

A P P E N D I X

to

PUBLIC HEARING

before

HIS EXCELLENCY ROBERT B. MEYNER,
GOVERNOR OF THE STATE OF NEW JERSEY

on

Senate Bill No. 218 - "An Act prohibiting the construction of certain airports for usage by air carriers engaged in interstate air transportation, overseas air transportation or foreign air transportation in the counties of Morris, Hunterdon, Somerset, Union, Essex, Warren and Passaic."

Held:
Assembly Chamber
State House
Trenton, New Jersey
July 12, 1961

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New Jersey State Library

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Following letter submitted by Congressman Frelinghuysen:

June 29, 1961

**The Honorable Eugene Zuckert
Secretary of the Air Force
Department of the Air Force
Washington 25, D. C.**

Dear Mr. Secretary:

On December 24, 1959, I first wrote your predecessor, Dudley Sharp, about the status of the Air Force's plans for McGuire Air Force Base. My reasons for contacting Mr. Sharp were as follows:

There have been a variety of proposals made for the establishment of a commercial jet airport in New Jersey to serve the greater New York area. I do not believe that a project of this magnitude should be planned without taking into account the potential availability of an existing air installation in New Jersey -- McGuire Air Force Base.

There are reports, of course, that the Air Force may be reducing its requirements for manned aircraft and, accordingly, its requirements for installations such as McGuire, which serve as a base for jet interceptors and other types of plane. Since it would require several years to plan and construct a new commercial airport for jet traffic, there would be, in all likelihood, a very concrete saving in both time and public funds if McGuire field could become available for this purpose.

Mr. Sharp and General Kingsley both advised me that the Air Force has no published program for use of its bases beyond 1964. They added that while there is a firm program for McGuire at present, Air Force requirements keep changing and could result in changes affecting McGuire AFB. They observed, too, that the Air Force could not foresee any indications of this in any planning current at that time.

The Honorable Eugene Zuckert
June 29, 1961

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I recognize of course the fact that a major mission of McGuire today is to serve as a base for the Military Air Transport Service. This should not preclude consideration of the base for commercial use, inasmuch as MATS is, in large part, another kind of airline.

More than a year has passed since the exchange of correspondence. The situation today calls for a review of Air Force plans for the future of McGuire Air Base, and it is my hope that you will give this matter the fullest consideration possible.

Sincerely,

Clifford P. Case
U. S. Senator

CPC/an



NEW JERSEY SENATE

WESLEY L. LANCE
SENATOR, HUNTERDON COUNTY
29 CENTER STREET
CLINTON, N. J.

July 12, 1961

The Honorable Robert B. Meyner
Governor, State of New Jersey
State House
Trenton, New Jersey

My dear Governor:

As one of the introducers and sponsors of Senate Bill No. 218 which prohibits a jet port in several North Jersey Counties, it is natural that I should respectfully urge that you sign this bill into law.

Many months ago on December 18, 1959, just a couple of days after the story of the Port Authority's proposal for a Morris County jet port had broken in the news, I inspected the Burlington pine barrens by helicopter. It was my privilege to take this air inspection trip with Freeholder Haines, who now represents Burlington County in the N. J. Senate.

It was my conclusion then - and it is my conclusion now - that the best place for a hugh global jet port in New Jersey is the Burlington Pine Barrens. Senator Haines told me he had already been saying this for some time. Never before has a Burlington Democrat and a Hunterdon Republican been so thoroughly in accord.

Enclosed is a copy of an article "Under the State House Dome" written by me for the Hunterdon County Democrat on January 28, 1960, which expresses in detail the desirability of locating a jet port in the Burlington pines.

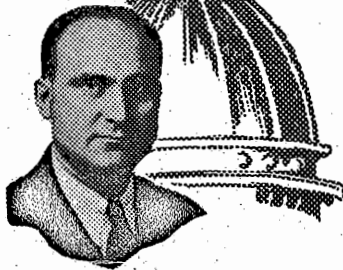
Some people say it is too far to travel from the Holland Tunnel to Burlington. However, if the Russians can build a helicopter which can carry a house, can not the U.S. build one which will carry people from New York City to the Burlington pines?

Cordially,

Wesley L. Lance

WESLEY L. LANCE,
State Senator, Hunterdon County.

UNDER the STATE HOUSE DOME



By Wesley L. Lance
State Senator, Hunterdon County

Helicopter Over Burlington

On Friday, December 18th, I took a helicopter tour over the proposed jet airport location in Burlington County. On Tuesday, January 5th, I made an airplane trip over the proposed jet airport location in the Great Swamp in Morris County.

My conclusions, based on these two trips, are that the Burlington site is superior to the Morris location in most respects. In this article I attempt to analyze the Burlington site in respect to 11 points.

Where is the Burlington site? Look at a map of Burlington over near the Ocean border for the place where State Highway Route 72 branches off from Route 70. In this triangle between Routes 70 and 72, is situated the Lebanon State Forest. This is the location.

These lands are uninhabited pine barrens. You can travel by helicopter for miles without seeing a single person or a single house. The only evidences of civilization from the air are the blueberry and cranberry bogs on the fringes of the Lebanon State Forest and in December even these are deserted.

I have a good supply of New Jersey maps in pamphlet form. Drop me a card for a copy and look at plate 3 (J-5 and J-6) to locate the Burlington site.

1. Regional Acceptance

Do Burlington and Ocean counties want a jet port in the Lebanon State Forest?

The Planning Boards and the

Boards of Freeholders of both counties say they want the jet port. The Burlington Planning Board has spent money on printing up an elaborate brochure heralding the merits and advantages of bringing the airport to Burlington.

2. Size

Is the Burlington site adequate in size?

There are 25,000 acres available, (16,000 acres already owned by the State in the Lebanon State Forest, plus 9,000 more acres readily available).

Twenty-five thousand acres constitute about 40 square miles which is almost as large as the entire land area of the County of Hudson.

And there's plenty more contiguous acreage of pine barrens available—if needed.

3. Noise

Would the noise create a nuisance?

A site as large as this, surrounded by more pine barrens, minimizes this objection.

4. Safety Control

Safety control in an area as large as the Burlington site is certainly better taken care of than in the heavily populated sections of Morris and other residential areas.

5. Level Ground

Is the terrain satisfactory?

This land is level with a sand base and could be easily drained. All of this land was for ages the ocean floor of the Atlantic.

6. Land Cost

Is land available for the Burlington site at reasonable cost?

I don't know any place in New Jersey you could go to look for cheaper land.

The State of New Jersey already owns 16,000 acres in the Lebanon State Forest. It serves no useful purpose, except for deer hunting and even deer don't get too fat on a diet of sand, pitch pine and scrub oak with acorns for desert.

Additional land in hands of private owners should be available at reasonable cost.

7. Air Space Freedom

Does sufficient air space freedom exist in the skies over the Burlington site? The PA claims not.

(a) Existing air lanes.

It is said there are existing air lanes (let us say from Washington, D.C. to Toronto) over the site. I

would think shifting an air lane would not fall into the category of the impossible.

(b) Nearby airports.

To what extent would planes, etc., which land and take off from McGuire Air Force Base, Philadelphia Airport and the Naval Air Station at Lakehurst conflict with jet traffic in and out of the Burlington site?

(c) Holding areas.

The PA claims the Burlington skies constitute "stacking space" or "holding pattern areas" for air traffic which is awaiting its turn to land at other airports.

These problems will have to be decided by experts in whose integrity the Legislature has implicit trust. Would it not be possible to operate the Burlington jet airport in some integrated fashion with traffic in and out of the McGuire Air Force Base? It is my hope the federal agencies will show a spirit of cooperation in these matters of the shifting and adjusting of air patterns.

8. Ground Travel Time

Is the Burlington site reachable from New York City and Philadelphia within reasonable ground travel time?

(a) There is certainly no problem about Philadelphia passengers as they could use State Highway Route 70.

(b) However, the ground travel time from New York City is somewhat longer than some people would like to have it. On the other hand, if you want to go from New York City to Pakistan, it isn't going to hurt you too much to be an extra 20 minutes in an automobile in exchange for the privilege of taking the fast jet.

I suggest that the possibility of a spur from the New Jersey Turnpike at Bordentown (exit 7) into the Burlington site be explored. This would shorten the present approach from the Turnpike at Bordentown (exit 7) down Route 206 to Mt. Holly and then East thru Pemberton and Onga Hat to the Four Mile Circle, where Routes 70 and 72 intercept.

9. Freedom From Fog

When one of the German zeppelin commanders came to this country many years ago, he said that Ireland and this area were freer from fog than any other place in the world. At least that is what the people in Burlington say he said.

Speaking more conservatively, meteorologists do tell us that this area has an unusual degree of freedom from fog.

10. Ability To Finance

What agency would raise the money to build a Burlington airport at a possible cost of 200 million dollars?

(a) The Port of New York Authority has objected to the Burlington site on the ground that it is too far away from New York City and the air lanes are too congested there. I would assume the PA would be unwilling to finance the project.

(b) A separate New Jersey authority, similar to those which built the New Jersey Turnpike and the Garden State Parkway, could be created to build and operate it. Someday (in the 1970's) the profits from this operation might be a handy thing for the State of New Jersey to have sitting around. In fact, as small a contribution as two million dollars a year from the PA to the State of New Jersey, would be a start to help solve the problems of the New Jersey commuter and help keep the trains running. As long as this non-cooperative attitude of the PA exists as to our internal problems in New Jersey, why shouldn't we, the people of New Jersey, consider the construction of some of these projects which will ultimately become financially profitable, at our own state level?

(c) New Jersey and Pennsylvania might cooperate in the creation of a joint bi-state authority to do the job.

(d) An authority representing merely the counties of Burlington and Ocean would, I fear, find the project a pretty big chunk to bite off. After all, 200 million dollars is a sizeable capital improvement.

11. No Danger To Wharton Tract.

Would the Burlington jet port conflict with the development of water supplies for the Wharton Tract?

The Wharton Tract is an entirely different area (See Chart 4, K-6 and K-7), several miles to the South of the Lebanon State Forest. I do not see how the jet port could conflict with the ultimate developments of the underground water reserve in the Wharton Tract.

Conclusions:

If the air patterns over Burlington could be adjusted and the ground travel time from Holland Tunnel shortened somewhat, the Burlington site looks like a bang-up place in all other respects for a jet air port.

STATEMENT BY
GEORGE K. BATT, Chairman
Citizens' Advisory Committee
The Jersey Jetport Site Association

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Governor Meyner, it is our understanding that you have called this public hearing on Senate Bill No. 218 in order to provide sufficient facts to guide you in your decision as to your action in signing or vetoing this bill. We recognize, that the proper appraisal of technical facts can be done only by competent technical authorities.

Our three technical reports have already been submitted to you. Today we are able to provide you with additional competent technical authority of unimpeachable reputation to assess both our reports and the May 31, 1961 report of the Port of New York Authority on the subject. We do not intend at this time to further recite the long history of this controversy. You are well acquainted with the facts from many sources. What we should like to do at this time is to impress upon you, as the Chief Executive of the State of New Jersey, the facts as they affect all of the people -- not only of North Jersey, but also of South Jersey.

In your current espousal of the "Green Acres" plan, you have been quoted as saying "the development of jet planes which break the sound barrier threatens peaceful living in our cities and suburbs. A sound national aviation policy predicated on the safety and rational needs of peaceful living is needed. The aviation specialists must learn to treat citizens as more than mere inhabitants of houses that lie in the path of proposed landings and take-offs."

Governor, no better espousal of our cause could have been made than this statement of yours in a speech to the Wildlife Management Institute in Texas.

Further interest in this important question goes as far as Kenya, Africa -- some 14,000 miles away. In the June 1961 issue of Kenya Wildlife is an entire page, headed, "It's The Same Old Story -- Jets Or Wildlife in Morris County."

Also, in the April 1961 issue of Audubon Magazine, Secretary of the Interior, Stewart L. Udall, writing on the need for more wetland acres as refuges, more recreation areas, and an enlargement of the wilderness system clearly stated, "Open spaces and wild lands and the wildlife that goes with them are essential to our national health and welfare as places where people can go for rest and recreation and receive the kind of special nourishment that comes through communion with nature." Secretary Udall further stated, "As our urban and industrial development moves apace, so we have to move quickly as this may be our last chance to enlarge the park system, to safeguard enough wetlands and other special habitats to assure the future of wild life resources, and to make certain that future generations may draw inspiration from our wilderness areas."

He further stated, "It will be the guiding principle of this administration to seek the solutions of all such problems on the basis of what is best for the nation as a whole. Decisions will never be made for the purpose of rewarding one special interest group against another nor for the benefit of one segment of humanity to the detriment of larger public interest, and we shall try never to forget that the larger public interest includes the welfare of future generations."

It will be my policy to encourage this kind of cooperation because much of the progress that has been made in wildlife conservation has been due to the whole-hearted willingness of federal and state agencies to work together and to work in turn with our citizen organizations. "

To further illustrate that this is just not a fight of a few property owners, we quote from an article in The Saturday Evening Post dated December 17, 1960, as follows: "Communities near big airports from San Francisco and Los Angeles to Chicago and Dallas and Boston have testified of the seriousness of the jet noise nuisance. They have loudly protested that the noise of landing and departing aircraft makes conversation impossible in nearby homes, disrupts school work and church services and causes children to waken screaming in the middle of the night." And further in this same article, "Thus an important principle is involved. This community could become a kind of test case, a critical battleground in the struggle to preserve the last open spaces in the metropolitan areas all over the country. Inertia and indifference already have lead to the blighting of traditional family living space around many American cities. It is about time that homeowners stood up and fought for their rights."

This excellent expression on the need for conserving existing areas such as we have in Morris County is also well supported by the position taken by Senator Harrison A. Williams, Jr., on June 16, 1961 in his proposed amendments to the Federal Airport Act designed "to help bring a little more sanity and order to the urban landscape." Senator Williams stated to the Senate SubCommittee on Aviation that his amendments were intended to "make sure

that other important considerations will not be submerged and neglected in an exclusive preoccupation with the interest of the air traveler who is first and foremost an urban resident himself when not in the air. It is extremely important that any new airports be located, to the greatest extent possible, to carry out the plans of the urban committees for their future development and at the very least, the people have a right to expect that every effort has been made by the agencies concerned to consider the needs and values of the communities affected by airport construction, and to make sure that the site selected is the best one possible in terms of promoting the welfare of the total urban environment." "Furthermore," he said, "Construction of new airports can have a major impact both desirable and undesirable on the future growth and development of our urban areas. For example: the noise generated by airport activity can disrupt people for miles around. The mislocation of an airport can drastically reduce the whole point of building it in the first place because the accessibility is so inadequate or it can overburden already crowded roads, thus making travel more difficult for the regular users of those roads. The construction of an airport and all the related development attracted to it can seriously affect an important water shed area and compound water supply and flood control problems or it can destroy a particularly valuable scenic area." Senator Williams in his statement further urges the Federal Aviation Agency to consider the need of urban and metropolitan areas in their orderly growth and development in formulating any national airport plan just as they must consider air traffic needs and technological developments.

He also feels, according to his statement, that the Federal Aviation

Agency should consult with the Housing and Home Finance Agency with respect to locating new airports so as to promote the orderly growth and development of urban areas and that all future applications for new airports should be related to the greatest extent possible to the plans and programs for the development of urban areas and that this check "would not and should not involve Federal regulation or interference with the local plans and programs, but only a finding that the applicant has made an effort to coordinate the airport with the other community plans. "

In furtherance of Senator Williams' recent statements, we should like to quote from the Federal Housing Administration's current bulletin issued May 3, 1961 to the directors of all field offices. The subject being ---- Analysis of Residential Properties Near Airports. In this instructive bulletin, FHA discusses the discouragement of residential development and the erection of public buildings and places of public assembly in areas contiguous to public airports as such areas are subject to high aircraft noise levels, in particular, the locations lying under the approach and departure paths of dominant runways. FHA states in this bulletin that it must recognize the desirability of residential properties in the vicinity of such airports being adversely affected by the existing or potential hazard of low flying aircraft, the nuisance of noise, and the possibility of mushrooming non-residential uses. FHA further states the every-increasing activity of jet aircraft has greatly multiplied the noise nuisance and reduced the desirability of land for residential development and adversely affected existing residential properties heretofore readily marketable.

The agency in its guidance to field directors quotes analysis of data necessary where properties are subject to high intensity noise and as such the health and nuisance factors -- that where the consideration of all variables leads to the conclusion that the health of occupants will be adversely affected, the applying property will be considered unacceptable for a FHA loan. It is finally stated by the FHA that these carefully considered steps are necessary in view of the Commissioner's interest and that it is to be hoped that the joint efforts of the FAA, the airport and city officials, school boards, etc., and the administration can work for the benefit of all and achieve the result of minimum home construction in areas that are or may be expected to become undesirable.

