay. It's some-- And there are certain kinds, like a Beechcraft Bonanza. Every time one of those things takes off I know what

it is because I know what the sound is. It makes an awful racket. They want to operate helicopters out of there, and we don't want that either because they make more noise than all the rest of them.

ASSEMBLYWOMAN OGDEN: I know. They fly over my house. Teterboro and Moonachie -- I think that's the name of the town in which the Teterboro Airport is located -- they have a similar problem to the one that you do, with the noise that's being generated when the engines are being revved up when they're right on the runway. You know, one would think that a municipality would have jurisdiction over that because technically that plane is not off the ground. It's not in flight. It's still moving along on the ground. Just as you say, like there are rules in terms of quiet trucks and cars on the highway, the same should be true--

MR. BIRD: I would recommend that you look at this New Jersey Noise Control Law too of 1973, and whether that needs teeth so that the State can enforce it. And put tools in there that the State Police or the DEP or somebody like that can enforce it. Don't give it to the Division of Aeronautics because they are not going to do a darn thing.

ASSEMBLYWOMAN OGDEN: No. We aren't. We know that. Actually what's happening right now is that there is a violation of the Federal law, the Federal Noise Pollution Control Act of 1972. And you're right, the EPA is supposed to be enforcing noise standards. What happened with the deregulation of the airlines is that the Office of the OMB -- Management and Budget -- cut out the EPA's funding. They had to close the roughly 10 offices that they had. The Attorney General of New Jersey is still looking into the issue -- and it's gone on for a number of months now -- of the State of New Jersey suing the EPA, because they are not taking jurisdiction when they should.

MR. BIRD: Last year at that Noise Control hearing in Trenton -- I believe it was on October 8 -- I heard a Deputy Attorney General that was there say that they were looking into suing the FAA and the EPA. I've read in the paper that Cary Edwards is looking into suing also. I think somebody needs to be given a hot foot to get off the ground and do something with this, because -- as I've heard these gentlemen here say -- the State needs the air transportation. It probably does. It's increasing, and there's more and more jobs coming from it -- which I'm happy to hear. I'm not against that, but we're entitled to peaceful use of our property. I preceded the airport by quite a few years, and several of my neighbors did. There are a lot of these neighbors that signed these petitions that came afterwards, but since they've moved in, then they started night operations, early morning operation, and the like. It's gotten worse since they came. They knew the airport was there, but the harassment has increased since they've arrived.

ASSEMBLYWOMAN OGDEN: May we have a copy of the petition, too, of your neighbors for the record, Mr. Bird? When you have a chance, okay?

MR. BIRD: I'll have to see if I can get that for you.

ASSEMBLYWOMAN OGDEN: That would be helpful.

MR. BIRD: Let me make a note here.

ASSEMBLYWOMAN OGDEN: Well we appreciate you coming. Did you have a question?

ASSEMBLYWOMAN COOPER: Yes. There's one question that you don't give me a number on. About how many planes come in a day would you say?

MR. BIRD: It's hard to say in a day--

ASSEMBLYWOMAN COOPER: Approximately.

MR. BIRD: --because a great deal of the traffic is on weekends, and the manager that was there a year ago said that they had in excess of 2000 arrivals and departures. This was a

year back. I believe it has increased since then. I've never kept a clock on how many airplanes go out of there in a day, except to say that I know on Saturday and Sunday it's tremendous, and a great many of those planes are no problem. It's some-- It's in some cases the type of aircraft and the type of propeller they have on it, and it's in some cases the way the pilot operates it.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mr. Bird, especially for coming so far.

MR. BIRD: I welcome the opportunity. Thank you.

ASSEMBLYWOMAN OGDEN: The last person who has signed up is Mrs. Ross Constantino from Boulevard Avenue.

M A R Y A N N E C O N S T A N T I N O: You'll have to excuse me for two reasons. I'm not as prepared as I'd like to be, and I was cleaning house when my husband said, "You have to go to this meeting." (laughter)

As you said, I do live on Boulevard Avenue. If you're not familiar with the area Boulevard Avenue is adjacent to runway 422 -- which is the area in which the accident happened in March of last year. This runway just opened, I guess about a year ago. They have closed it since then. They are talking about reopening this runway again. My objection basically -- my most strenuous objection -- to Bader Field, is the proximity of this one runway and the shortness of it. It just leaves no margin of error at all. This runway in particular -- they had to cut the tree top down next to my house to allow room for the aircraft to land. They also had to cut the telephone pole down at the end of the street. The situation is bizarre, to say the least.

Let me give you a little bit of my background. I wish that gentleman were here-- I didn't buy my house knowing that this runway was here, or was going to open. I'm a flight attendant, and have been for 20 years. I've served in various capacities in my union. I've served on safety committees.

I've been around the world. I've been in many many airports. My husband is a Realtor -- to that gentleman that left. Basically what they've done with runway 422 is condemnation without any-- They have just devalued my house incredibly. I mean a lot of the things that I'd like to say this gentleman has all ready said.