The above well-known public figures cannot be accused of bias. They certainly are not speaking for any one group or particular interest. Their statements do, however, bear out the most thorough report of the New Jersey Association of Real Estate Boards, a committee, we understand, appointed by their president at your request to study the impact of a major airport in New Jersey. This excellent report, under date of August 9, 1960 completely bears out the feeling in North Jersey as to the adverse effects to be anticipated from the construction of another major jetport in that area. This committee membership, made up of leading realtors all over the state could hold no brief for any one section, but in their joint experience, as you know, recommended your disapproval of the proposal of the Port of New York Authority to locate the new major jetport in Morris County. They further stated to you that they believed with conviction the residents and property owners in this area and those

on the periphery are entitled to relief from the uncertainty which presently attends this issue and further that you, as Governor, immediately offer the assistance and resources of your office and appropriate existing state agencies to work in the matter of undertaking an exhaustive study of available areas in the pine barren section of Burlington and Ocean counties or of any other potentially acceptable site in the State of New Jersey involving minimum displacement.

Another state-wide group, the New Jersey Association of Chosen Freeholders, in a resolution, opposed a Morris County Jetport in favor of one somewhere in South Jersey.

The communities surrounding Idlewild have long been at war with the Port Authority over the noise factor. Queens Borough President, John Clancy has been in the forefront of this fight. Heads of the local civic associations are constantly considering court action to obtain noise abatement. They state that this has created a desperate situation. These people have lived with this problem for several years and it isn't just academic with them. Here a major airport is surrounded by large areas of people. Their actual experience would be duplicated in northern New Jersey counties, were a jetport to be erected there.

To quote one of these citizens organizations of Laurelton, New York, they state "We in Laurelton have long been plagued by the jet noise and the power of the Port Authority. Many of us are not in the position to simply

buy another home and move away from the area and so we fight them as best we can and so after many years of seeing their promises go up in smoke with the coming of larger and larger fleets of jets, we have now banded together every organization in town. Our only recourse may be the courts."

Backing up our position in Morris County, are petitions from 125 state, county and municipal government boards and private agencies and these public resolutions in turn have been backed up by petitions signed by some 125,000 persons in ten northern New Jersey counties which have been presented to the Legislature and now are being presented to you.

This is NOT a project affecting what the Port Authority calls a few wealthy landowners and many acres of country estates. This is a problem affecting dozens of modern, ideally situated, suburban communities populated by thousands of citizens in every walk of life and occupying homes in every possible price range. They too know "The Horrors of Living with the Jetport"-- an article recently prepared by J. C. and Helen Furnas for the citizens of Hunterdon County in which Mr. and Mrs. Furnas, who are nationally-esteemed journalists, quote verbatim the living conditions of people around a great airport such as Idlewild and the dire threat constantly hanging over their heads and the constantly worsening living conditions from airport activity.

You were quoted recently as stating in Honolulu that you favored a jetport in Morris County because of its closeness to New York, its acceptable situation as regards overhead air traffic, and the need to pursue industrial progress if the State is not to go downhill. You further stated that the arguments of Newark businessmen in favor of enlarging Newark Airport for jets could equally apply to Morris County. Our technical reports substantiate the fact that no new major airport may be needed until 1980--some 20 years from now, certainly not before 1970-1975. With the technological improvements daily being made in aircraft construction, airport control, air lane control, no one knows at this time what

can be done with the so-called air umbrella over South Jersey. With improvements of high-speed rail transportation (which is now in effect in some parts of the country), and with the inevitable improvement in large, fast-traveling helicopters, and with the almost certain development of monorail along major highways, distance from a central point will no longer be a problem. For example: The French understand air, rail, sea transportation from long experience. It takes 2 1/4 hours from LeHavre to Paris. One hour travel from New York City to any Southern point in New Jersey will be nothing compared to the increasing jamming of travel by rail, by present over-crowded highways and by those newly to be constructed. Major rail trackage, stations and tunnels now in existence can handle a very heavy load of air passengers. Construction of new highways into New York City for the future is not alone the answer. The doubling and tripling of tunnels and bridges at the various crossings would also be necessitated and this cost would many times exceed the cost of a quarter-billion dollar airport.

Northern New Jersey has progressed normally and very successfully as related to any other part of nearby industrial states. The fact that Morris County is the site of perhaps more nationally known industrial laboratories than any other section is proof of the fact that the personnel of these laboratories want to live in a quiet area such as Morris County and nearby counties produce. The serious effect alone on American industry could be far-reaching if the quiet of these laboratories were disturbed and the living conditions of their co-workers were made impossible. Morris County is really the scientific center, in many instances, for the industrial world and these laboratories are located in that area solely because of the living conditions provided. To disturb this situation would

be one of the tragedies of our State.

We cannot believe that you would veto an act of the Legislature governing the living conditions of almost 200,000 people--an act that would terminate the present living conditions and the possible displacement of some 18,000 people and subject the additional 12,000 people to a noise level comparable to a jack hammer in operation or an express passing through a subway station. Here, too, are eight leading schools and colleges, seven churches and four major hospitals which would be seriously affected and perhaps rendered untenable by unbearable noise. An airport so envisioned by the Port Authority would have planes taking off and landing at the rate of one every 1-1/2 minutes throughout the day or over 550 flights every 24 hours. This chaotic condition could be increased as much as 85% by 1980 if the normal population of Morris County increased as it would under predicted controlled conditions. 70,000 people now reside within a five-mile radius of this proposed airport and 195,000 live within 7-1/2 miles from the center of the site. How contrary to the report made by Mr. Wiley of the New York Port Authority of September 27, 1960, testifying before the N. J. Senate Investigating Committee, when he said in reply to a question from Senator Cowgill of Camden, "Sir, the studies that we did in the various areas before December when the Preliminary Report was issued were the kind of studies that you could do by driving through the area or flying over the area or something like that." Governor, this is a tragic betrayal of hundreds of thousands of people's daily lives. It is this sort of thinking that has weakened an entire part of our great state of New Jersey. It has caused real estate sales for more than a year to be practically non-existent; it has disrupted many, many homes because of worry and uncertainty. It is

unworthy of a great organization such as the Port Authority to continue this harassment; but, Mr. Tobin, Executive Director of the Authority, correctly stated in his tentative report to you and the Legislature in May 1961 that "the Port Authority as an Interstate Agency is the creature of the Legislature of New Jersey and New York. As we have stated in the course of the current discussion of the need for such an additional airport, the Port Authority has no power whatsoever to carry out the recommendations of either the Preliminary Report which was issued in December or any tentative report of our studies of this problem. Their duties in this field under the Port Compact, are simply to study and report. This we have done to the best of our ability. THE ONLY AUTHORITY IN THE WORLD THAT CAN AUTHORIZE THE CONSTRUCTION OF A NEW AIRPORT ANYWHERE IN THIS METROPOLITAN AREA IS THE AUTHORITY OF THE PEOPLE THROUGH THEIR ELECTED REPRESENTATIVES IN TRENTON AND IN ALBANY".

You can fool some of the people some of the time, but you can't fool all of the people all of the time. The newspapers and all other public media of this State have constantly, day and night, kept in touch with this fight--so important to us all. We do not believe that one single newspaper has yet to speak out in favor of a new major jetport in Morris or contiguous counties. No authority of any prominence has spoken out in favor of the Port Authority's original proposal. This fight has been kept out of partisan politics--the homes of Democrats and Republicans and Independents alike are affected and at stake. This fight knows no political lines and as a result, both the Senate and Assembly after long consideration--18 months to be exact--have presented to you in Bill # S-218 their mature thinking on this vital subject. They have

said, by majority, that there should be no new jetport constructed in Northern New Jersey. Surely, as the Port Authority has said in its letter of transmittal to you and the Legislature, they cannot construct, they can only recommend, but Mr. Tobin, in his testimony before the Senate Investigating Committee this year, said that he didn't even recommend a site, nor would he in his final report.

To demonstrate that this is not the fight of just a few, both major parties in an important gubernatorial election year, after mature and serious consideration, have adopted strong planks in their party platforms against a new jetport in Northern New Jersey. Both gubernatorial candidates are clearly on record substantiating the planks in their platforms. Surely this is an answer to the great majority of the people and for the record, we quote the planks in the platforms of each party:

DEMOCRATS - "We oppose the establishment of a Jet Airport in the Great Swamp of Morris and Hunterdon Counties or in any other settled residential area where the community would be disrupted by such a development, but the State in these early years of the jet age cannot ignore a project which would not only bring huge capital construction, more jobs, and a large annual payroll, but which would also have a stimulating effect on the whole economy and would add luster and prestige to New Jersey. We have in mind that a jetport could be accommodated in the vast pine-land barren. Here is terrain admirably suited for the purpose. The questions of existing air paths and distance from New York City might well yield to determination and ingenuity."

REPUBLICANS - "We pledge our continued opposition to a jetport in Morris County or in any other area in Northern New Jersey and recommend careful

consideration of such an airport with proper safeguards in the pine barrens of South Jersey. "

The people of New Jersey are entitled to consider these as pledges of a gubernatorial veto of any attempt by the Port Authority to further a Northern New Jersey new Jetport, regardless of who is elected.

It is therefore finally up to you as the Chief Executive to recognize the great preponderance of public opinion on this subject. The people have said No to a new jetport in Northern New Jersey; the Legislature has said No in no uncertain terms, and we cannot see any reason why you as the Chief Executive should not sign this measure, and once and for all end the uncertainty to this important part of the State and to the State as a whole.

Thank you for this opportunity to present the facts on this highly important subject.

STATEMENT OF MARTIN A. WARSKOW FOR

AIRBORNE INSTRUMENTS LABORATORY
A DIVISION OF CUTLER-HAMMER, INC.

I am pleased to comply with the Governor's request to submit a statement at this hearing. I wish to enter into the record a special report, in two volumes, entitled, "A New Major Airport New York/New Jersey," prepared by my company for The Port of New York Authority, in June of 1960 and January of 1961, and to briefly summarize the findings presented in these volumes.

Our work has been concerned with airspace usage which would result from a new major airport in the region and to the airport capacity of the existing metropolitan air terminals. My company is qualified in these two subjects by virtue of over 15 years of experience in government and commercial contracts which have dealt with every aspect of air traffic control, air navigation, and aircraft instrumentation.

While a complete list of our projects in these fields would be lengthy, I would like to cite a few.

For the Federal Aviation Agency:

Terminal Area and Airport Surface Traffic, New York,
Winter, 1957-1958.

Technical Evaluation of Helicopter Operations Program.

Airport Runway and Taxiway Design.

For the Airways Modernization Board:

A Study of Airspace for an Additional Airport for Washington D. C.

For the Air Navigation Development Board:

Study of Air Traffic in the New York Area.

Evaluation of Omni-Bearing-Distance System of Air Navigation.

Study of ILS Localizer Bends, and

Site Reflections on ILS Glide Slope Facilities.

For the United States Air Force:

Recommendations for Integration of Air Defense and Air Traffic Control (1960-1970).

Engineering Services on Resolution of TACAN Unknowns, and

for the Department of Defense:

Study of Air Traffic Densities in Nine Major Areas.

In addition, we performed the aviation facilities requirements study for the period 1956-1975 for Mr. Edward P. Curtis, the first Special Assistant to the President for Aviation Facilities Planning.

This statement will begin with a summary of airspace considerations which were the subject of Volume I and conclude with a summary of our findings on airport capacity, which is dealt with in Volume II of our report.

AIL investigated the relative feasibility of 17 possible airport locations in this metropolitan region from the standpoint of their effect on airspace usage. An airport, if located so that its traffic disrupts the flow from existing airports, will contribute little to the total air traffic capacity for the area. The relative merits of each of the locations was therefore based on:

1. How minor will be the restrictions to traffic flow.
2. The overall effect of such restrictions.
3. The overall increase in air traffic capacity that will result.

In this region, where air traffic has been more thoroughly surveyed, analyzed, and modified than any other, it was necessary to consider a new airport location on the basis of the most detailed available information.

Our study confined itself primarily to those conditions which prevail under Instrument Flight Rules. It is under these rules, where the pilot is dependent upon control from the ground, that great blocks of airspace must be provided for each aircraft in order to ensure its separation from other aircraft. Flights under instrument regulations (and, even in fair weather, more and more flights abide by these regulations), confine themselves to fixed airways and preferential routes prescribed by the FAA. The merits of a possible airport site were, therefore, based on airspace requirements for IFR procedures. Visual flight rule traffic patterns were checked to ensure that a location favorable from an instrument flight standpoint would not disrupt VFR traffic.

The locations were considered in terms of the expected airspace environment in the years 1965 and 1968 because this airport would have to function as soon as it was completed. Technological advances, which have yet to be demonstrated are not likely to render feasible a site which is not presently feasible.

We believe the desires of the traveling public for certain destinations and origins will remain constant over the coming years. Consequently, we expect the present basic traffic flow to prevail. An analysis of today's traffic flow under instrument conditions was therefore considered important and such an analysis was made in detail. The

result of this analysis was a three-dimensional model of the airspace activity on February 10, 1960, in an area which stretches from north of Wilton, Connecticut, to south of Philadelphia, and from the Atlantic Ocean to about 60 miles inland. This is the area which might be called the "New York Area Air Traffic Complex." About 1300 flights were analyzed and their routes and altitudes were displayed on the model.

The instrument flight procedures in the New York area must be oriented to best serve the bulk of air traffic in this area. Because the instrument landing and takeoff direction is northeast-southwest for this area, the air traffic flow is compatible with this direction and with the desires of a large percentage of flights in the area. Figure 5 in Volume I of our report is a simplified presentation of the traffic flow for this region which shows the major traffic generating routes. Our figures show that 30 percent of the traffic in the area flows to and from the west, and another 25 percent flows to and from the southwest. Six other major directions of traffic flow make up the remainder. This has led to a counterclockwise flow of traffic. The majority of flights arrive from the southwest and west, join, and flow to the three major airports. They depart to the northeast and swing around and join airways heading west and southwest. The area is further defined by two perimeter streams of so-called overflight traffic which are not destined for New York airports.

One indication of how thoroughly this airspace is used is shown in Figure 6 of Volume I of our report. This figure is an airway map of the area showing the required holding patterns presently employed. The extent of this complex area is well indicated by this figure.

Before going on to the detailed considerations used in this study, it would be well to review briefly the situation regarding new technology in both air navigation, air traffic control, and aircraft characteristics. Possible new developments in each of these fields were thoroughly developed during our study.

The basic navigational aid being used today is the Very High Frequency Omnidirectional Range, called the VOR. This provides a family of radial lines in any direction from the ground station--airways coincide with these radial lines. The next substantial improvement to navigational facilities is the Distance Measuring Equipment which will provide distance along an airway from the ground station. This facility is being implemented on the ground at the present time and the airlines have announced purchase of the airborne equipments.

A perspective on the use of air navigation equipment is provided when it is realized that the VOR was adopted about 15 years ago and the equipment it replaced is still actively used for navigation in this and other areas.

The point is that the VOR will be used in air navigation for many years. Presently, no replacement for this equipment is being actively considered by any U. S. agency. The VOR has a system accuracy which requires that airways be 10 miles wide, if our standards of safety are to be maintained. There is no likelihood in the reasonable future that--except in the immediate vicinity of airports--widths less than 10 miles can be considered for the routes leading to each airport. In addition, there is the requirement for holding space for each airport. In some of the more advanced proposed air traffic control systems this

same airspace if not used for holding will be needed for maneuver. It is our feeling that the areas which are used today to hold or stack aircraft will be required in any future system to sequence and delay aircraft so that the airspace need is equivalent. The improvements that are being contemplated will allow for each route to accommodate additional traffic along its length rather than allow an increase in the number of routes.

The lateral spacing of the present airports in this area do not meet the criteria for optimum spacing, and as a result it is doubtful if they have the capability of reaching their full future instrument runway capacity.

We do not foresee that future aircraft will materially change the traffic flow situation. Improvements in aircraft performance may allow some detailed changes in procedures which expedite traffic flow but the fact that they must be mixed with aircraft of less spectacular performance will tend to nullify the advantages.

A location suitable as a major airport site must be able to serve the demands of traffic at the times it goes into operation and for at least 20 years thereafter. To meet this need, certain basic criteria were set down to be used in rating a proposed location. These were that:

1. The instrument runway must be compatible with the instrument runways at present airports.
2. The new airport is to be a major, long-haul, domestic traffic hub, and therefore the bulk of traffic will flow to and from the west and southwest. The airport must have relatively unobstructed access to these two directions.

3. Some traffic must be expected to proceed to and from the north and northeast and it must be provided for.
4. The equivalent of two stack feeding systems for each of the major instrument approach directions must be provided for stacking or maneuvering.
5. There be an adequate local control area.

When the criteria are studied in detail, a pattern for possible locations begins to emerge. This is shown in Figure 24 of Volume I of our report. This figure shows areas of relative desirability for airport locations. The darkest blue areas include the sites which we have placed in Category D. Airports in this area would be in direct conflict with existing major airports in the New York or Philadelphia areas. The lighter blue area includes Category C sites. These sites do not meet the criteria and have the additional disadvantage of requiring the elimination of McGuire Air Force Base to serve as even limited-capacity airports. The dark gray area includes Category B sites which do not, in one manner or another, meet the criteria. These sites can serve only as limited-capacity airports. It must be noted in connection with the sites in Category B and C, which are located in southern New Jersey, that the reason for their limited potential lies in the fact that this area is used for at least five airways which serve New York traffic and traffic overflying the New York area. These airways cannot be moved to the west without congesting other airways and cannot be moved to the east, over the water, because of limitations of existing navigation systems. The rest of the area, which includes the Category A sites, could accommodate a practical major airport after some rearrangement of facilities and airways.

The shape of these contours, shown on this figure, it must be emphasized, are a result of the natural flow of air traffic in the area. The bulge to the northwest is the area used for climbing aircraft from existing airports, and the bulge to the southwest is the area used for descending aircraft.

Each of the 17 sites was submitted to a detailed analysis, whose objective was to work out the best possible arrangement of airways and routes for that site. This method revealed those shortcomings which are due to the locations of necessary routes and holding areas for the existing airports. No limitation was placed upon the location of such routes and areas due to the placement of navigation and traffic control facilities.

In 14 of the sites studied some major capability could not be provided without severely affecting the traffic flow to existing airports. In some cases, Philadelphia traffic was also a factor in the findings.

Three of the 17 suggested sites fall into Category A. These are site 4 at Pine Island, New York; site 7 at Morristown, New Jersey; and site 8 at Solberg-Hunterdon, New Jersey. Workable airspace usage plans have been presented for these sites in our report.

This concludes the summary of our work on airspace considerations relative to a new airport covered in Volume I of our report.

Volume II dealt with the capacity of existing airports, modified if practical, to obtain maximum capacity. It was our purpose to determine

practical operating capacity for existing airports under both visual and instrument conditions for the years 1965 and 1975, and to consider the effects of possible improvements in airport layouts, procedures, and equipments. We believe that existing airports should be used to their maximum before a new airport is built, because of both economic and air traffic considerations.

Fortunately, analytical techniques which we have had under development for the past two years for the Federal Aviation Agency (covered in AIL Report 7601-1, "Airport Runway and Taxiway Design") make it possible to predict the maximum practical operating rates that can be obtained at an airport. These techniques allow a direct consideration of airport capacity in terms of operating rate related to the average delay incurred by aircraft.

I wish to emphasize that these techniques, called mathematical models, predict actual operating rates. They are based on actual operating performance and they consider the (1) types of aircraft, (2) ratio of arrivals to departures, (3) runway layouts, (4) controller operating techniques, and (5) details of the runway approach system. We have carefully reviewed all possible improvements and developments with regard to possible physical changes at each airport, as well as control equipment and control techniques. In addition, we have considered the effect on airport capacity of possible new aircraft that may come into service by 1975.

Our approach in computing airport capacity has involved three phases. These are:

1. Measurement of current operating rates, under both visual and instrument conditions--along with the resulting delay to departures.
2. Computation of theoretical spacings between aircraft in order to establish an upper "not achievable" limit for IFR conditions, and
3. Development of practical curves for each airport which relate airport operating rate to the delay to departures.

The practical operating rate or capacity was selected from these last curves, based on an evaluation of the delay that would be considered satisfactory for normal peak operations. This was done for both visual flight and instrument flight conditions.

For airports serving a predominance of air carrier traffic, the most important capacity consideration occurs under instrument flying conditions, and as our air traffic grows, this condition is becoming more common in all kinds of weather. Under such conditions, aircraft must be spaced at a safe distance from each other by some means other than the pilot's visual judgment. This is accomplished by radar in terminal areas. Under these conditions--where pilots cannot see the preceding aircraft--there is no opportunity to use the runway at maximum capacity and the airport maximum operating rate is a function of the spacings between aircraft that traffic control must maintain in the air.

Observations of current operations and a study of numerous airport logs has revealed that while as many as 86 movements have occurred at New York International during one hour under visual conditions,

a movement rate of 36 per hour is high during instrument conditions. Similarly, at Newark, rates of 56 versus 32, and at LaGuardia 75 versus 37, are typical high-capacity examples under today's system at today's airports.

We are reasonably confident that the next few years will see an improvement in the ability of the air traffic control system to narrow the spacing between aircraft. This will come about as automatic equipment is put into use and as controller and pilot techniques improve.

We have incorporated this improvement in our IFR capacity determinations. To illustrate this, note Figure 6 of Volume II, which is a plot of the distribution of spacings between aircraft as they arrive at the runway. On the extreme right we see a curve showing that today 50 percent of all aircraft under IFR conditions at New York International Airport are in excess of two minutes apart at the runway threshold. On the left are two curves which show the ideal spacing that a mixture of aircraft could achieve while not violating the safety criteria we have assumed for 1965 and 1975. The middle curves represent the assumptions used by us to represent practical achievements likely by 1965 and 1975. We believe it is reasonable to expect improvement in technical details such as these and, from proper assembly of these details, to formulate valid predictions of airport capacity.

I wish to re-emphasize that conclusions on airport capacity, without consideration of the resulting delay, are not too meaningful. It is the delay that is uneconomic and it is the build-up of delay which indicates that the airport is reaching its practical capacity. We have

concluded that acceptable departure delay is an average of four minutes per aircraft, because with such a delay we have found that, among other things: (1) the airport is working near capacity (and delay can build very rapidly from this point for any of many reasons) as in indicated in Figure 3 of Volume II, (2) although the average delay is four minutes, the actual delay experienced by an individual aircraft can vary from no delay to some 20 minutes--an almost intolerable delay for efficient, high-speed travel, (3) a four-minute delay to departures is usually accompanied by holding stacks for arrivals, and (4) a four-minute delay on peak-day operations will result in much higher delays on the several days each year when peaks exceed the forecast.

I would like now to summarize this work by referring to the chart of practical operating capacity of the New York regional airports. These figures have been prepared for the airports as they would most likely be in 1965 and 1975.

For LaGuardia Airport, it has been assumed that the instrument runway will have been lengthened. We have reviewed the possibility of increasing the capacity of this airport by use of parallel runways and/or drift-off type runways, and neither is practical from a space standpoint. Consequently, we have found--for the types of aircraft that will be operating at this field--that the practical capacity in 1965 will be 62 movements an hour under visual flight rules and 34 movements per hour under instrument conditions. In 1975, the capacity will be 52 VFR movements or 36 IFR movements.

At Newark Airport, the possibility of a close parallel to the instrument runway exists. This improvement would be more effective and

more economical than a drift-off configuration on the existing runway. Without this improvement, the practical capacity of Newark would be 42 VFR or 28 instrument operations per hour for the types of aircraft expected to use that airport in 1965. With the parallel runway, 96 VFR or 41 IFR operations could be accommodated. Similar figures for 1975 are 46 VFR or 31 IFR without the parallel, and 96 VFR and 49 IFR with it.

With regard to New York International, we devoted a good deal of effort to analyzing possible runway improvements and additions. While an improvement in airport capacity for visual conditions would likely result if an additional runway were constructed, a third parallel runway in the instrument direction would have doubtful value. Problems of airspace usage and feeding systems and runway crossing problems have been shown to negate the benefits. Consequently, New York International Airport has been determined to be able to accommodate 84 VFR operations or 48 instrument operations per hour in 1965 and 99 VFR or 66 IFR operations in 1975.

Thank you.

HAMMER AND COMPANY ASSOCIATES

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HEARING ON BILL TO PROHIBIT

NEW MAJOR AIRPORT IN NORTHERN NEW JERSEY

HELD BEFORE GOVERNOR MEYNER
TRENTON, NEW JERSEY, JULY 12, 1961

Statement of Robert Gladstone, Hammer and Company Associates

I am here at the request of Governor Meyner, representing my firm -- Hammer and Company Associates -- to present the results of our study on the "Economic Effect of a New Major Airport in the New Jersey-New York Metropolitan Area". This study was one in a group, each of which analyzed specific aspects of the proposed new airport for the region. The preceding witnesses have discussed other studies in this same group.

I have a copy of our report here and would like to formally submit it to you at this time for inclusion in the record. The complete report is close to 200 pages in total length, so I would like to summarize it for you, bringing out its key findings and conclusions. Before going on to the study highlights, however, it might be well to first sketch the background of our firm and the types of studies we have undertaken.

Organized in 1954, we maintain principal offices in Washington, D.C. and Atlanta. We specialize in the field of economic and business research, and have prepared studies for a wide variety of public and private clients. During the past several years, we have completed more than 300 research studies involving problems and issues of area economic development -- as does this study of airport economic effects. Projects have included industrial and commercial site studies for manufacturers, wholesalers and retailers. We have made market and financial studies for varied types of development -- motels and hotels, single- and multi-family residential projects, regional and community retail facilities; industrial parks and office buildings. Specific examples of recent projects include: study of the economic development outlook in the Washington Metropolitan Area for the Joint Congressional Committee on Washington Metropolitan Problems; analysis of transient housing supply for the Washington Committee, 1964 International Exposition; multi-county economic development studies in Western North Carolina and Northern Virginia regions; airport development potential in the Atlanta Metropolitan Area; economic and market studies in downtown areas for Youngstown, Fort Wayne and Binghamton; urban renewal land utilization and marketability studies in Tampa, Memphis, Cincinnati and Louisville; economic studies for community renewal program in Tulsa; apartment market studies in Harrisburg, Baltimore, New York City and the Los Angeles Metropolitan Areas; revenue potential of proposed park improvements for the State of Kentucky.

I am in charge of our Washington office and a partner in our firm. It was my privilege to have carried out or personally supervised many of the studies previously

listed. The study of airport economic effects prepared for the Port of New York Authority was my direct responsibility.

Our assignment in the airport study was to determine the economic effects which might result from the development of a new major airport in the New Jersey-New York Area. In outlining the key findings of the study, I am drawing directly on the text of the complete report, submitted today. Background data and documentation for these highlights are found in the report. I might add that during the preparation of our study -- although we maintained contact and received information from the Port Authority as well as numerous state and local agencies -- it was understood that our research and analysis were to be developed on a completely independent basis with full freedom to pursue the study along whatever lines we saw fit in terms of the issues posed by our assignment and we assume full responsibility for the statements and findings in the report.

The specific airport effects were established at both the regional and local levels. To throw the airport effect on area economic development into proper perspective, we also projected the likely growth patterns in individual local areas as they might be expected to "normally" develop during the next 25 years. These "normal" trends were established directly on the basis of materials prepared by the Regional Planning Association and its recently-completed New York Metropolitan Regional Study. The "normal" development patterns were then compared with the economic effects anticipated with the airport and the differential effect determined.

On the basis of our study, we found that a new, major airport -- which would bring together a wide range of rapidly-growing aviation activities -- would have a significant influence on regional and economic development. Its specific effects would build up to peak levels over a substantial time period, facilitating their assimilation at the local level. There would be three major phases; the first would be the primary construction phase, which we assume would take place approximately during the 1965-70 period; the second phase would begin with initial aviation operations at the airfield in 1970 and continue to approximately 1980 (construction would also extend into this stage); and the third -- or optimum -- phase would be from 1980 forward. We would expect that the optimum developments at the field would have been fully translated into their local area effects over a five-year period, or by 1985.

During the five-year primary construction stage, no aviation operations would occur at the site. The major construction effort during this period would be in the estimated three-year site preparation phase. Completion of runways, access roadways, necessary structures, installation of navigation equipment and the like would overlap and follow behind site preparation activities.

Probably more than \$175 million would be spent for basic field and building construction between 1965 and 1970, apart from the cost for site preparation which would of course, vary substantially from site to site according to ground conditions and terrain. Another \$90 million or more would be required by the second-phase operations after 1970. The nature of the work required on a particular site would determine the cost breakdown for site preparation between labor force payrolls and

the amount spent for the various non-labor items. In primary phase building construction at least \$35 million -- one-third the total value of contracts -- would be represented by labor expenditures. This figure would be absorbed principally by local labor force. In all, during the construction phases, a daily average of 2,000 construction workers might be employed at the site and total payrolls might approximate \$85 million. Building materials and equipment, accounting for the remaining disbursements would, in large measure, move through regional business channels. Wages for the construction force and payments for the purchase of goods in the local area would, of course, become part of the economic flows in the metropolitan area. The final effect on the regional economy of the airport construction would be multiplied approximately three-fold by the process of successive spending and re-spending.

Following initial construction phases, actual aviation operations would begin at the field. At the regional level, airport effects would be principally felt in terms of expanded job opportunities and income flows generated by new employment in primary aviation activities located both on and off the airport site. In addition, new "multipliers" growing out of successive rounds of spending and re-spending the added income brought to the region by the airport would further expand regional economic gains. By 1980 -- the point at which optimum operations at the field are expected -- a total of 28,300 employees might be expected for a new major airport. This figure, representing employment at the airport site in primary aviation activities, would be supplemented by 11,000 additional jobs generated off the site but directly related to the aviation activities at the airport. Off-site jobs would include workers in downtown terminal offices,

travel agencies and personnel in private business and industry involved in traffic and travel arrangements. The estimate for additional off-site jobs is derived on the basis of present patterns evident in the New York Metropolitan Area. The total annual payroll for primary aviation employees on and off the site would be more than \$265 million.

In addition to the primary aviation payrolls, a total of \$208 million would be spent each year in the region for purchases of goods and services by the various enterprises at the airport. This \$208 million expenditure is based on anticipated gross new revenues of \$555 million per annum generated by the airport's aviation enterprises in 1980. Expenditures would cover supplies, equipment, maintenance and other goods and services exclusive of aircraft and the \$200-plus million in payrolls. The region's suppliers and manufacturers would be directly benefited by these purchases in the form of increased sales. A portion of these sales would of course, be passed on to employees as wages. The ultimate effect on total regional income attributable to the national markets served out of the new major airport would, we estimate, aggregate approximately \$78 million. The prevailing regional wage, at this figure, would support a total of 16,400 new jobs.

Visitors to the region arriving at the airport -- businessmen, convention delegates, tourists and others -- would utilize area facilities for a variety of travel and personal services. These facilities would include hotel and motel accommodations, restaurants, retail facilities and local transportation. Based on studies of travelers

arriving in the region by air we can conservatively project a total of \$146 million in estimated annual sales by 1980 at the region's travel-serving business due to a new major airport. These sales, as in the case of other sales and wage flows would also serve to swell the regional income stream. Considering the multiplier effects of only the estimated \$36.5 million in wages which might be paid at the affected establishments, a total of approximately \$109.5 million in new regional income would result. This gain -- based on prevailing wage rates -- would serve to support a total of 23,050 new workers in the region.

Key factors affecting the regional economy as a result of the new major airport can be summed up in terms of the number of new jobs created and total regional income generated. Three of the airport economic effects -- employment in the primary aviation group, local purchases of the primary aviation industries and sales to visiting air passengers at the region's travel-serving business -- can be readily aggregated. These three factors would create a regional total of approximately 134,600 jobs and income of nearly \$718 million. If the typical worker supports himself and 1 dependents, the total population in the region by 1980 which would be supported directly and indirectly by the airport and its aviation activities would be approximately 335,000. In terms of jobs, the airport-stimulated employment would represent about 1.5 percent of the regional total by 1980 and roughly five percent of the Northeast New Jersey figure.

Apart from the tangible job and income benefits outlined above, there is the more intangible, but nonetheless vital factor of adequate and convenient air transportation service for the region's business. Based on business utilization of aviation, the potential "worth" of the airport to the region's business can be calculated in broad terms. The total magnitude of regional business which might be facilitated at this airport by 1980 can be estimated at about \$4.5 billion per year. This figure would show up in sales volumes of regional manufacturers, distribution organizations, wholesalers and selected retailers. The figure, of course, is only suggestive of the tremendous role played by air transportation in the conduct of contemporary business. It can be reasoned that not all of the business volume calculated as being facilitated by the new airport would be lost to the region if its transportation by air were inadequate. The problem for the region, however, is to keep its air transportation sufficiently convenient so that "marginal" business visitors are not persuaded to shift potential transactions to competitive business centers because of their greater accessibility. The reverse pattern is also of major importance and the travel needs of regional business must be met so that locations here need not be under a liability in terms of air transportation.

Moving to the local area level, specific economic effects were analyzed in terms of two Northern New Jersey sites in seventeen which were studied by the Port Authority. One of these was in Morris County and the other straddled the Hunterdon and Somerset County lines. Data is shown below for the economic effects in the county areas surrounding each of the two alternate sites.

Key local effects would be in terms of employment and population gains, new commercial and possible industrial developments and the expansion of local ratables. Airport effects would be spread over an extended period of time, as previously stated, and would also diffuse over a multi-county area. The key counties affected by the prototype sites, however, would be those containing the alternative locations, that is Morris, Hunterdon and Somerset counties.