The people in the area say, "Well, we need noise abatement." Noise abatement is not enforceable. I mean there is no enforcement for noise abatement. If a pilot doesn't feel that he wants to follow the noise abatement procedure, you can't stop him. He is going to do it. If you don't get the numbers on his airplane, aircraft, or whatever, he is not going to be fined. It's just not going to stop.

As far as the 24-hour tower at Bader Field-- Well, I was in Washington D.C. when Air Florida hit that bridge. That tower didn't stop that flight. It made no difference there.

The biggest problem with airports -- and as I've said I've been in the industry for 20 years. I would love to see this new airport open. I hope it opens and I hope it has 50,000 new carriers in there. I've love to see it. Maybe I could get a job down there. (laughter)

But Bader Field has just outgrown its usefulness. The type of aircraft that are flying in there, and the type of pilot that are flying in there, cause a very very unsafe situation.

As far as the FAA is concerned-- The FAA has problems with the major airlines, policing them, and doing their job. They just don't have the funding. I think if you candidly speak to a lot of the people that work at the tower and work at Bader Field, they'll tell you some very scary stories.

I just think it's unfair to the people of the areas. I think we're the taxpayers. I believe that the aircraft owners have a right to fly their aircraft in and out of airports; and I believe airports could be run safely. But I

don't think Bader Field in particular is located in-- It's either move the airport or move the city, is what I'm trying to say. It's just not where it should be. I don't know if closing it is the answer. I would like to see that. I would definitely like to see runway 422 closed. I mean, when that runway first opened my daughter was two years old, and she used to go screaming and crying through the house. I could actually see the pilot's face on the Allegheny Commuter.

I spoke to Don Young. And, I mean, you talk to people and they act like you're a raving maniac, but of course you are a raving maniac because these aircraft are coming right over your house. They have just totally ruined your quality of life. You can't go out in your yard. You can't hear your TV. It's a bizarre situation.

I would like to say that the answer to this situation is closing the airport, but of course we know that the FAA isn't going to agree with that. And of course we know that the FAA is a very powerful--

ASSEMBLYWOMAN OGDEN: But the airport is owned by the City of Atlantic City. Isn't it?

MS. CONSTANTINO: Yes, but apparently the City of Atlantic City is-- I think Mrs. Cooper knows the situation better than I do. The City of Atlantic City owes the FAA money for so many -- until the turn of the century when the loan will be paid back. So, apparently the FAA still has control over the airport until this time, for whatever reason.

ASSEMBLYWOMAN COOPER: It's a bizarre situation.

MS. CONSTANTINO: Yes.

ASSEMBLYWOMAN COOPER: And what I spoke of before, this is typical of what has come to me. But because of their tie-in and the FAA ownership of the airport, we resolve nothing--

MS. CONSTANTINO: Another thing about the airport--

ASSEMBLYWOMAN COOPER: --and they suffer.

MS. CONSTANTINO: If you read the FAA environmental impact study about this airport, it says that most of the aircraft that are flying in here will be obsolete. In other words, the airport really has no use. This runway 422 is 2600 feet. That's an awful short runway. I mean, it's maybe about another 100 feet to the end of the highway. When that accident happened, they were very very lucky that there was no traffic on that road. And an accident will happen if that runway is opened again.

There are times that they have missed landings, or aborted landings on runway 422. And what happens is they come down and they come up again, and they come over my house, and I can't sleep that whole night. I mean, I'm a crew member. We don't have crew rooms as close to the end of the runway as this is -- 422. It's just a very very uncomfortable, very-- I think if you talked to -- Mr. Whelan (phonetic spelling) lives at the corner -- all the people down the street and the people in the area--

I've had a lot of training in aircraft accidents. Until you actually see one you don't realize what devastation it can do. We were very very lucky that the Atlantic City Fire Department responded as quickly as it did, because there wouldn't be a Chelsea Heights here, and they did respond very quickly. I was the second person at the accident. I mean, I ran down there without any shoes on. Until you actually see what could happen-- That runway is so unsafe, it's incredible. It's just too close to a residential area, very very close.

ASSEMBLYWOMAN OGDEN: Well, currently it's closed.

MS. CONSTANTINO: It's closed coming over Chelsea Heights, but if someone has a missed approach -- in other words, if they misjudge the runway-- I've kept a list of how many times it's happened in the past month or so. I'm not home all the time so I can't keep a list of every time it happens.

One time I called when a gentleman came over -- I'm assuming it was a gentleman, excuse me -- when someone came over my house in an aircraft, and they said that there was equipment on the runway. I said, "Well, what do you mean equipment on the runway?" He said, "Equipment on the runway." Well to me "equipment on the runway" means that somebody left baggage, debris, something on the runway. Another time someone misjudged the runway.

ASSEMBLYWOMAN OGDEN: So then they had to land there?