Employment in the key counties affected by the prototype sites in 1985 -- allowing a five-year transition period for the full translation of airport development into local effects -- would reach sizable levels. In Morris, a total of approximately 37,000 new jobs would be added and in Hunterdon-Somerset combined, a total of nearly 31,000 would be added. Population gains in the same three counties by 1985, attributable to airport development at each of the alternative sites, would reach nearly 58,000 in Morris, 22,000 in Hunterdon and 39,000 in Somerset.

Substantial gains in the level of retail trade and service activities can also be expected. Basic to expanded commercial development in the local areas would be the new population disposable incomes available for the purchase of retail goods and services. Earnings in the primary aviation industry are substantial. Average gross pay per employee in 1959, according to an industry survey in the region, totaled \$6,750 -- approximately \$2,000 a year higher than average worker earnings in the region. In line with the area pattern, if it is assumed that the primary worker

supports himself plus 1.5 dependents, per capita earnings for aviation workers are \$2,700 -- \$200 per year higher than the \$2,500 figure estimated for Morris County in 1959. This differential is even greater when compared with Somerset and Hunterdon which had \$2,400 and \$2,000, respectively, in per capita income.

Based on purchasing power gains in the local areas, resulting from airport development, an additional \$30-\$40 million in retail sales would be realized in Morris County by 1985. This gain would support new retail building space of approximately 550,000 square feet. Somerset would show retail gains in the \$22-\$29 million range and Hunterdon, \$13-\$16 million by 1985. These increases would support roughly 400,000 square feet and 250,000 additional square feet of building space, respectively, in each of the counties.

In addition to expanded commercial facilities which would develop in consequence of the new airport, there would also be a definite potential for a wide range of secondary activities. These would consist primarily of industrial facilities attracted to the area based on advantages brought to a focus in the airport vicinity. This expansion would not be inevitable, however. The extent and type of industrial expansion would, in large measure, be subject to regulation by local interest as well as specific policy and action programs.

There are outstanding examples throughout the United States where the location of an airport has stimulated rapid and extensive industrial development in the airfield

vicinity. On the basis of these examples and the demonstrable attractions offered by an airport for desirable types of industrial activities, a new major airport is possibly the single, most valuable asset for industrial expansion that the region can make available to a local area. Although a substantial and varied potential for industrial gain would be provided by the airport, the utilization of techniques available for development control and area planning would enable localities to maximize advantages of such a facility and selectively screen-out the types of establishments that are unsuited to local communities.

Although it is not possible to precisely estimate the extent of secondary development which might occur in each of the local areas due to the influence of local policies and programs, it is possible to anticipate the magnitude of potential industrial growth that might be stimulated by the airport. Morris County, in our judgment, has a potential by 1985 for an additional 35 or 40 plants valued at \$15 to \$20 million. The potential for Somerset and Hunterdon would be less, totaling \$10-\$13 million and \$3-\$4 million, respectively.

The full range of development types involved in the airport-stimulated growth -- residential, commercial and industrial -- can be translated into specific estimates of property valuation within each of the key county areas. Calculations show that Morris could be expected to add a total of \$269 million in true value while Hunterdon and Somerset would add \$103 million and \$177 million, respectively. The estimated gain in assessed valuation based on current assessed-to-true ratios would be \$56

million in Morris, \$18 million in Hunterdon and \$30 million in Somerset by 1985. These are gross figures and would need to be offset somewhat by the removal of current ratables represented in the airport property which would be taken off the books by its development. In the case of Morris the net gain would be more than \$51 million. Hunterdon would show a net nearly \$16 million in new ratables and Somerset more than \$29 million.

The airport-stimulated growth in the local economies needs to be analyzed against the background of anticipated "normal" developments. The overall outlook for development -- under normal circumstances -- during the coming period is for tremendous growth and change. By 1980 -- twenty years from now -- the Northeast New Jersey area should have added approximately 2.4 million in population. This would represent an expansion from the current 4.4 million to nearly 6.8 million in 1980 -- a 54 percent gain over the present figure. Employment in Northeast New Jersey should reach an all-time high of 2.5 million by 1980 -- an increase of more than one million from the 1956 level, or a 66 percent gain.

These immense gains projected for population and employment in Jersey -- as based on the figures developed by the New York Metropolitan Regional study for the Regional Planning Association -- would penetrate into new areas many of which are presently rural or semi-rural. The present "leading-edge" or urbanization will be extended and the development pattern in the older areas consolidated. This

is a prospect on which most planners and economists can agree. Some of the greatest changes can be expected to occur in the presently "fringe" and outlying counties typical of which are Morris, Somerset and Hunterdon. The outward spread of urbanization will be facilitated by the high-speed, high-capacity freeways reaching for the first time into most of Morris, major portions of Somerset as well as into Hunterdon. Each of these areas faces greatly expanded normal rates of development during the coming two decades and beyond.

By 1985, Morris County can be expected to reach a population of 730,000 -- an increase of 468,000 above the current population level. Somerset population -- 144,000 in 1960 -- is likely to increase to 550,000 by 1985, a gain of nearly 400,000. Hunterdon County, largely rural and semi-rural in current development pattern has a total population today of only 54,000. This figure should expand to approximately 135,000 by 1985 -- an addition of nearly 80,000 or a 130 percent increase. Employment gains of approximately similar proportions in each of the key county areas can be expected during this same period. The gains in population, industry and commerce projected for New Jersey are the ultimate basis for the projected gains in air travel demand west of the Hudson as discussed previously by representatives of the Airborne Instruments Laboratory and Speas organizations.

The relative effect of a new major airport on local areas surrounding the site is most simply and directly measured in terms of population factors. Despite the

sizable increments in airport-induced population which can be expected in each of the key counties surrounding the two illustrative sites, the population impact of the airport will be relatively minor in the face of the rapid gains expected to occur under normal circumstances in both Morris and Somerset counties. Impact in the less-developed Hunterdon, however, would be appreciable. The projected airport-induced population gain for Morris County by 1985 -- after the airport has already reached its optimum operational level -- would be 58,000 -- a 7.9 percent factor in total county population expected under normal circumstances. In Somerset, the percentage effect on population would be even smaller than for Morris. By 1985, airport expansion would add a total of 39,000 persons to the county population. Against a normal projection of 555,000 for this date the airport-induced gain would represent 7.1 percent. The impact of airport-generated gains in Hunterdon County would be about twice as great as for Morris and Somerset or approximately 16 percent by 1985.

Superimposed on Hunterdon's narrow and relatively slowly gaining population base, the airport development would substantially accelerate the county's normal outlook for growth. Expressed in terms of acceleration in the normal annual rates of growth which might be caused by airport development, Hunterdon would show an acceleration of nearly **27** percent. By contrast, the Morris and Somerset counties would show accelerations of 12.5 and 8.9 percent, respectively.

Apart from these numerical measures, there are major differences in the capacity of areas to absorb sizable new expansions into their normal development patterns. The airport would generate sizable local expansions in relatively shorter periods than might normally occur. This is the case despite the fact that airport development would be staged over a long period beginning originally with the construction phases (perhaps in 1965) and not actually opening until 1970. Initial opening would still only involve the first steps in a gradual program of airport expansion to an ultimate level of operations culminating at optimum, in about 1980. In addition to this time spread, the effects of the airport will be diffused over a rather substantial area covering many counties.

The airport would, however, set a development process in motion in the involved counties which would bring into play population expansion, labor force growth, employment gains, commercial and possibly new industrial facilities, increases in the local tax base as well as expanding costs for local government. The capacity of specific areas to accommodate this development process is limited by a number of key factors. Included would be size of the local area, its rate of normal growth, open areas available for development, extent of its utilities systems and other community improvements and services, its fiscal condition and capacity to undertake major improvements. With these points in mind, these counties which are presently relatively close into the already intensively developed urban areas, already contain sizable populations and are at a relatively advanced stage in their development, are generally better equipped to handle sizable future growth than are the more isolated areas where development extent and pace is still at relatively modest levels.

Similarly, the airport carries with it not only direct economic impact in the form of primary aviation jobs, increased sales in the local areas, population gains and similar direct effects, but also substantial opportunity for indirect or secondary development in selected industrial activities. This potential for industrial expansion would not only help to bring about desired local area objectives for economic development, but also could serve to expand fiscal resources in the local areas. However, just as there are differences in the capacity of areas to assimilate airport-induced development, there are also differences between the site alternatives in the extent to which the airport might influence the pattern of industrial locations and expand the local industrial base. Industrial location decisions rest on a broad range of factors. However, relatively remote or isolated locations, far removed from major concentrations of skilled labor force, sources of supply and needed services and markets, lack basic factors sought in industrial locations. The airport located in such an isolated area would be less effective in stimulating secondary development even though it would still serve as a plus factor. The utility of the airport for area development would be at its optimum in areas presently undergoing rapid urbanization or about to move into rapid urbanization in the near future.

On the basis of normal projections set forth in this report, we have seen that the close-in Northeast New Jersey counties are facing a period of immense change. Morris and Somerset have the potential of adding hundreds of thousands in new population during the next 25 years. Hunterdon County, although its change will be smaller in numerical terms, still stands to increase its present population by two and

one-half times by 1985. During this period of tremendous normal growth, the role of local development policies will be critical. Of limited use in stemming the tide of expanded urbanization, the key task of local policies will be to direct the new development so that it can be suitably located, soundly developed, properly serviced and serviceable to the community. The strains of this normal growth period will be substantial and great skill will be required to formulate and apply needed local policies and programs.

Against this background of rapid growth, an airport would add another element of change. Even more people would be added to the local areas and more jobs would be created, accelerating the normal growth projected for the area. This would be true for Morris and Somerset even though the airport-generated gains would be a relatively small part of the total change expected -- as well as for Hunterdon.

Development anticipated as a result of the airport, although extensive, would be of a "high type". This would hold true for the residential, commercial as well as possible industrial facilities. The average income of primary aviation employees is well above regional and in most instances, if not all, county averages at the present time. Average home values built in response to the market potential for these employees would be high. Types of industries attracted to the area in response to airport development would include light manufacturing and distribution facilities, processing operations, research units and similar activities which could be expected to fit harmoniously into the county development patterns. Indeed, these very types of industry are presently being sought by industrial development units already established in county areas in Northern New Jersey.

The main task of local development policies, if the airport were built, would be the same as under normal circumstances -- to ensure sound development, well-located and suitably serviced. There is no inherent aspect of the potential airport-generated development which would interfere with carrying out these development objectives in our judgment. The specific quality, location and type of new facilities can be controlled by the appropriate use of the standard regulatory devices -- zoning and control of land sub-division. The fiscal resources generated by the new development even though calculated on the most conservative basis, should permit the maintenance of continued high standards of local service.

STATEMENT OF R. DIXON SPEAS

PUBLIC HEARING ON AIRPORT REQUIREMENTS IN NORTHERN NEW JERSEY

July 12, 1961

Governor Meyner, I am pleased to respond to your request to appear at this public hearing to present our report and those of two other consultant firms, prepared for the Port of New York Authority, and to briefly summarize them for the public record.

My name is R. Dixon Speas. I reside in Manhasset, Long Island, New York. I am the President of R. Dixon Speas Associates, Inc., aviation consultants. We were retained by the Port of New York Authority slightly more than a year ago to conduct a study of certain aspects of the future airport capacity requirements of the New Jersey-New York metropolitan area. Specifically, our study was directed to:

- 1 .. The historical trends and future developments to be expected in operational transport aircraft.
- 2 .. The contribution of airline passenger schedules to total airport activity.
- 3 .. The capability of VTOL (helicopter and other vertical takeoff and landing) aircraft to contribute to the total airlift requirements as segregated air traffic.
- 4 .. Operational aspects and economics of high volume City Center-Airport Service by VTOL aircraft.

Our firm has provided consultant services in the field of air transportation since 1951. We have been active in major phases of

civil aviation planning and operations in many projects involving both technical and economic considerations. Our previous work has included forecasting markets for advanced aircraft both conventional and VTOL, financial and operational suitability studies of specific transport aircraft, and operational and cost analyses of helicopter services. We have accomplished project work for many airlines both U. S. and overseas, airport and industrial concerns, aircraft and engine manufacturers and other business corporations.

I personally have been active in the field of air transportation for more than twenty years since my graduation from the Massachusetts Institute of Technology as an aeronautical engineer. I also spent one year at the Boeing School of Aeronautics where I qualified as a transport pilot. During ten years of employment with a major U. S. airline, I was active in engineering and held positions as Assistant to the Vice President of Engineering, Director of Engineering and Maintenance-Air Cargo Division and Special Assistant to the President.

Our firm's contribution to the Port Authority's overall study of the factors relating to airport requirements and sites in the metropolitan New Jersey-New York region is the forecast of future aircraft movements into and out of the region which will be required to transport all future air passenger traffic.

Any study to determine the region's future airport requirements must consider many factors:

The volume of future passenger traffic both domestic and international.

The specific destinations to which these passengers will travel.

The number and types of aircraft which will move into and out of the region to handle this traffic.

How the passenger traffic demand will cause these aircraft movements to peak at various times of the day.

In addition to passenger air traffic, consideration must be given to the growth in volume of air cargo which will move through the area, the type of aircraft which can be expected to handle it, and the number of aircraft movements which will be required to carry the load. The activity of general aviation aircraft must also be considered in the light of their need for access to the major metropolitan airports. When the full impact of these accumulated demands on the region's aviation facilities are combined they may then be assessed against the present, and improved future capacity of the airport complex to determine the need for added facilities.

PASSENGER MOVEMENTS

The study accomplished by R. Dixon Speas Associates derived the future aircraft movements required to handle regional passenger traffic. A forecast of the number of airline passengers which would be moved into and out of the New York region in future years was provided by the Forecast and Analysis Division of the Port of New York Authority. The Port Authority's forecast, which analyzed many factors contributing to the growth in air traffic in the

future indicates that the region will be called upon to handle a total of 24,700,000 passengers in 1965 and 45,300,000 in 1975. In addition to forecasting growth in total traffic an analysis was made to determine the respective future volume of travel to various domestic and overseas destinations.

An extensive analysis of past airline services was accomplished in order to establish a basis for forecasting future aircraft movements. From these analyses, the number of plane movements into and out of the region, the number of seats offered in various types of service and the pattern of hourly distribution of movements was established. These analyses also established the influence of through-flight passengers on the region's aircraft movements, as well as the relationship of the number of movements required in a peak period of operation to the total. From this firm base of service patterns evolved under the requirements of traffic demand projections of future aircraft movements were made.

It is obvious that to transport a given volume of traffic the number of aircraft movements required will be less when larger aircraft are used. Our studies made full analysis of the factors determining future transport aircraft characteristics. This work included detailed review, with the National Aeronautics and Space Administration, of the technical, operational, and economic feasibility of all major air vehicle design trends.

In addition, all major aircraft and engine manufacturers were

interviewed to determine their views on the feasibility and timing of potential transport aircraft projects. A large number of U. S. airlines were also contacted regarding their views on future equipment requirements and the extent and timing of their future re-equipment programs. With this background the type and capacity of aircraft forecast for use in the New York region was established for all major elements of future passenger traffic. This process gave consideration to the specific route, traffic density, movement frequency, sector distances and airline service patterns. It should be noted at this point that, based on full evaluation of technical and economic factors, no significant replacement of conventional aircraft by VTOL aircraft in scheduled air transport is forecast for the years 1960-1975.

The hourly distribution of total aircraft movements required to transport air passenger traffic is influenced by passenger demand for services at specific times of the day, as are the railroads, buses, tunnels and bridges. In consideration of the manner in which traffic demand will concentrate the requirement for aircraft movements at specific times of the day in future years account was taken of the growth of traffic to each specific area, both domestic and international, and of the influence of advanced type aircraft on reduction of travel time and desirable arrival and departure hours.

CARGO MOVEMENTS

A forecast of future air cargo activity in the region was made for the Port Authority under the direction of Professor Stanley H. Brewer. Professor Brewer has done extensive work in the air cargo field for such organizations as the Boeing Company, Stanford Research Institute, University of Washington as well as manufacturers and operators of cargo aircraft. This study takes recognition of the advent of new turbine powered cargo aircraft, their established capability for providing cargo airlift at substantially reduced operating costs, and the potential for cargo rate reductions from such capability. The recent growth in cargo air traffic has exceeded that in passenger air traffic and this trend is forecast to continue in both domestic and international operations. The growth in international cargo air traffic is expected to be even more pronounced because of the greater relative potential in rate reductions and because the speed advantages of air shipment are greater over the longer international route distances. Historically, the relative number of cargo aircraft movements has been small, and although substantial growth in this element of industry is forecast, it is not anticipated that its volume or time of movement will justify separate all cargo airports in the foreseeable future. The bulk of cargo movements have characteristically occurred at periods of the day when other movements are not at peak activity. Although it is forecast that a substantial volume of cargo traffic will take place (approximately 350 movements per day in 1975) they will continue to have only moderate impact on peak hour air traffic demand.