MS. CONSTANTINO: They had to take off again, come around again. Another time I called and the man in, I guess it's Pan Am's office, said to me, "We really didn't think that man was going to make it. I mean. He was having trouble."

I wish I were more prepared because I have a file this big on Bader Field. It's really one of my pet peeves, because 422 just shouldn't be there.

ASSEMBLYWOMAN OGDEN: Yes, with the FAA's expressed concern about safety -- safety and delays were the two main reasons for this five-year study and final implementation of the Expanded East Coast Plan -- you would think safety would translate into their concern to do something about runway 422.

MS. CONSTANTINO: I think what's happening with this airport in particular-- Someone who spoke said six airports in New Jersey have closed. I think it's a matter of, I hate to say this, but someone trying to preserve their job. I mean, I worked for Texas Air Corporation when this accident in Denver happened. I laughed about it because they said, "Well, at least they left on time." Because they give their pilots an incentive to leave on time. I work in the airline industry. I know how well the FAA polices. They just don't have the capacity to do it. I'm not saying they don't do it when they're there. They just don't have the capacity to do the job that they should be doing. And if they're not doing it in major industry, they're not doing it here.

ASSEMBLYWOMAN OGDEN: Do you know if there have been any instances in which pilots from airlines have been fined for noise?

MS. CONSTANTINO: Oh yes.

ASSEMBLYWOMAN OGDEN: They actually have?

MS. CONSTANTINO: Yes. I work for Eastern Airlines. I think we--

ASSEMBLYWOMAN OGDEN: No. I mean at Bader.

MS. CONSTANTINO: At Bader? I don't think anyone's there half the-- I don't know. There's someone at the airport that spoke to my husband. He didn't speak to me in particular. He said, "You should see how some of these guys get on their flights." I mean this is the city where if you own an airplane, you have enough money to go to those casinos and be wined and dined. And when you come back, let's just say you've had a lot of wining and dining. You should see how some of these gentlemen get on these flights and fly. I mean, not all of them. I mean, candidly they will tell you this.

ASSEMBLYWOMAN OGDEN: And they are the ones flying the planes?

MS. CONSTANTINO: Yes.

ASSEMBLYWOMAN COOPER: I hear that every so often, too. No drunkometer tests.

MS. CONSTANTINO: Nothing. In fact, they make such a big to do about security at large airports, I mean I could come through Bader Field with a submachine gun and get on a flight, and go to a major airport. It's just bizarre. I just laugh Every time -- well, when I used to use it. I don't use it any more. It's not convenient.

ASSEMBLYWOMAN OGDEN: So, really the net conclusion is that in spite of that the city owns this airport, it doesn't have any control over it?

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MS. CONSTANTINO: No. The city would like to close it. The city would like to ban Category A and Category -- well, certain types of aircraft. Just recently there was an article in the paper that the FAA has threatened to cut off all funding -- Do you have the article? -- for both airports. In other words, they're saying to them, "If you don't do what we say at Bader Field, we're not going to give you the money for Pomona."

ASSEMBLYWOMAN OGDEN: So really while noise is certainly a concern, safety is an equal--

MS. CONSTANTINO: Safety is my main concern.

ASSEMBLYWOMAN OGDEN: --or your main concern.

MS. CONSTANTINO: My main concern. We did try -- as you said -- closing the runway for certain hours at 10 o'clock at night. I don't remember the reason why, but they also told us it was impossible to close the runways at 10 o'clock at night. I just can't understand how they can do it at Washington National, and they do it.

ASSEMBLYWOMAN COOPER: (Reads article witness mentioned earlier) "Hughes and Lautenberg introduced a bill in August that would withhold all funding for the airport facility -- if officials did not create a regional authority composed of representatives from the city, county, the three township--" It's a whole problem here. See the FAA owns the airport's runways, and 1500 acres of land surrounding the airport. The city owns the airport's passenger terminal and 83 acres of property. It's a real mess. Nobody is accountable.

ASSEMBLYWOMAN OGDEN: Do you have any further questions?

ASSEMBLYWOMAN COOPER: No. I lived through this, so I know what she's going through.

MS. CONSTANTINO: Thank you very much.

ASSEMBLYWOMAN OGDEN: Well, thank you for coming. (member of audience gets Chairwoman's attention) Yes?

A D A M B R O W N: (from audience) I was wondering if I could make just a brief observation-- (inaudible)

ASSEMBLYWOMAN OGDEN: Certainly. Why don't you come up here so it could be on the record?

MR. BROWN: Can I be heard from here?

ASSEMBLYWOMAN OGDEN: No. You have to speak into the microphone. (Mr. Brown complies)

MR. BROWN: My name is Adam Brown, and I'm from Englewood, New Jersey. I happen to be here for the League of Municipalities meeting today, and was informed that this session was taking place, so I thought I'd come over and see if I could be of any assistance. I'm a private pilot, single engine, multi engine, and in jets. I have an instrument rating. I fly out of Bergen County, Teterboro; and Essex County Airport, of which Mr. Del Vecchio is the manager.

I grew up in Hillsdale, New Jersey; which is directly under the major practice area for northern New Jersey, north of Teterboro. I have to say that the sound of aircraft engines was part of my childhood, and the fact is, I'm not saying it's a wonderful thing -- I'm sure it's much different for people who are on the final approach to the airport -- but it's probably the thing that got me interested in aviation as an adult.

The number of aircraft in the United States has not increased since 1979, appreciably. I've observed Essex County Airport and Teterboro, and if I was to say what is the one reason for the intensification of noise over the last eight years, it has been the fact that there has been a reduction in airports throughout the State resulting in greater numbers of flights from fewer fields, or the same number of flights from fewer fields. In Essex County I have seen there's been a dramatic increase in the number of based aircraft. These aircraft haven't appeared out of the ether. They have been displaced from other fields. So instead of having 35 airports

where you had a thousand planes based, you've got 25 airports where you've got a thousand planes based. So some individuals' gains have been other people's losses. I don't think that's the case at Bader. I think that's an entirely different situation. I'm speaking of northern New Jersey. This may not be news that the members of the Assembly want to hear, but it's the fact. There is no coordinated State program for the maintenance of dispersed airfields throughout the State. It's a serious problem.

Originally in Bergen County we had Ramapo Airport just across the border in Pearl River. We had Flanders Airport in Morris County. Those are both gone. Teterboro has become severely restricted to general aviation. It's now basically a corporate jet field. It's very difficult to get there. Essex County is filled to capacity. Lincoln Park is very small, and there are no funds available for the expansion of the airport. So one after another there's been a decline in the State's fields. This has been fields. This has been quite noticeable.

There are exceptions. Essex County is one exception. It's been dramatically improved in the last five years. But again, for the people in the region of that county, they've been asked to take a preponderant share of the aircraft that have been departing other regions. So this is a zero sum gain. Some people's losses have been other people's gains as far as noise is concerned.

The gentleman from Medford made an interesting observation as to noise from aircraft. Their technology has improved. There are engines which are vastly superior to the engines that existed 40 years ago. For example, I own a plane that he referred to, called a Bonanza. That plane has been the premiere single engine plane since World War II. But there have been no major modifications in power plant, or structure, since World War II because of the fact that there's simply no money in the industry. There's so little turnover in aircraft

that you're simply not going to have the kind of improvements you've had with air emissions controls: Today most automobiles are 13 to 15 miles to the gallon with modern emission control devices because there is a continual turnover in new automobiles. This is not the case with aircraft.

The average aircraft in the United States is worth \$20,000, well within the means of a wage earner; and the average aircraft in the United States is 20 years old. So this is not a white collar business. It is a business that has people from all walks of life. I know people who are automobile mechanics who fly aircraft. I know people who are multimillionaires who fly aircraft. But it is a hobby that goes straight throughout the community.

I want to say one additional thing, and that relates to education. I have no doubt that there are people who simply do not follow the rules on noise abatement. And I have to say that when I fly into a field that I'm not familiar with, I won't know the noise abatement procedures. I simply don't. If I'm flying into Flying W, unless someone has informed me of these procedures, I won't know them. I think what has to happen is the man who is manning that field has to say to you when you call in, "The active runway is 11. We have noise abatement procedures. Do you know them?" I mean, this is something that simply has to be done.

The State of New Jersey a number of years ago published a book of its airports. It has a photograph of every airport. There is nothing in there on noise abatement procedures. If you had a book of New Jersey airports, each one describing the noise abatement for that field, and you sent it out to every pilot in the State of New Jersey--

MR. BIRD: (from audience) You say the book has that in it?

MR. BROWN: It does not. I would recommend that standard approaches for each -- VFR approaches -- for each field be established and published.

MR. BIRD: Well as I mentioned earlier, those people in Trenton could care less about it and want us to go away.

MR. BROWN: Maybe it's the approach.

MR. BIRD: Pardon?

MR. BROWN: Maybe it's the approach. Pilots are born readers. They will buy anything, read anything thrown their way. They are very studious people, and care very much about their technique. They would care about it. Nobody wants to lose fields believe me.

MR. BIRD: I know about a year a half ago the FAA had a meeting at the Flying W, and a lot of the local people that fly out of there attempted to try to get their cooperation in getting noise abatement standards.

ASSEMBLYWOMAN OGDEN: Mr. Bird, this is not going into the record. If you want to come up and talk here--

MR. BROWN: Well, if it's a question maybe I could it answer it on the record for him. (Mr. Bird comes forward)

MR. BIRD: I know that on one, and possibly two occasions, that the Flying W Airport had a cooperative meeting with the pilots, and with people from the FAA, and I believe from the State Division of Aeronautics, to discuss ways and means to fly in and out safely with as little noise as possible. But those pilots that attended that are ones that are based at the airport, and probably they remembered that for one, two, three weeks. But much of the problem on weekends I believe is from itinerant pilots that come in there for their breakfast smorgasbord in the lake, and have a happy time, and then off they go.