GENERAL AVIATION

A forecast of the requirements of general aviation activity in the New York region was accomplished for the Port Authority by the firm of Booz, Allen and Hamilton. This firm is one of the countries' largest management consultant organizations. They have been active in the field of aviation studies and planning in many projects for government and industry. They have extensive experience in general aviation in project work for the Federal Aviation Agency. Their study analyzed the air traffic demand for the many types of aviation activity other than scheduled airline flights. This category is referred to as general aviation. It is significant to note that although all of the scheduled airlines in the U. S. operate an aggregate of less than 2,000 airplanes, there are approximately 1,800 active general aviation aircraft based in the New Jersey-New York metropolitan region alone. A large percentage of these aircraft, plus many itinerants from other areas, are used in business flying, charter operations and air taxi services. The growth of general aviation in recent years has been rapid and it is expected to continue so for the foreseeable future. There is a very active present demand for use of the major aviation facilities of the area in all weather operations. A large segment of general aviation activity is among aircraft with high standards of equipment and operating capability equivalent to air line standards. Many of the aircraft in this category are large airline types. A substantial number of these aircraft find it necessary to use, and pay the landing fees for access, to the major airports for such reasons as

charter and air taxi connections with scheduled airlines, business aircraft passengers require connections or access to airport adjacent business areas, and larger aircraft requiring the physical facilities of major airports.

The activities of general aviation aircraft are influenced by many of the same factors that establish the peak hour air traffic demand of scheduled airline movements. It is expected that the two classes of movements - general aviation and airlines - will continue to have similar demand patterns.

AIRPORT CAPACITY

The capacity of airports in the region for handling air traffic demand was studied by Airborne Instruments Laboratory. Their report and the qualifications of this firm have been presented to you separately by one of their representatives. A.I.L.'s extensive work in this field established the criteria and the limits on the capacity of the regions airports to accommodate aircraft movements into and out-of the area in periods of poor weather when aircraft operations must be conducted under instrument flight rules (IFR). Their studies looked not only at the present capacity of the regions airports but also at ways in which capacity could be improved through modification or expansion of facilities. The influences and interrelationship of the complex air traffic control requirements in the area were also studied. From this work there was established a maximum practical peak hour IFR capacity for the future regional airport system. A summary of peak hour air traffic movements

required to handle future traffic in the area can be seen to exceed even the improved capacity of the regional airports in the immediate future with the deficiency of capacity becoming more serious in succeeding years:

SUMMARY OF AIRPORT CAPACITY &
PEAK-HOUR I.F.R. AIR TRAFFIC DEMAND
1965-1975

<u>Year</u>	<u>Passenger Aircraft</u>	<u>All-Cargo Aircraft</u>	<u>General Aviation Aircraft</u>	<u>Total</u>	<u>Airport Capacity (IFR)</u>	<u>Deficiency</u>
1965	112	2	22	136	123	13
1970	130	7	41	178	137	41
1975	143	16	78	237	151	86

This summary portrays the forecast air traffic demand in relation to the improved capacity of the regions three major airports. It can be seen that air traffic movements will exceed the expanded capacity of the current airports. The urgent need for early planning and construction of added facilities is clearly shown.

In addition to the technical, statistical, and necessarily theoretical studies which have been made on this matter, there are broad and deep over-riding considerations which must be taken into account on behalf of the citizens of New Jersey.

I am not a resident citizen of New Jersey - although for the past 25 years I have spent a great deal of time in New Jersey - on your highways, on your railroads, and at your aviation facilities. I travel extensively in consulting engineering work and scarcely a month goes by but what I visit or fly over New Jersey. In reflecting upon the last 25 years of association with New Jersey, my mind goes back to my first visit to the air transportation center of Metropolitan New Jersey-New York - namely Newark Airport. To and from this airport in 1936 traveled business passengers, pleasure travelers, and industries' cargoes on the then finest service in the world - approximately 65 outgoing and 65 incoming planes a day. At that time plans were underway for expansion of the old North Beach Airport into LaGuardia Airport. LaGuardia opened in late 1939, at approximately the time work was getting underway on Idlewild. I well remember the time in about 1940 when a group of airline personnel climbed up a wooden tower and looked out over the sand being pumped into the area on which New York International Airport was to be built. Twenty years later this airport is not yet fully completed - partially because of war interruption, but also because of the drastic changes in flight equipment of the airlines during the past 20 years, advances in operational tech-

niques, and expansion of traffic requirements beyond expectations. By 1940 there were approximately 300 arrivals and departures a day from Metropolitan New Jersey-New York region which have continued to grow to today's traffic of over 1200 departures and arrivals every 24 hours. With two airports then operating - Newark and LaGuardia - it was considered foolhardy by many to be thinking of an additional airport. On any theoretical or technical basis it seemed overly ambitious to undertake such a large project as NYIA. Vertical lift aircraft were receiving prominent attention. As a matter of fact, New Jersey was on the airport end of an airport to center of town scheduled service by VTOL aircraft. This service was from Camden Airport to downtown Philadelphia and was operated by Eastern Air Lines. The vertical lift aircraft of that day was the Autogiro and one of the nation's political leaders stated - before work started on New York International Airport ...

"The Autogiro offers tremendous possibilities without large airports. That is why business men can commute from within 90 to 100 miles from the centre of the city and land on the centre of their roof or in any part of town..."

Despite the lack of a theoretical or technical basis at that time for positive assurance of sufficient traffic to fill two airports - let alone three - and despite the promises of vertical lift enthusiasts, other men of clear and practical vision decided an additional airport would be needed and they pushed through this third airport against heavy opposition. Help came from those who had faith in the new form of transportation which promised to do much for travelers, industry and general economy of the area.

Today a critical requirement is upon the metropolitan New Jersey-New York area for additional facilities for airborne traffic of the future. It takes time to create these facilities and a reasonable planning construction schedule will be required. When we look at the contrast between the time to plan and construct aviation facilities which existed as of 1940 - the urgency of today's critical requirement for aviation facilities, it is apparent early action is required on two counts.

First, to meet the air transportation requirements of metropolitan New Jersey-New York.

Secondly, to enable citizens of New Jersey to participate fully in the direct and indirect benefits of air transportation - present and future.

In addressing this second consideration, which must be of primary importance to the citizens of New Jersey and those responsible for the future planning of the state's well being and progress. The areas of key importance which appear most prominently are:

- Cargo aircraft and their contribution to the area's economic growth.
- Business aircraft operations which have similar importance in expediting industry operations and decision making.
- Plus the accommodations of total passenger, mail and express movements which have come to be such a vital force in our nation's growth.

The need for additional airport capacity is clear. The decision now to be made as to location of these facilities will have long range significance in the industrial growth of New Jersey and air service availability to the citizens of New Jersey.

STATEMENT OF CHARLES H. MARCIANTE
Secretary-Treasurer of the
New Jersey State Federation of Labor

NEW AIRPORT LEGISLATION

July 12, 1961 - Public Hearing

I am Charles H. Marciante. As Secretary-Treasurer of the New Jersey State Federation of Labor I have the honor of presenting at this hearing views of over 300,000 members of the Federation on the legislation under consideration at this hearing.

This proposed legislation seeks to outlaw for all time the construction of a major new airport anywhere within a vast area in the northern half of this great State. Now, we in the State Federation of Labor understand full well the feelings of those who have supported and voted for this legislation. Our members live in all sections of the State - including the counties within which no airport could be built if this bill becomes law.

I want to ask that the record of this hearing show that the State Federation of Labor is opposed to this anti-airport legislation. We therefore urge it be vetoed and call upon the Republican and Democratic candidates for Governor to also request that the bill be vetoed.

The proposal in substance is a legislative declaration on the subject of airport site location. As such, it is defective in several respects. It doesn't reach the basic question - whether or not such an airport is needed in the best interests of the people of New Jersey. It jumps right to the matter of location. Legislation such as this in no way takes into account the complex array of technical, economic and practical factors which necessarily must be considered in providing a major airport in this area.

MORE

I would not presume to speak here to day on controlling technological matters affecting the location of a major airport. These have been studied exhaustively by specialists under the auspices of The Port of New York Authority.

But let me say that northeastern New Jersey historically has been the largest industrial and population center within the State. Despite the migration of people and industry westward and southward for several years, this general region still remains the primary metropolitan area of the State; although fore-casters have said that in the years ahead the area will grow faster along its outer perimeter. By the terms of the bill under examination, air travelers and air cargoes into and out of this key region would have to make lengthy and inconvenient trips to and from the airport in an age when efficient air transportation is indispensable to prosperity.

Trips to outlying airports would be prohibitively expensive. In either event, the attractiveness of air travel would be largely diminished. This means that the anti-airport bill, if enacted, would cast a dark shadow on any prospects - no matter how dim - that the people and commerce of the northern part of New Jersey would ever be able to obtain air transportation facilities which are adequate, accesible and economic. In other words, by barring airports from northern New Jersey you would probably foreclose all chances of meeting in a realistic way the growing air transportation needs of this region. Such an unfortunate event inevitably would drive business and industry out of the State and make it unattractive to new business.

In other words, continued growth of the economy of northern New Jersey will require construction of a new major airport.

This legislation will not succeed in turning back the clock to horse and buggy days. Modern industry has come to expect and depend upon up-to-date air transport facilities as a normal part of business. The important growth of air cargo in recent years shows that aviation has become increasingly popular as a mode of goods distribution. And no one seriously questions the fact that business personnel relies upon air transportation.

Now, what happens if a major industrial area is denied convenient air transportation? Obviously the area becomes less desirable than it otherwise would be. We cannot afford to let the business and industry in northern New Jersey deteriorate or fail to grow for lack of a convenient major airport. People who work here should not and cannot be permitted to get caught in the middle of a piece of destructive legislation such as that under consideration here today.

Establishment of a new major airport would be a stimulus to our economy. I am talking about new jobs. Employment and income would be stimulated in three major aspects: construction of the airport; operation of the airport; impact on the general economy of the region. The members of the State Federation of Labor have a heavy stake in each of these aspects.

Jobs and wages for skilled construction workers will be very considerable while the airport is being built. I understand that roughly five years of construction would be required before any major new airport would be operable - and that substantial construction activities would continue for many years thereafter. Experience at New York International Airport demonstrates graphically that new construction on a substantial scale is a long-term proposition. For example, in the eleven years it has been open, the

Port Authority has invested \$290 million in that airport and it is still not completed.

All kinds of labor would be employed in preparing the site, building access highways, basic field and building construction, installation of a multitude of equipment, establishment of countless service facilities. Cost of basic field and building construction alone has been estimated at \$175 million or more during the beginning of the job.

A new major airport would naturally provide an extremely important source of permanent employment for many thousands of persons. I know that in 1959 some 51,000 people were employed directly in air transportation and closely related industries at the four major metropolitan airports. They earned over \$341,000,000 in that one year alone. They worked for airlines, aviation servicing companies, air cargo operators, ground transportation companies, consumer services, government agencies, and others.

It has been estimated that by 1980 close to 40,000 people would be at work on and off the site at a new major airport in northern New Jersey. Their wage levels would be far above the average in the community. New Jersey can ill-afford to throw away these jobs.

Finally, there will be a lot of jobs made in the region as a result of the existence of a major new airport. The exact number of new dollars that would be earned by both business and labor is impossible to estimate.

I have outlined in some detail the business and job considerations related to the establishment of a new major airport in New Jersey because these considerations must be weighed most carefully before taking action on the anti-airport bill. Let there be no

mistake about it. If this bill is approved I believe that the people of this State will be sold short.

The studies which have been made raise the prospect that the only place in New Jersey where a new major airport can be economically established and used is somewhere within the very area which would be foreclosed by this legislation. Thus perhaps what is really being decided here is not where an airport will be, but whether there will be an airport at all.

I am personally proud of the fact that in 1959 the New Jersey Federation of Labor was the very first organization in the State to go on record in favor of the basic proposal that a new airport be built somewhere within New Jersey. On December 30, 1959 our Executive Council adopted a Resolution commending the Port Authority "for its foresight and determination to keep the metropolitan area abreast of the tremendous requirements brought on by the advancement of air transportation to a point where it has become our basic medium of inter-city communication." My fellow officers and I were instructed by this Resolution to cooperate in efforts to bring about the realization of a major new air terminal.

Nothing has happened to alter this position. On the contrary, if the legislation under consideration is signed the realization of any new air terminal in New Jersey will be jeopardized. Perhaps it is natural for our New Jersey members to express their self interest by urging here today that this destructive piece of emotional rather than practical legislation receive the treatment it deserves, we recommend that it be vetoed.

STATEMENT OF FRANK L. PHILLIPS,
JERSEY JETPORT SITE ASSOCIATION,
ON GROWTH OF NEW JERSEY

To The Honorable Robert B. Meyner, Governor of the State of New Jersey:

I am sure you will agree that New Jersey has had substantial growth during your administration. The basic indicators all favor our State over its neighbors in the Middle Atlantic Group:

Population % Increase 1960 Over 1950

New Jersey (closeup)	25.5%
New York	12.9%
Pennsylvania	7.8%

Retail Sales - % Increase 1960 Over 1953

New Jersey	31.8%
New York	20.5%
Pennsylvania	12.4%

Employment - % Increase 1960 Over 1950

New Jersey	16.7%
New York	12.5%
Pennsylvania	- 3.3%

Manufacturing Establishments - % Increase 1958 Over 1947

New Jersey	30.6%
New York	13.7%
Pennsylvania	1.8%

(Use of percentages here takes into account the differences in areas and does not distort the picture, because all three states had substantial development at the beginning of the period.)

The Morris area is contributing substantially to the State's growth. It has been a magnet for research laboratories and a variety of light industries seeking the peaceful atmosphere of this suburban

and semi-rural section. This atmosphere is a considerable factor in attracting and holding the skilled workers they need.

For example, just within a seven mile radius near Morristown there are at least 33 sizeable new businesses or substantial additions to existing plants. This group alone (list attached) employs about 8,000 people and includes such firms as Allied Chemical Research, Warner Lambert, Esso Research, Beneficial Management and General Drafting Company. Allied Chemical Research will expand another 2,800 people by 1963.

The North Jersey area probably has the greatest concentration of research effort in the country. It is no accident that more than 10% of all U. S. research dollars are spent in the ideal thought - climate of New Jersey.

The products of this research are the vital ingredients for further industrial growth throughout the State. If we permit a jetport to worsen the living conditions near our laboratories, our scientists will be lured away to greener pastures, and scouts from organizations in other states are always at hand with offers.

For the continuation of our State's growth, much depends on the ability of all counties to do their part. But to date the northern counties*, with the help of certain natural advantages, have contributed the lion's share:

* Mercer and Monmouth Counties and above. The areas of the two parts are almost equal. Data from bulletins of the N. J. Department of Conservation and Economic Development.

Population Increase, 1960 Over 1950

Northern Counties - 891,000
Southern Counties - 341,000

Retail Sales Increase, 1960 Over 1950

Northern Counties - \$2,359,000,000
Southern Counties - 650,000,000

Covered Employment, Increase 1959 Over 1950

Northern Counties - 146,000
Southern Counties - 46,000

Manufacturing Establishments, Increase 1958 Over 1947

Northern Counties - 2,757
Southern Counties - 540

Can the southern counties get in the big league?

Notwithstanding developments in the Delaware Valley area, data* on the most recent phenomenon in manufacturing, industrial parks, does not suggest it. The 121 industrial parks under development in New Jersey are almost all in the northern counties:

Northern Counties - 108 industrial parks
Southern Counties - 13 industrial parks

Historically, the Northern Counties have benefited from proximity to New York harbor. But with the leveling-off of shipping** and the increase of air freight as factors in growth, we have a unique

* Survey by New Jersey Manufacturers' Association

** See "Freight and the Metropolis" Chapter 2, published by Regional Plan Association.

opportunity to create our own growth-generator. In one stroke we can utilize the open spaces of South Jersey and become a port which both our New York and Pennsylvania neighbors will patronize. Instead of being a "funnel open at both ends", New Jersey can become the dominant factor in the Middle Atlantic area.

And a glance at the map will show how well such an airport in South Jersey will serve all New Jersey cities: Atlantic City, Vineland, Camden, Trenton, Asbury Park, Perth Amboy, New Brunswick, Elizabeth, Newark - even Jersey City, Paterson and Passaic are readily accessible via highways or railroads.

The Port Authority is interested in glorifying the Port of New York. Let us be interested in developing our whole State in ways that will be beneficial to all and detrimental to none. An airport in South Jersey will build without destroying.