One other thing that I thought about later is that on one meeting that we had at the Flying W -- and I think at another one -- the manager that was there at that time said, "When these people give you problems call us up, and we'll see about talking to them." And of course they want an identity of the plane; describe the plane. The only one I can tell you

specifically are the small Cessnas or a Bonanza. I can tell you from the size, the sound, and whatever. The others are all airplanes to me, whether they're paper, steel, or whatever. Until you have a number that you can read and identify it, how are we going to identify a pilot? And it's really not up to the neighbors of an airport to police the pilots. It's the responsibility of the FAA and the New Jersey Division of Aeronautics to ensure that they're doing the job. They should have people out there surveying and see what goes on. Observe it, then do something about it. Not to have to wait for us to complain.

MR. BROWN: I think the only people who can stop it are the fellow pilots, and the airport operators. The airport operator is the person who would be primarily responsible for that. I really feel that. The FAA and the State can't possibly handle it. But if the people at the Flying-- Is there a restaurant at Flying W?

MR. BIRD: Yes.

MR. BROWN: If the people at the restaurant say, "Hey, by the way, when you leave would you please follow the noise abatement procedures," that's going to have an impact.

MR. BIRD: Well, as I earlier stated, I think the Federal agencies that set the standards for this years back, neglected to set noise abatement standards for the aircraft themselves, technical specifications. Many of the airplanes -- as I guess you're well aware -- are quiet. There's no great problem. Some of the two engine planes that come in and out of there, some are quiet and some make a tremendous racket. It's the type of plane, the type of engine they have on it, the type of propeller that they have on it, and the way they use them. I think this has to be looked into.

And reiterating what I said about automobiles and trucks on the highway-- They have to meet certain sound abatement standards. You have to have a muffler. You can't

have a blown muffler, you can't have this and that to be on the road. So why not aircraft?

ASSEMBLYWOMAN OGDEN: Well, I agree with you, needless to say, Mr. Bird. Mr. Brown, you've been helpful. I think that's a very constructive suggestion, that noise abatement procedures and what runways they should use, and how they should use them, is a really constructive thought.

MR. BROWN: I mean, I would suggest possibly a panel of people to specialize in this problem. There may be somebody within the State Division of Aeronautics and the intention would be -- there aren't many airports in the State any more -- that an effort be made on a case by case basis to go through the airports of the State, try to determine fair noise abatement procedures, and that a concordia try to be reached between the neighbors and the operators of each airport, and measures established to try to encourage pilots to use those measures. I know at Caldwell we have a tower, and whenever you take off you cannot -- unless you're going straight out -- if you want to go to the left or right you have to ask their permission. I will say, "Tower this is Bonanza 4A Juliet. I'd like to make a left turn." And they say, "Bonanza 4A Juliet continue straight ahead--"

MR. BIRD: You fly a Bonanza?

MR. BROWN: Of course.

MR. BIRD: Then you know about the noise that they make compared to others, when you're underneath.

MR. BROWN: Well, it's a heavy aircraft. It's a six place aircraft--

MR. BIRD: Yes, but--

MR. BROWN: --designed in 1947.

MR. BIRD: Yes, but when those things go out, you'd think a B-29 is coming out sometimes, with those noise they make.

MR. BROWN: It doesn't make any more noise than it made 40 years ago. I mean, that's the only point that I can make.

MR. BIRD: Well--

MR. BROWN: It's been that way for 40 years.

MR. BIRD: But--

MR. BROWN: But my suggestion would be that, there's no way of making the Bonanza any quieter. If you muffle the noise you eliminate its power, and you risk the lives of the people on board. It's as simple as that. But if you establish procedures, with opportunities for publication of those procedures -- a publication for both people who are at the field, and for people who use it on a transitory basis -- simply a sign at the end of the runway, when a guy does his runups, saying, "The rules of this airport are you must proceed directly out until you reach a thousand feet, and then turn left." It's as simple as that.

MR. BIRD: On occasion I've talked with some of the representatives from the FAA and the State and say, "Why don't you require that they put a baffle up at the end of the runway to divert the noise up when they're running up their engines?" They have those at Newark Airport to divert the noise from the highway and the like.

MR. BROWN: That happens to be a good idea. Around the areas where they do their runups?

MR. BIRD: Yeah.

MR. BROWN: Absolutely.

ASSEMBLYWOMAN OGDEN: Yes. That makes sense.

MR. BROWN: As long as it's not a hazard to navigation. That's the only concern.

MR. BIRD: Yeah.

MS. MELICK (Committee Aide): I think that's what the resolution Assemblyman Shinn introduced--

ASSEMBLYWOMAN OGDEN: Yes, okay.

MR. BROWN: Or if the State were to fund fences like they have on Route 80, separating airports from residential areas.

MR. BIRD: One comment which is not really germane to the problem, but may be of interest to you. The Burlington County Airport is a much better facility than the Flying W, but it's under-utilized. The management there is almost bankrupt, and I don't know whether that airport is going to go down the drain or not -- which I would rather see than the Flying W move over there, because they have longer runways, they've got much more open space at each end.

MR. BROWN: Then you're going to hear from the people that live next door to the Flying W.

MR. BIRD: Pardon?

MR. BROWN: Then you're going to hear from the people that live next door to Burlington County Airport. That's the problem.

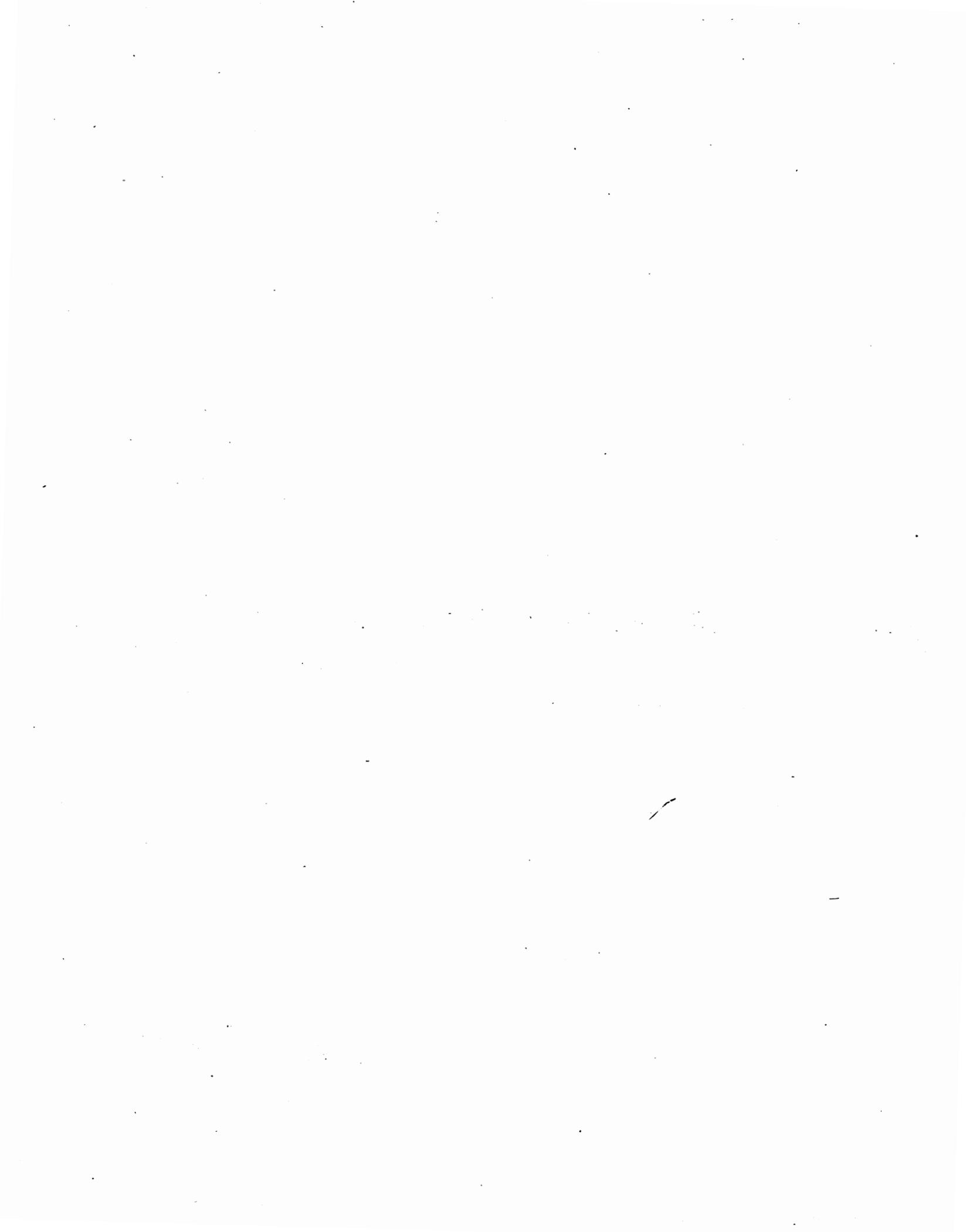
MR. BIRD: Well, actually at each end of the Burlington County Airport are farmlands now. That was once quite a busy airport, but the management ran it into the ground.

MR. BROWN: Let's let these folks go home. Thank you very much for letting me--

ASSEMBLYWOMAN OGDEN: Mr. Brown and Mr. Bird, thank you very much. I appreciate your coming.