**GROWTH OF BUSINESS AND INDUSTRY IN 7-MILE RADIUS
MORRISTOWN VICINITY**

**New Plants or Substantial Additions
1951-1961**

1.	L. Bamberger Co., Morristown	400	
2.	Hungerford Plastics, Hanover	175	
3.	U. S. Radium, Morristown	35	
4.	Texas U. S. Chemical, Parsippany	70	
5.	Nuclear Corporation of America, Denville	150	
6.	Singer Manufacturing Company - Research Center, Denville	135	
7.	Allied Chemical Research, Morristown	700	(3500 by '61)
8.	Mennen Company, Morristown	500	
9.	Sandoz Pharmaceutical Co., Hanover	225	
10.	Warner Lambert Pharmaceutical Co., Morris Plains	1,400	
11.	Automatic Switch, Florham Park	650	
12.	Nicolet Industries, Florham Park	40	
13.	Silver Burdett Company, Morristown	160	
14.	Dairypak Butler, Inc., Morristown	100	
15.	Airtron Corporation (Litton), Morris Plains	300	
16.	Esso Research Center, Florham Park	600	
17.	Cameron Machine Co., Dover	280	
18.	Pacquin, Inc., Parsippany	100	
19.	Advance Pressure Castings, Denville	180	
20.	Rayonier, Inc., Whippany	90	
21.	Beneficial Management Co., Morristown	350	
22.	Radio Corporation of America, Rockaway	475	
23.	Thermal American Fuze Quartz, Boonton	40	
24.	Ballantine Labs, Boonton	70	
25.	Calculagraph Co., Hanover	100	
26.	Dale and Rankin, Hanover	35	
27.	Design Service, Whippany	100	
28.	Fairleigh Dickinson University, Madison	150	
29.	Control Products, Hanover	25	
30.	General Drafting Co., Convent Station	190	
31.	Hooper Holmes Bureau, Inc., Morristown	165	
32.	Marotta Valve Corp., Taylortown	140	
33.	Microwave Services International, Inc. Denville	35	

Total Employees at these Plants 8,165

Statement
by Anthony M. Hauck, Jr.

SENATE BILL NO. 218

My name is Anthony M. Hauck, Jr. I live at Whitehouse, Readington Township, Hunterdon County, New Jersey. I am a practicing Attorney of the State of New Jersey and a member of the law firm of Hauck and Button, Clinton, New Jersey.

I speak against Senate Bill No. 218. I represent the Hunterdon-Somerset Association for Progress. We are^a newly formed non-profit association formed under Title 15 of the Revised Statutes of New Jersey. Papers were filed Monday in the County Clerk's Office at Flemington and yesterday with the Secretary of State. This is a new group started two weeks ago when two of the trustees, both business men in the Whitehouse area, after watching and listening to the hysteria during the past year and a half created by the opponents of a jet commercial airport, with numerous meetings, letters and petitions, decided to make a personal survey among some of their friends and neighbors. They were astounded by the fact that almost 100% of the people they contacted were either outright for a commercial jet airport at the Solberg-Hunterdon site, known as the Somerset-Hunterdon Site in the report of the Port of Authority of New York, or were for it but reluctant to take a public stand because of a possible effect to their businesses by the opposing group.

Like most property owners, farmers and business men in this great State of New Jersey, they were appalled and becoming frightened because of the constant increase of taxes and the burden created thereby. They realize that the best way to obtain relief from the burden of taxation

is through new industry, which in turn will create new jobs, new buildings, new roads etc. So a little over twenty farmers and business men met and formed this group known as the Hunterdon-Somerset Association for Progress. I will now read the most important purposes of this Association:

The purposes for which the corporation is formed are as follows:

(a) To propose means to increase revenue for the Counties of Hunterdon and Somerset by encouraging new industries, business, research laboratories, etc. to locate in the area.

(b) To work toward and promote the building and establishment of a commercial jet airport under the supervision and management of the New York Port of Authority at the Solberg-Hunterdon Airport, known as the Hunterdon Somerset site in Readington Township, Hunterdon County, New Jersey.

(c) To disseminate information to voters and taxpayers in the Hunterdon-Somerset County areas about the proposed Solberg-Hunterdon Airport, known as the Hunterdon Somerset site in Readington Township, Hunterdon County, New Jersey.

(d) To fully cooperate with the Governing bodies of the counties of Hunterdon and Somerset and the Governing bodies of the various municipalities within the said counties in bringing new industry and business in the area through advertising, promotion, etc. in order to lower taxes which have been constantly increasing in the past.

The names, addresses and occupations of the original seven Trustees of this Association are as follows:

Thomas Harvey, Route 22, Whitehouse, N.J., Owner of a large Chevrolet Agency
J. Bryan Welsh, R.D. Whitehouse Station, N.J., Owner of a large farm

Andrew Lachenmayr, Whitehouse Station, N.J., Owner of a large farm
Thomas Kearns, R.D. 3, Somerville, N.J., Owner of tavern and restaurant
John R. Haver, R.D. 2, Lebanon, N.J., Farmer and property owner
Thomas Dennis, R.D. Califon, N.J., Salesman and property owner
William J. Hance, Whitehouse, N.J., Retail milk dealer and property owner

In this great country of ours we are involved in an enormous struggle, Communist controlled countries vs. Freedom of the Western Democracies. We are all fearful of an out and out atomic war, but ~~an~~ even greater ~~war~~, isn't it far worse to be enslaved under a communistic regime because of the threat of economic disaster?

A COPY OF NEWS WEEK
I have here in front of me ~~a clipping from last Sunday's~~
July 10TH
~~New York Times~~ and I quote from it and ask that this be made part of the record: *Page 17 & 18*

The way to meet this threat is with continued economic prosperity in this country and its free government under the principles of freedom and democracy.

A large commercial airport in the Solberg Hunterdon area would add generally to the economical growth of this great country of ours and add in keeping us ahead of the Communist Powers. Your Excellency, Governor Meyner, all you need to do to be convinced of this is to carefully read the report, of which I have a copy here, which was issued by the Port of New York Authority, and particularly this portion under the Second Section entitled "Importance of Aviation to The Economy of the Region" on Page 5:

READ MARKED PORTIONS

This report is an unbiased report prepared after careful study by individual groups such as Harvard University for the Regional Plan Association, Inc.

I have here a series of tax bills of certain real estate properties in Readington Township for the past five years: READ THE SEVERAL TAX BILLS. What has caused this tremendous increase in real estate property taxes? Inflation, tremendous rising of school costs, the building of new roads, new large reservoirs, new college buildings, new hospitals for the sick and aged and many other causes, most if not all necessary. What is being done, what can be done? Many have said that the equalization of taxes together with 100% assessment is the answer. Oh yes, we have been told that this would reduce the tax rate. that taxation would be fairer and equalized and the tax bill of most of us would be reduced. This will be true for a short period of time but won't this give the school boards, the local county and state heads of government more money to spend and in a short period of time won't we all be paying again too much money for taxes.

My group feels that the answer to high taxation is the introduction of industry, new companies, new research laboratories, which would mean more new jobs for people who will be paid wages to be spent in the community, the building of new homes, the purchase of more automobiles, the purchase of more refrigerators, more electric stoves, more hot water heaters, which in turn will give the business men in the various communities a greater income.

The farmers who belong to our organization have been faced with near disaster. The poultry men are virtually out of business, the dairy men have been faced with the high cost of machinery plus the need to pay high wages to their farm laborers to meet salaries in industry. These men don't want handouts. These men don't want subsidies. They don't want to be in the position of the New York farmer who received a large amount of money from the Federal Government and bought a Cadillac automobile and made the trip to Washington to

advertise the unfairness of this type of help. They want the right at this time, where farming is no longer profitable in the State of New Jersey, to be able to divide their farms and sell the lots at a fair price. They are not interested in letting the land lay idle and receive large sums of money from the Federal Soil Bank and from the failure to grow wheat and other crops.

I would like to call to the attention of your Excellency an article taken from the Plainfield Courier News, published in Plainfield, New Jersey, which is an excellent newspaper and which is circulated to a great extent in Hunterdon County. The title is "Problem in Suburbia" and I will only read the first two paragraphs and then I would like to have this put in as part of the record:

"It is amazing how easy it is to get people all stirred up over a subject, like a jetport in Morris County which is several years off in the future.

What people in our area should get excited about is rail transportation, a problem which is with us now and has been for some time."

Our group feels that although the Port of New York Authority has suggested that in the event that the Solberg Hunterdon site is chosen that a monorail shall be built in order to facilitate transportation, I call to the attention of Your Excellency and the Legislature of New Jersey, that a railroad that has been in existence for many years runs right next to the site of the Solberg Hunterdon Airport, namely the Central Railroad of New Jersey. It was only two days ago that the New York, New Haven and Hartford filed a petition of bankruptcy. The State of New Jersey, with the consent of its people, have been helping the Central Railroad of New Jersey and other railroads to keep

out of bankruptcy. The Federal Government at the present time are studying ways and means of helping these railroads. Here is an excellent opportunity to add to the economic growth of the State of New Jersey by the use of buses with flange wheels running on the tracks of the Central Railroad of New Jersey from the Solberg Hunterdon Airport site to the terminal at Communipau in New Jersey. Since the Central Railroad of New Jersey is connected with the Lehigh Valley Railroad and with the Pennsylvania Railroad of New Jersey these buses with flange wheels could be connected with the tracks of the Hudson-Manhattan Tubes.

I believe that this was done by one of the important railroads in or about Chicago, the result of which was to pull that railroad out of a state of failure.

Buses with flange wheels on the railroad tracks would prevent the necessity of ordinary buses and Carey limousines from being tied up in heavy traffic as a result of cross roads, red lights and traffic jams. The ride would be pleasant and fast and the service could be used not only by people coming to and from the airport but by the many people in the counties through which these railroads run, such as Somerset and Union Counties.

My group feels that the answer is the building of a large jet commercial airport in North Jersey. I am sure Your Excellency has read the report of the Port of New York Authority and so we oppose this bill because it is a deliberate attempt to prevent the economic growth of the State of New Jersey when it is deliberately needed.

present It is not my prerogative to speak today as to whether this
ne P.A.
port commercial airport should be at the Solberg Hunterdon site or at
a full
proof the Morris County site or at any other of the other sites which are
hat the
ir- described in the report of the Port of Authority. The sole question
ort will
ive here, today, is should Senate Bill No. 218 become a law,
s a
reat economic READ SENATE BILL NO. 218
plift.

You know, sometimes I think we are sending too many lawyers to
the Legislature and that we ought to have more good solid business
men. Yes, I am a lawyer and I was a member of the General Assembly
for the year 1932.

Governor Meyner/^{I wonder} if either the Attorney General's Office or
your private Counsel have given you a legal opinion as to whether
this Act is constitutional. We oppose it because we say it is
unconstitutional in that it is contrary to Article I of the New
Jersey Constitution which reads as follows: "All persons are by nature
free and independent, and have certain natural and unalienable rights,
among which are those of enjoying and defending life and liberty, of
acquiring, possessing and protecting property, and of pursuing and
obtaining safety and happiness."

By the passage of this Act you are preventing the public in North
Jersey under the New Jersey Constitution Article I of acquiring,
possessing and of protecting property by telling them "you cannot
sell or use this property for a specific purpose, namely a commercial
airport."

We say this bill is unconstitutional also because it is contrary
to the Fourteenth Amendment of the United States Constitution which
reads as follows: "No State shall make or enforce any law which
shall abridge the privileges or immunities of citizens of the United

States. Nor shall any State deprive any person of life, liberty or property without due process of law, nor deny to any person within its jurisdiction the equal protection of the law."

What the Legislature has attempted to do is to say, Your Excellency" that a commercial airport is a nuisance per se in the seven counties of Morris, Hunterdon, Somerset, Union, Essex, Warren and Passaic." The people of this great State of New Jersey have always been protected by the right of injunction against a nuisance and the courts of the State have provided proper remedies to enforce the right of injunction against nuisances, but the Legislature has said this is a nuisance before it is established. There are no cases in the State of New Jersey which state that a commercial airport is a nuisance per se. If that was true opponents to the very important airport in the City of Newark would have obtained injunctions through the proper procedure. Why should the Legislature of the State of New Jersey be allowed to substitute Senate Bill No. 218 in the place and stead of an important, orderly procedure through the Courts.

But the Legislature has gone further than this. The Legislature has said in effect that a commercial airport is a nuisance per se in the counties of Morris, Hunterdon, Somerset, Union, Essex, Warren and Passaic but it is not a nuisance per se in the County of Bergen for instance, the County of Mercer for instance, the County of Cape May for instance. Aren't the other fourteen counties part of this great State of New Jersey?

I call to your Excellency's attention ^a Supreme Court decision, in the case of Katobimar Realty Co. vs. Webster, 20 N.J., Page 111, 112 a splendid opinion written by the esteemed and learned Justice Heher, where the Borough of New Providence attempted to exclude a proposed shopping center. The Court said as follows:

(1-6) Use restrictions upon real property must find their justification in some aspects of the police power, reasonably exerted for the public welfare. The police function cannot be expressed in terms of a definitive formula that will automatically resolve every case, for its quality and scope are commensurate with the public exigencies arising from ever-changing social and economic conditions. But it is basic to zoning, as with every exercise of the police power, that it be contained by the rule of reason; constitutional due process and equal protection ordain that the exertion of the authority shall not go beyond the public need; there cannot be unnecessary and excessive restrictions upon the use of private property or the pursuit of useful activities; a substantial intrusion upon the right infringes essential individual liberties immune to legislative interference. The restrictions may be so unreasonable as to be confiscatory, and the regulation then transgresses the organic law as arbitrary and oppressive. Brandon v. Board of Com'rs of Town of Montclair, 124 N.J.L. 135 (Sup. Ct. 1940), affirmed 125 N.J.L. 367 (E. & A. 1940).

(7-11) The police power is the public right to reasonable regulation for the common good and welfare. The constitutional principles of due process and equal protection demand that the exercise of the power be devoid of unreason and arbitrariness, and the means selected for the fulfillment of the policy bear a real and substantial relation to that end. In a word, the authority coincides with the essential public need. And in zoning there must be a rational relation between the regulation and the service of the general welfare in an area of action within the range of the police power. Excesses in the realization of the statutory considerations are inadmissible. Schmidt v. Board of Adjustment of City of Newark, 9 N.J. 405 (1952).

(12-16) It is fundamental in zoning policy that all property in like circumstances be treated alike. The use restraints must be general and uniform in the particular district. Beirn v. Morris, 14 N.J. 529 (1954).

We say that by the passage of this Act the restrictions barring a commercial airport are so unreasonable as to be confiscatory and the regulation then transgresses the organic law as arbitrary and oppressive, and since the Court said "the use restraints must be in general and uniform in the particular district" how in the world can the Legislature explain that this use shall be illegal in the Counties of Morris, Hunterdon, Somerset, Union, Essex, Warren and Passaic but still legal and allowable in neighboring counties such as Bergen Sussex, Hudson, Monmouth and Mercer?

This same reasoning was again followed by Justice Heher in the case of Roselle vs. Wright 21 N.J. Law 400 when the Court said, "The exercise of the police power is contained by the rule of reason, the antithesis of the arbitrary action that is alien to the genius and spirit of our democratic society."

We say that this Senate Bill No. 218 is a product of hysteria and should be vetoed by your Excellency.

We are also opposed to the passage of Senate Bill No. 218 on the grounds that it is contrary to the spirit of home rule. Day after day we find the several fifty states of this great country of ours losing rights, privileges and powers because of the usurpation of the Federal Government. Year by year we find that the principles of freedom and democracy are taken away from the counties and municipalities by the Legislature and year by year acts are passed giving the various counties through their respective boards of freeholders which take away from the cities, townships, towns and villages the right of home rule. This country was founded on the rights of individuals to enjoy the freedom, providing orderly governments were formed. A true democracy is based on the government of home rule. The people in Washington Township, Morris County; the people in Branchburg Township, Somerset County; and the people in Readington Township, Hunterdon County know what their neighbors want. The governing bodies know the feeling and

temperment of the members that make up these particular municipalities and so the Legislature of the State of New Jersey, under Title 40, Chapter 55 of the Revised Statutes gave to the various municipalities the right to plan and to zone and to subdivide properties. We are opposed to Senate Bill No. 218 on the further ground that this is taking away the rights of various municipalities to control local situations and, therefore, is contrary to the spirit of the laws of the State of New Jersey.

If the State of New Jersey is allowed to pass this type of Legislature, what is to prevent them from coming into any county or any seven counties of the State of New Jersey and saying, "no dairy farms for the production of milk shall be operated in the counties of Morris, Hunterdon, Somerset etc." What will prevent the Legislation of the State of New Jersey from passing an act in which they state no service stations or no restaurants or no doctors shall practice or no contractor shall build any houses or no automobile dealers shall sell any automobiles within the several counties of the State of New Jersey. What can prevent some minority group of people, and I say minority, your Excellency, because it is my understanding that of the petition circulating in the County of Hunterdon there were only 7,000 to 8,000 signatures of a possible 54,000 people, and of course you know the meaning of petitions. We could go out tomorrow and obtain thousands of petitions for the commercial airport but the question isn't whether or not a number of people sign a petition but the question is what is for the good of most of the people of the State of New Jersey.