(MEETING CONCLUDED)

APPENDIX



NEW JERSEY ASSOCIATION OF AIRPORT OWNERS & OPERATORS
MEMBERSHIP LIST

Tom Kurtz
Old Mans Airport
Box 179
Pedrichtown, N.J. 08067
(W) 609-299-3634
(H) 609-299-3797

Suzanne S. Nagle (Ex)
Sonberg Hunterdon Airport
Thor Solberg Road
Readington, N.J. 08870
(W) 201-534-4000
(H) 201-534-4912

William L. Fritsche (Ex)
Alexandria Field
RD #2
Box 116
Pittstown, N.J. 08867
(W) 201-730-9223
(H) 201-735-5542

Naomi Nierenberg (Ex)
Richard Nierenberg
Princeton Airport
Route 206
Princeton, N.J. 08540
(W) 609-921-3100
(H) 201-545-6040

Jack Taylor (Ex)
Alaire Airport
Box 2400
Farmingdale, N.J. 07727
(W) 201-938-4800
(H) 201-280-1209

Harry A. Nordheim (AS)
Nordheim Flying (K) Airpack
11 N. Jasper Avenue
Margate, N.J. 08402
(W) 609-927-8777
(H) 609-822-5294

New Jersey State Library

Charles J. Kupper (Ex)
Kupper Airport
1034 Millstone Road
Somerville, NJ 08876
(W) 201-526-2822
(H) 201-741-0439

Lawrence J. Tokash (Ex)
Burlington Co. Airport
Box 363
Medford, N.J. 08055
(W) 609-267-8207

David M. Del Vecchio (Ex)
Essex County Improvement Authority
125 Passaic Avenue
Fairfield, N.J. 07006
(W) 201-575-0952
(H) 746-0170

Arthur J. Cmiel (Ex)
Essex County Airport
125 Passaic Avenue
Fairfield, N.J. 07006
(W) 201-575-0952
(H) 201-227-4670

William G. Barkhauer AAE (Ex)
Morristown Municipal Airport
Columbia Road
Morristown, N.J. 07960
(W) 201-538-6400
(H) 201-729-9559

Albert Masetti (AS)
Vollmer Associates
S 10 Route 17
Paramus, NJ 07652
(W) 201-587-9050
(H) 201-652-5997

G. Daniel Walker (Ex)
Somerset Air Service
Somerset Airport
Box 1007
Bedminster, N.J. 07921
(W) 201-72-2444
(H) 201-685-0699

Joseph Rendiero (Ex)
Lincoln Park Airport
Lincoln Park, N.J. 07035
(W) 201-628-7166

David G. McMillan (Ex)
Greenwood Lake Airport
West Milford, N.J.
(W) 201-728-7721

Ben Jones (Ex)
Mercer County Airport
Administrative Offices
Trenton, N.J. 08628
(W) 609-882-1600

Philip W. Engle (Ex)
Teterboro Airport
399 Industrial Avenue
Teterboro, N.J. 07608
(W) 201-288-1775
(H) 201-697-8434

Rudolph Chalow (Ex)
Rudy's Airport
RD #4 4380 Stanley Terrace
Newfield, N.J. 08344
(H&W) 609-691-4917

Michael Santoro (Corp)
Transplan Incorporated
708-3rd Avenue
New York, New York 10017
IW) 212-697-0144

Calocerinos & Spina (Corp)
Ronald L. Pockham
1020 Seventh North Street
Liverpool, New York 13088
(W) 315-457-6711

Robert C. Bogart & Assoc. (Corp)
Emery Avenue, PO Box 126
Flemington, N.J. 08822
(W) 201-782-4400
(H) 201-735-4554

Lewis B. Finch (Ex)
Millville Municipal Airport
PO Box 65
Millville, N.J.
(W) 609-825-1244
(H) 609-825-2699

A.T. Davidson, President
Trinca Airport/Tranquility Aero Corp.
R.D. Box 20
Newton, N.J. 07860
(W) 201-362-9266
(H) 201-579-1946

Karl Kleinberg
Albion/Garden State Flying Service
New Freedom Road
Albion, N.J. 08009
(W) 609-767-1233
(H) 609-783-4068

Harmon Williams
Newark International Airport
Port Authority of NY/NJ
Newark, NJ 07114
961-2208

AIRPORT NOISE REDUCTION

THE DEAFENING NOISE CREATED BY AIRCRAFT ALL HOURS OF THE DAY AND NIGHT IS THREATENING THE QUALITY OF LIFE OF RESIDENTS IN CHATHAM, CONVENT STATION, MADISON, HANOVER, EAST HANOVER AND THE SURROUNDING AREA. THE ROAR OF JET ENGINES DISTURBS THESE RESIDENTS, BOTH IN THEIR SLEEP AND ON THE JOB. IT DISTURBS THEIR CHILDREN'S STUDIES AT SCHOOL.

AIRPORT NOISE IS A PROBLEM. AND, WHILE THE PEOPLE LIVING NEAR NEWARK INTERNATIONAL AIRPORT KNEW THEY WERE GOING TO BE SUBJECTED TO AIRPORT NOISE, THE VOLUME OF THAT NOISE HAS REACHED CRISIS PROPORTIONS.

ON FEBRUARY 12, THE FEDERAL AVIATION ADMINISTRATION BEGAN CHANNELING MORE AIR TRAFFIC THROUGH THREE MORE CHECKPOINTS ACROSS NEW JERSEY, UNDER ITS "EXTENDED EAST COAST PLAN." SINCE THAT TIME MORE RESIDENTS IN DISTRICT 26 HAVE COMPLAINED THAT AIRPORT NOISE HAS BECOME INTOLERABLE.

NEWARK AIRPORT PLAYS A VITAL ROLE IN THE OVERALL ECONOMY OF THE STATE AND THE METROPOLITAN REGION. ECONOMIC ACTIVITY GENERATED BY NEWARK AIRPORT TOTALS NEARLY \$3 BILLION EVERY YEAR. MORE THAN 46,000 PEOPLE IN THE REGION OWE THEIR JOBS DIRECTLY OR INDIRECTLY TO ACTIVITY AT THE AIRPORT. IT IS A FACT THAT NEWARK AIRPORT HAS CONTRIBUTED TO NEW JERSEY'S RECENT SURGE IN ECONOMIC GROWTH.

HOWEVER, MORE BUSINESS MEANS MORE AIRCRAFT AND THEREFORE, MORE NOISE.

THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY DOES RECOGNIZE THE NEED TO CONTROL THE NOISE LEVELS AT THIS BUSY AIRPORT. IT IS WORKING HARD TO DEVELOP WAYS OF REDUCING DISTURBING NOISE LEVELS WITHOUT DISCOURAGING BUSINESS.

MORE THAN 30 YEARS AGO, THE PORT AUTHORITY BEGAN TO ESTABLISH TAKEOFF NOISE LIMITS AT ITS AIRPORTS AND IT WAS THE FIRST AIRPORT OPERATOR IN THE NATION TO INSTALL A PERMANENT NOISE MONITORING SYSTEM.

WITHIN THE LAST FIVE YEARS, THE PORT AUTHORITY ESTABLISHED LOCAL AIRPORT NOISE REGULATIONS WHICH WERE MORE STRINGENT THAN THE FAA NOISE RULES.

FEDERAL REGULATIONS NOW BAN THE USE OF ALMOST ALL STAGE ONE PLANES OVER 75,000 POUNDS. STILL, AIRCRAFT WITH THE "STAGE TWO" DESIGN ARE A SOURCE OF DISRUPTIVE NOISE. WE NEED TO EXTEND THE FAA'S BAN TO THE "STAGE TWO" AIRCRAFT, BECAUSE THE NEWER, B757, B767 AND MD80 AIRCRAFT ARE SIGNIFICANTLY QUIETER THAN "STAGE TWO" PLANES. THESE NEWER DESIGNS HAVE GIVEN WAY TO THE MORE QUIET, "STAGE THREE" AIRCRAFT.

THE PORT AUTHORITY IS CURRENTLY DEVELOPING A NEW AIRCRAFT NOISE MONITORING SYSTEM DESIGNED TO IMPROVE THE EFFECTIVENESS OF EXISTING NOISE ABATEMENT PROGRAMS.

WHILE THE PORT AUTHORITY SHOULD BE CONGRATULATED FOR ITS EFFORTS, I BELIEVE THAT AIRCRAFT NOISE CONTROL SHOULD ALSO BE ADDRESSED BY THE LEGISLATURE.

I HAVE RECENTLY INTRODUCED LEGISLATION THAT WOULD PROVIDE \$100,000 FOR TWO NEW STAFF POSITIONS WITHIN THE DEPARTMENT OF ENVIRONMENTAL PROTECTION NOISE POLLUTION PROGRAM.

MY LEGISLATION ALSO PROVIDES \$200,000 TO BE USED FOR THE STUDY OF AIRCRAFT NOISE THROUGHOUT NEW JERSEY. THIS STUDY WOULD FORWARD THE RESULTS OF INVESTIGATIONS INTO NOISE PROBLEMS TO THE FAA SO THAT POSSIBLE AIRCRAFT ROUTE ALTERATIONS COULD BE MADE. STUDY WOULD ALSO PROVIDE RECOMMENDATIONS FOR SOUND-PROOFING SCHOOLS AND OTHER FACILITIES.

WITH TODAY'S NEW TECHNOLOGY, REDUCING AIRPORT NOISE IS NOT IMPOSSIBLE. I BELIEVE THAT, WITH THE COMBINED EFFORTS OF THE PORT AUTHORITY, AIRCRAFT OPERATORS, THE FAA AND THE LEGISLATURE, WE WILL BE ABLE TO PRESERVE THE QUALITY OF LIFE WITHIN NEIGHBORING AIRPORT COMMUNITIES.