Mr. Governor, I was opposed in the beginning to a jet airport in Hunterdon County until I visited Idlewild Airport in Long Island. I heard from many people about the terrible noise of jet planes, that one couldn't sleep, that windows would be shattered, that eardrums would be punctured, that people would have nervous breakdowns which would result in the detriment of their health and life. One day I

visited Idelwild Airport and I deliberately stayed there and I was dumbfounded because I found out that the noise from the large jet planes was not as great as the noise from the piston driven four engine aircraft while on the ground or landing or leaving the ground.

I call your attention to a clipping from an excellent newspaper known as the "Newark Evening News" under the date of Friday, July 7, entitled "Newark Airport Jet Tests Brought No Noise Complaints". Evidently as the result of the jet planes being brought in and out of the Newark Airport this resulted in an editorial in the same issue of the Newark News. This editorial urges the use of the Newark Airport for jets in order to prevent the airport at Newark meeting with the fate of Chicago's Midway Field, which without jets has lost its prosperity and prestige to nearby O'Hare. I ask that this clipping be made a part of the record.

In closing, Your Excellency, I would like to reiterate that we oppose the passage of Senate Bill No. 218 on the grounds that:

1. It will prevent the great need of a future economic growth in the State of New Jersey.
2. It is unconstitutional in that it is against the principles set for in Article I of the New Jersey Constitution and the Fourteenth Amendment of the Federal Constitution.
3. The Legislature is in effect stating that the operation of a commercial airport is a nuisance per set. The Legislation is unfair, unreasonable, confiscatory, arbitrary and capricious.
4. It is unconstitutional and unfair in that it takes away ^{the} right of home rule which has been given to the various municipalities.

5. On the further ground that it is public legislation controlling a specific industry in the seven counties thereby contra to the rule of law that all property in like circumstances be treated alike and that ~~the~~ use restraints must be general and uniform in the particular district anywhere in the State of New Jersey.

In closing, Governor Meyner, my group wants to commend you on on refusing to be snowballed in signing a bill such as Senate Bill No. 218 in spite of the fact that the leading candidates of the Democratic Party, of which you have long been a standard bearer, are opposed to commercial jet airports and in the face of the hysteria that has led to the spectacle of the great number of people that are attending this session and who are in favor of the passage of this bill. Our group further commends you on the fact that you have, and undoubtedly will give, this problem, great study before making a very important decision.

Thank you for the privilege of representing this group.

STATEMENT BY

ESSEX COUNTY SUPERVISOR WELDON R. SHEETS

AT THE AIRPORT HEARING

STATE HOUSE, TRENTON, NEW JERSEY - JULY 12, 1961

MY NAME IS WELDON R. SHEETS, I AM COUNTY SUPERVISOR OF ESSEX WITH EXECUTIVE RESPONSIBILITY FOR AN INDUSTRIAL AND RESIDENTIAL AREA WITH A POPULATION OF 923,545. SINCE OUR COUNTY INCLUDES THE LARGEST CITY IN THE STATE: NEWARK, IT IS CLEAR THAT THE PEOPLE OF OUR COUNTY WOULD BE DEEPLY INTERESTED IN THE DEVELOPMENT OF ADE- QUATE, MODERN AIRPORT FACILITIES IN ADDITION TO THOSE WE HAVE.

IF SELFISH MOTIVATION OR PROVINCIAL SELF-INTEREST WERE TO GUIDE OUR POSITION, IT WOULD BE REASONABLE TO CONCLUDE THAT IT WOULD BE TO THE ADVANTAGE OF ESSEX COUNTY TO HAVE A NEW MAJOR AIR- PORT LOCATED CLOSE BY, WHERE OUR COUNTY COULD DIRECTLY AND INDIRECTLY BENEFIT FROM THE ADDITIONAL 181,000 JOBS AND ALLIED INDUSTRIES THAT SUCH AN AIRPORT WOULD BRING. BUT THE RESIDENTS OF MORRIS COUNTY, FOR VERY LOGICAL REASONS, HAVE TO AN OVERWHELMING EXTENT EXPRESSED THE DESIRE THAT THE NEW AIRPORT FACILITY BE LOCATED ELSEWHERE. AS GOOD NEIGHBORS, WE OF ESSEX COUNTY MUST SUPPORT THEM. WE DO SO WITH- OUT RESERVATION.

IT IS MY FEELING, AND THIS MAY BE JUST A PERSONAL REACTION, THAT WE SHOULD ALL TAKE THE BROADER VIEW. NAMELY, THAT A MODERN AIRPORT IS GOOD FOR NEW JERSEY. FURTHER THAT WHAT IS GOOD FOR NEW JERSEY WILL BE GOOD FOR ESSEX COUNTY AND ALL COUNTIES. SO LET US DISPENSE WITH NEEDLESS WRANGLING AND APPLY CIVIC STATESMANSHIP OF AN UNBIASED NATURE. BUT FIRST LET US LOOK AT SOME FACTS.

1. MORRIS COUNTY DOES NOT WANT THE AIRPORT. THEIR REASONS ARE GOOD. I WOULD HOPE OUR NEIGHBOR COUNTY WOULD SUPPORT ESSEX IN A SIMILAR BASIC HOME RULE MATTER. FOR THEM WE CAN DO NO LESS. WE SUPPORT MORRIS COUNTY. THEY HAVE A RIGHT TO DETERMINE THE KIND OF COUNTY THEY WANT TO BE---AND TO KEEP OUT AN INDUSTRY THAT DOES NOT CONFORM TO THEIR CONCEPT OF WHAT THEY WANT.

2. THE COUNTIES OF BURLINGTON AND OCEAN WANT THE NEW FACILITY. THESE COUNTIES ARE IN POSSESSION OF AN AREA THAT CAN BE WELL DESCRIBED AS A COMMERCIAL WASTELAND. THE PINE REGION OFFERS MANY ADVANTAGES. A LARGE AIRPORT ZONE CAN SET UP TO PREVENT THE DEVELOPMENT OF THE TYPE OF SITUATION THAT HAS CREATED A PROBLEM IN REGARDS TO MORRIS COUNTY. FIRST-CLASS RESIDENTIAL AREAS AND TECHNICALLY UNDESIRABLE COMMERCIAL ACTIVITY ARE ALWAYS INCOMPATIBLE. ONE MUST DESTROY OR HAMPER THE OTHER. SOUND ZONING PRINCIPLES APPLIED TO THE

SOUTH JERSEY AREA UNDER CONSIDERATION CAN AVOID THIS INCOMPAT-
ABILITY OF FUNCTION.

OCEAN AND BURLINGTON COUNTIES HAVE INDICATED THEIR WILLING-
NESS TO LEND EVERY POSSIBLE SUPPORT TO THE VENTURE. EVEN TO THE
EXTENT OF SETTING UP WAYS AND MEANS WHEREBY SUCH AN ACTIVITY COULD
BE FINANCED WITHOUT THE PORT AUTHORITY IF NEED BE. HERE AGAIN,
SPEAKING FOR GENERAL ESSEX COUNTY SENTIMENT, EVEN THOUGH OUR
DIRECT BENEFIT MIGHT BE LESS, I SUPPORT THE DESIRES OF OCEAN AND
BURLINGTON COUNTIES. IF THEY WANT THIS AIRPORT, WHICH IS PERSONA
NON GRATA TO OUR NEIGHBORS IN THE COUNTY OF MORRIS, THEY SHOULD BE
HELPED TO GET IT. FURTHER, THE PORT AUTHORITY SHOULD BE ENCOURAGED
TO REVIEW THEIR POSITION AND PARTICIPATE.

3. FLIGHT PATTERNS. MUCH HAS BEEN SAID ABOUT INTERFERENCE
WITH EXISTING FLIGHT PATTERNS IN SOUTH JERSEY. IT IS MY FEELING
THAT WE HAVE NOT ADEQUATELY CHALLENGED WHAT SOME GROUPS HAVE ACCEPTED
AS FACT. I CANNOT COMPLACENTLY ACCEPT THE REASONING THAT THE PRESENT
SOUTH JERSEY FLIGHT PATTERN STRUCTURE CANNOT BE CHANGED. IT IS
CLEAR TO ME THAT AS WE INCREASE THE INCIDENCE OF AIR TRANSPORT
ALL FLIGHT PATTERN STRUCTURES MUST EVENTUALLY BE CHANGED. IF FOR NO
OTHER REASON THEN TO ABSORB THE AIR TRAFFIC NEEDS OF THE FUTURE. SO
WHY NOT CHANGE THE SOUTH JERSEY AIR PATTERN STRUCTURE...NOW!

4. GROUND TRANSIT TIME. MUCH HAS BEEN MADE OF MILEAGE DIFFERENCE BETWEEN A NORTH JERSEY AIRPORT AND THE CENTRES OF COMMERCE AS MEASURED AGAINST THE DISTANCE OF A SOUTH JERSEY AIRPORT FROM MAJOR CENTERS OF COMMERCE. IF YOU THINK ONLY IN TERMS OF MILES TO NEW YORK AND NEWARK, THE DISTANCE IS CONSIDERABLE. BUT THIS OVERSIMPLIFICATION, MADE BY PROPONENTS OF A NORTH JERSEY SITE, SHOULD BE EXAMINED AT THIS TIME.

A NEW AIRPORT WILL CREATE CONSIDERABLE ADDITIONAL VEHICULAR TRAFFIC. IMPOSE THIS ADDED TRAFFIC ON THE ALREADY INADEQUATE HIGHWAY STRUCTURE IN AND AROUND NORTH JERSEY AND THE DIFFERENTIAL IN TERMS OF GROUND TRANSIT TIME WILL NOT BE AS STRIKING AS THE DIFFERENCE IN TERMS OF MILES. TO THIS, SOMEONE MIGHT ANSWER "BUILD MORE ROADS." WE ARE BUILDING MORE ROADS IN NORTH JERSEY. BUT AT THE RATE WE ARE GOING, BY THE TIME THEY ARE READY FOR USE, THE NORMAL GROWTH OF MOTOR TRAFFIC WILL MAKE OUR NEW ROADS INADEQUATE AND OUT OF DATE. I WOULD LIKE AN ENGINEERING STUDY THAT WOULD DEVELOP COMPARATIVE GROUND TRANSIT TIMES ON THE BASIS OF EXISTING CONDITIONS---BOTH NORMAL AND AT PEAK TRAFFIC PERIODS. TOTAL AVERAGE GROUND TRAVEL TIME BETWEEN THE NORTH JERSEY SITE AND LET US

SAY THE HOLLAND OR LINCOLN TUNNELS SHOULD BE COMPARED WITH THE AVERAGE GROUND TRAVEL TIME TO THESE POINTS FROM A SOUTH JERSEY SITE USING THE TURNPIKE WHICH IS A READY LINK BETWEEN A SOUTH JERSEY AIRPORT AND NORTH JERSEY CENTERS OF COMMERCE.

TO THOSE WHO SAY THE TURNPIKE WILL SOON BECOME OVERCROWDED THE ANSWER IS OBVIOUS. THIS AUTHORITY HAS DEMONSTRATED ADEQUATE SKILL IN PREPARING AN EXECUTING AND FINANCING PLANS FOR ADDED LANES, IMPROVED INTERCHANGES AND OTHER NEEDS. THIS BODY, STIMULATED AND SUPPORTED BY THE LEGISLATURE, SHOULD NOT BE ADVERSE TO SETTING UP THE NECESSARY TURNPIKE LINK BETWEEN ANOTHER GREAT CENTER OF COMMERCE THAT SOMEHOW OR OTHER SEEMS TO BE OVERLOOKED IN PUBLICIZED CONSIDERATION. I REFER NOT ONLY TO THE CAMDEN-PHILADELPHIA AREA, BUT TO THE AREAS THAT FEED IT, BY WAY OF THE PENNSYLVANIA TURNPIKE WHICH IS PRESENTLY LINKED TO OUR OWN NEW JERSEY TURNPIKE.

IN CONCLUSION LET ME STATE THAT ESSEX COUNTY WOULD LIKE TO SEE WORK STARTED ON AN ADEQUATE AIRPORT WITHOUT DELAY.

THE VARIOUS COUNTIES OF THE STATE SEEM TO BE REASONABLY UNANIMOUS IN SUPPORT OF THE SOUTH JERSEY SITE. IN KEEPING WITH THIS FEELING THE LEGISLATURE HAS GONE ON RECORD WITH RESPECT TO NORTH JERSEY. UNLESS PEOPLE CHANGE, THE LEGISLATURE WILL NOT CHANGE ITS POSITION WHETHER THE GOVERNOR SUPPORTS THEIR FEELING OF IF FOR REASONS OF HIS OWN, HE SHOULD VETO THE LAW SPECIFICALLY BARRING A NORTH JERSEY SITE.

SO, LET US BREAK THROUGH THE IMPASSE. LET US WORK COLLECTIVELY IN THE DIRECTION OF A PROPER, SOUND AND POPULAR RESOLUTION OF THIS PROBLEM. I SAY, GET IT GOING. GET IT GOING QUICKLY. PUT IT WHERE IT'S WANTED. WHERE IT WILL DO THE MOST GOOD FOR THE MOST PEOPLE. WITH THE LEAST POSSIBLE PAIN.

Statement by Edwin L. Davis, Chairman of Pinelands Regional Planning Board

I am appearing today as the Chairman of the Pinelands Regional Planning Board

A regional agency officially formed to plan for the development of a portion of Ocean and Burlington Counties in the central part of New Jersey. An agency in which the State and this administration participates by having one member appointed by the Commission of Conservation and Economic Development. I am that member.

Objective of our Group

To present a positive and constructive alternative to a major jetport in Northern New Jersey - to support the enactment of Senate Bill 218 into law as being in the best interest of all the people of the State.

Area of our Concern

We have a vast area suitable for aviation development and supporting economic development. Our Board in its area of jurisdiction alone has 33 Municipalities of Burlington and Ocean Counties. An area of over 1,000 square miles or 1/7 of the State's total land area.

An area of sparse development and scattered population but an area destined for desirable economic development.

Excellent transportation facilities with more to come, putting us within reach of both New York and Philadelphia.

An area extremely interested in aiding the development of our State by encouraging the advance planning and thinking necessary to prepare for the jet aviation age of today and tomorrow.

To tell our story I would like to call on some others from our area to present technical and practical considerations as to why we feel we have the perfect alternative solution to placing a new major aviation facility in an already crowded area of our State and why S-218 should be made law and the established policy of our State.

First - Mr. William Whitesell, Chairman of Aviation Subcommittee
for the Pinelands Regional Planning Board
and Aviation Consultant to Burlington Co.
Planning Board.

Second - Mr. Logan, Engineering Consultant to Ocean County and Pinelands
Regional Planning Board.

Third - Mr. Edward Hulse, Burlington County Freeholder Director

Fourth - Mr. Paul King, Ocean County Freeholder Director

Statement by William Whitesell, Chairman of the Aviation Subcommittee for the Pinelands Regional Planning Board and Aviation Consultant to the Burlington County Planning Board.

Governor Meyner and Gentlemen: This report that I am about to deliver makes reference to a recent report put forth by the Port of New York Authority. Their report in essence justifies the creation of a new jet airport in the Northern New Jersey area and criticizes the potential of an airport as envisioned by the Burlington and Ocean County officials for their area. Recognizing the fact that this Port of New York Authority Report may possibly tend to influence your thinking on Senate Bill 218 of which we speak today, I therefore must make reference to their report and take exception to it.

For purposes of brevity I shall refer to the Port of New York Authority as PONYA. My statement is not intended as a criticism of F.A.A. or PONYA. It is intended to point out the inadequacies and inconsistencies of their report.

The PONYA Report has been carefully and psychologically designed to prepare the public and governmental agencies that the PONYA is the only agency capable of building and administering the new airport. Through the Report whatever problems arise in sites are treated in a condescending manner, except in the particular site that PONYA has in the back of its mind. In this case, the same problems are solved very easily.

In all other locations, civil airways are a preponderous problem. In their location they eliminate or shift airways at will. In four years, the Burlington-Ocean County Site has stated that civil airways can be moved (They are not concrete) the FAA and PONYA said they could not.

Now when it suits their purpose, they can be moved readily. They state, for example, their site in North Jersey is superior because it is West of the heavy concentration of traffic to LGA and IDL.

If it is true, then our site which is still further West, should serve better.

They do not mention in their report the acreage involved in such a jetport.

The four thousand (4,000) odd acres in the Great Swamp of Morris County constitutes an

area only one half of present Idlewild which is not large enough. They do not mention the terrain features, hills and congested housing area, or the condemnation of surrounding properties to acquire the necessary acreage. They studiously avoid any mention of terrain features, size of the Burlington-Ocean County site, lack of condemnation proceedings and no congestion in reference to the Burlington-Ocean County site.

On the contrary, they use a letter from a Colonel Tippetts of FAA, as a derogatory instrument. The Burlington-Ocean County site is the only one on which PONYA used any material such as this. The letter, incidently, is a FAA refusal based on an alleged study by FAA.

This study has been requested by our United States Senator and FAA and has not produced the report indicating that this study was ever made.

This REPORT does not show the growth between the Greater Philadelphia area and the New York City area. This growth pattern will close the area between these two cities before the Jetport will be completed - - - - - Our site will be on the South Central edge of this vast Metropolis.

ACTUAL ADVANTAGES OF THE BURLINGTON-OCEAN COUNTY SITE

1. Service to two great metropolitan cities as well as the fill between these cities.
2. Flat unobstructed terrain
3. Extremely large land area available without condemnation of buildings.
4. Large area allows expansion planning for endless future.
5. Large area permits longest overrun and approach areas of any airport in the world. An airport does not stop at the fence, the approaches are just as important as the runways.

There are many other advantages too numerous to mention, such as lower construction cost, compatible surrounding areas, and last, conversion of non-productive Pinelands into industrial complexes.

Governor Meyner, not too many years ago, Aviation in our Country was set back many years by a small group and their small thinking in dealing with a man who had foresight where Aviation was concerned. I refer specifically to the stupidity of our Country in the case of General Billy Mitchell. All of us know what the mistake of our Country in the Billy Mitchell Case cost this nation at the time of Pearl Harbor. In the annals of time and throughout history, there have been other "Billy Mitchells" either individuals or collective groups who proposed something and that something was rejected and fought tooth and nail by opponents who were too blind to see the handwriting on the wall. Inevitably these opponents of "Billy Mitchells" are the first to scream "Lock the barn the horse is stolen". Governor Meyner, Commercial and general aviation have now reached the Pearl Harbor stage in the nature and development in our country. The State of New Jersey has an area, adequate for an airport not only of today but tomorrow as well. That area lies in Burlington and Ocean Counties and is available. I would like to submit to you a copy of the Burlington County Realtor, in which there is an article I wrote in 1959; I would like you to read it and study it so that you may understand the problems of aviation.

In conclusion, Mr. Governor, as a citizen of the sovereign State of New Jersey and a man well acquainted with aviation, I sincerely urge your signature on Senate Bill 218 and also aid in the passing and signing of Senate Bill 219, when it is introduced in the Assembly this Fall.

In the Southeast portion of the Central Section of this Great State, there is an area known as the "Plains". During the period of creation a glacier melted and deposited most of New Jersey. The area of this State South of the rock formation was so formed.

The "Plains" is a level plateau with a covering of scrub oak, pine and laurel. Travelers on Route 72, which crosses the "Plains", have views of miles of this unique area.

This area is not Site 16 Lebanon Forest as reported by The Port of New York Authority in "A Report on Airport Requirements and Sites in the Metropolitan New Jersey - New York Region".

Site 16 is many miles northwest of the "Plains". The "Plains" is the site proposed for a jet airport by the Burlington and Ocean County Boards of Freeholders. The studies made by Burlington-Ocean County antedate the Port of New York Authority by four years.

The "Plains" site has an elevation of 150 to 200 feet above sea level. The area is nearly level with slight natural grades. The soil is composed of sand, pebbles and clay with a conglomerate stratification of these elements.

There are no buildings, residences or industries of any kind. Nature has produced and given this Great State of New Jersey a magnificent location for a great jet airport.

The economy of this location is quite obvious and can be enumerated as follows:

- 1 - Site clearance of buildings and obstructions - cost nothing.
- 2- Removal of material growth-scrub the least expensive of any possible comparison.
- 3- Excavation and borrow which can be designed to balance the lowest cost of any possible comparison.

- 4- Drainage - due to nature of soil will require the minimum of drainage structures of any possible comparison.
- 5- The geology of the "Plains" will produce materials for concrete construction.
- 6- Water may be obtained economically from the underground.
- 7- Foundations can be supported by the soil with economical designs.
- 8- Construction can start without the necessity of building access roads as New Jersey Highway System is on the site.

These eight economically sound reasons cannot be found in any other location.

The New Jersey Turnpike, The Garden State Parkway and The State Highway system with its planned extension make available highway transport facilities that have no present equal.

There are no swamps to drain at great expense; no mud to settle and no tide to flood the airport at the "Plains".

It is time to stop building airports in swamps and ocean side mud flats which will be flooded with tide water.

Distance today is measured in minutes and not in miles.

It is time to take this natural resource into consideration and utilize its adaptability before it is preempted by other more far-seeing people.

James Logan,
Consulting Civil Engineer,
Ocean County Freeholders,
For the proponents Senate 218.

Statement by Edward J. Hulse, Burlington County Freeholder Director of Edgewater Park, N.J. and Member of the Pinelands Regional Planning Board

Governor Meyner and Gentlemen - My name is Edward Hulse. It is my privilege to be Director of the Board of Chosen Freeholders of Burlington County. As such I feel that I can speak not as a technical expert but as a representative of a large number of citizens of this great State of ours. Both Freeholder King and I have given this matter careful thought, study and hours of investigation even though we happen to be on opposite sides of the political fence, a fact which should prove that this issue is more important than mere political considerations.

We know our areas, our Counties and our people. We know the many advantages our section of the State has to offer as the aviation center of the future. In addition, we find ourselves in an enviable and unusual position. Instead of having citizen organizations decidedly opposed to the development of this needed facility, we have an area almost completely devoid of even token opposition from our people. We come before the people of the State with the full support and endorsement of our area and its officials, seeking to constructively aid the development of our State and aviation. We want the jetport. We have the ideal spot for it. In proof of this we have technical experts to support our position, but to me the strongest possible testimony as to the desirability of our area for such a facility is that the best experts in our Country - the Military Aviation Experts long ago saw the desirability of our area for aviation.

we need only point to the successful existence of Fort Dix-McGuire and Lakehurst Naval Air Station as testimony to the fact that a major air facility can successfully operate in our area.

Nor does the existence of these facilities preclude the development of a commercial jetport. Our experts tell us it does not and that the air patterns can be adjusted to assure the maximum of efficient movement and air and ground safety. Our area offers the unique advantage of also providing the only area in the State where on the ground development can be controlled in advance through proper planning and zoning to make certain that there is a minimum of adverse effects on the private development in surrounding areas, both from a noise and safety standpoint.

This also assures us that the use of any air facility can be protected and preserved for the purpose it is intended to serve with the minimum of objections arising. Let's therefore, not be short-sighted and seek only to solve the immediate problem of the moment but instead let us have an intelligent, long-range viewpoint, full of practical common sense and inspired by the vision and wisdom that marked the daring and determination of the men that pioneered this great Country of ours. As an elected official, I am concerned about the future of my area and our entire State, just as is Freeholder King. We are united in our sincere belief based upon thorough investigation, that there is no necessity to endanger a developed area of our State with a new jetport, and that instead the Central Jersey area can and should be considered the aviation center of the future for our State, and the two adjacent metropolitan regions. We wholeheartedly endorse the policy and principle of S-218 and we urge its enactment into law.

Statement by A. Paul King, Ocean County Freeholder Director of Beach Haven, N. J.
Member of The Pinelands Regional Development Council Ocean-Burlington

L E S T W E F O R G E T

THE PINELANDS REGIONAL DEVELOPMENT COUNCIL comprising Freeholder and public members of both Burlington and Ocean Counties urges signing Senate Bill #218 by the Governor of New Jersey - and offers a prime site for a New Jersey jet airport in the midlands of our State - primarily because it offers unlimited space to install such a facility, as well as maximum safety and minimum annoyance from noise factors.

Lest we forget the air tragedies of 1951, 1952 and again in 1960 over Elizabeth and New York City, I cite the horrible record of a few major air crashes in heavily populated urban areas - December 16, 1951 - 56 persons killed on a Newark-Miami flight seven minutes after takeoff, crashing into the Elizabeth River, only a short distance from the heavily populated Elmora residential area. January 22, 1952: - 23 perish in plane crash into two houses on Williamson Street opposite high school with 6 killed on the ground. February 11, 1952 - 32 killed in plane crash, along with 4 residents in Westminster Section apartment house in Elizabeth with many injured.

No one in this chamber can afford to forget the fatal collision of two airliners over New York City December 15th last year, with the tragic toll of all 125 passengers of both planes, including the lingering death of the last survivor an 11-year old Chicago boy. No one should forget the sound advice of U. S. Senator Mike Monroney, chairman of the Senate Aviation subcommittee on his arrival home from Europe one week after that ghastly accident when he warned that the air space above the metropolitan region's airports has reached the saturation point, and urged plans for a new airport to serve this area. Also, in support of the wisdom of selecting the Burlington-Ocean midlands site for the new jet airport, may I recall for you that Senator Monroney said he visualized the day when it will take a bus 50 miles to reach an airport, and said: "That's not too far away." He called for at least 18 miles between airports, and decried beefing up old airports like Newark Airport in overcrowded areas, declaring "Now we hope to get some new airports." He might have added "in places where they won't continuously pose a threat to the lives of those crowded around them in cities like Elizabeth, Newark metropolitan and suburban, as well as New York City."

These is a compelling economic reason for locating this new jet airport facility in the Burlington-Ocean land complex. This midland portion of New Jersey is growing at a rate faster than any other part of the Garden State - mostly because of the immigration of new families and job seekers from northern New Jersey Counties. Ocean had a population surge of more than 90% between 1950 and 1960; Burlington's jump in all-year residents was second in the state with a 65.5% increase! In addition, the land area of Ocean is still more than 70% covered with trees; and that of Burlington better than 30% wooded.

Thus, people and their hopes for a more relaxed and prosperous way of life, are moving south in New Jersey. There is a stepped-up flow of business enterprise and new MORE in ever-increasing numbers from north to south in the Garden State, accelerated by the construction and operation of the New Jersey Turnpike and the Garden State Parkway. This southerly migration is a unifying force in the life of our state, washing away old feelings of sectional rivalry, and joining north and south into a prosperous and economic whole capable of providing a much better way of life for our citizens.

A new jet airport in the Burlington-Ocean midlands will contribute to the economic betterment of every part of our state, and do away once and for all with the constant danger to those who live under the curtain of horrible death in a crowded city region surrounding such an installation. In ordering a free location in an unsettled sector such as The Pinelands Region provides, 20,000 to 30,000 acres may be set aside at moderate land cost, and a safety zone carefully planned for industrial development, with residential housing miles from the runways. There are few such ideally-located sites in all America - and such a potential location lies with Senator Monroney's definition of a safe distance for a new and modern jet airport - right in Burlington-Ocean Counties.

Respectfully we submit that no other State in the Federal Union has such a magnificent opportunity to make a fresh start, by putting new wine of modern jet aviation into a new bottle of an unparalleled, unspoiled location, as does New Jersey right now in the heart of the Pinelands Region. I have faith that this location will not be found wanting when the determination is made; that this midland sector will be selected by the

Federal Aviation Agency, and the State of New Jersey for construction of such a jet airport facility. It is natural that such a decision should be made and such an airport built to fulfill the economic destiny of all of our State, and the 6,000,000 citizens, as well as millions from the face of a traveling earth, who will benefit by safer air travel to and from New Jersey. I believe New Jersey will not forget the toll in lives in the fateful Elizebth-Newark air crashes - that we will show the initiative and courage to locate the new jet airport in the safest part of our State in The Pinelands Region of Burlington and Ocean Counties. Thank you.

RALPH S. WILLIAMS
P.O. BOX 218
MADISON, NEW JERSEY

July 11, 1961

Governor Robert B. Meyner
The State House
Trenton, New Jersey

Dear Governor Meyner:

I am a resident of Harding Township in the area that is designated for the proposed Jetport site. My strong objection to the approval of this site is, however, based on very factual grounds of a nature that has not as yet to my knowledge been publicized.

As a business man I have flown over 500,000 miles throughout the United States and since January 1933 I have witnessed the development of airports in almost every major city in the United States. If an impartial survey was made of the conditions that develop within a radius of ten to fifteen miles of these large city airports, it could easily be shown how undesirable they are, and as the noise factor has developed due to Jets, the basic condition has become worse. The combination of the dirt, noise, traffic density and blight is indeed a high price to pay for a public necessity.

It is not too late to have an aerial survey made of the general environs of these immense jetports and if those pictures, together with a factual description of what exists in these areas, could be shown to the residents of the area that will be effected by the proposed Jetport in Morris County, I am confident the public reaction would be one of overwhelming opposition.

Quite the opposite of the situation which exists in areas like Detroit, Chicago, St. Louis, San Francisco, etc., where you quickly go from the city to a sparsely populated suburban area, you must realize that between this area and New York City, the principal city to be served, you have almost 35 miles of continuous and densely built populated areas between which there is almost no break with one community running into another. I have watched this development since 1927 when I lived in Short Hills and have moved three times in an effort to find an uncrowded area of countryside where I still had some elbow room.

In spite of this growth, the administrators of local governments have planned well and carefully and although villages have grown to towns and towns to small cities, with thousands of new homes being

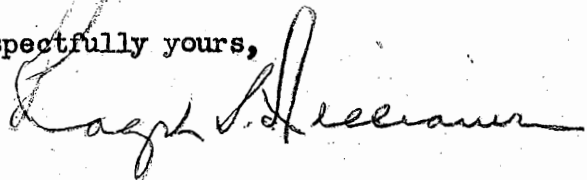
built, institutions such as churches, hospitals and schools built to take care of the expanded population and with manufacturing plants of all kinds, as well as very important laboratories and research centers witnessing the industrial growth, the basic character of the entire area has never been lost and it remains as one of the finest general residential areas adjacent to the country's largest city.

We are now faced with a proposal that could nullify all these gains within a few years and put a blight on this area which would in the long run be a catastrophe.

The careful planning and foresightedness that has preserved in this general area a clean, healthy and beautiful section, where American life at its best is still lived, is under threat of cancellation. In this area life is now enjoyed by all economic classes, each of which compliments the other. The many small towns and cities in this area, each an ideal community and linked together by many mutual interests are now asked to voluntarily accept a plan that would link them together into one giant community of over 200,000 people, their individual character to be surrendered forever, and in lieu thereof, be inundated by a plague that would be worse than an epidemic of a contagious disease. The solution of the resultant traffic problem alone would bring about a sickening impact that would by itself destroy most of the present desirability of this chain of communities as a desirable place to live. Far from a favorable economic advancement, you could well have quite the reverse result.

A large part of the millions of dollars needed to finance this project will as usual come from the Federal government and as taxpayers, that money is our money, and we don't want it spent for our destruction. In conclusion, may I state that the creation of this airport will also have created a prime military objective subject to almost immediate attack in the event of future hostilities.

Respectfully yours,



TO HIS EXCELLENCY ROBERT B. MEYNER
GOVERNOR OF NEW JERSEY
TRENTON NEW JERSEY

Dear Governor Meyner:

I am here today to petition you on behalf of the Morris County Park Commission in connection with the signing of Senate Bill No. 218. It is the function and responsibility of the Morris County Park Commission to acquire and protect lands within the County which are needed for the multi-purpose recreational pursuits for Morris County residents, now and in the future. To insure an adequate land acquisition program, a Master Plan was prepared by professional park planners in 1957. This plan recommends that certain Great Swamp areas be preserved for future generations as a natural wildlife area.

Conservationists, long interested in this section before there was any thought of a Jetport, started to acquire the land in 1955. At present, the area is used by conservation groups and schools as an outdoor educational laboratory.

Due to the sudden turn of events threatening this unique valley, a movement to supplement the initial effort was started a year ago. Since that time, more than 1100 people from thirteen states have contributed approximately \$400,000.00 to buy land for the purpose of creating a national wildlife refuge, under the direction of the United States, Department of the Interior. To date, deeds conveying 1400 acra have been delivered to the

United States of America and 615 acres are in the process of acquisition, making a total of more than 2,000 acres that have been set aside for conservation purposes.

On June 21, 1961, a letter was received from the Boston Regional office of the U.S. Fish and Wildlife Service wherein the great natural values of this area were summarized. I quote in part as follows: "The plans which are now being discussed in a general way, will, if carried to completion along the lines which we are discussing, result in a model arrangement for the public enjoyment of a wildlife refuge unmatched, so far as I know, anywhere else in this country."

The Director further stated that "These efforts for preserving the Great Swamp have the full support of this office and the Bureau which I represent."

In an area where the planners project a doubling of population by 1980, the Great Swamp will provide a green oasis for the population explosion. This is consistent and compatible with your "Green Acres" program. The recent flyer published by the Department of Conservation and Economic Development says "Your stake in New Jersey's Green Acres, Land for Tomorrow". As one of the salient features of this program, it says "Establish more areas to support wildlife and assist wildlife management, hunting, fishing and other outdoor sports uses. Protect wetlands and other natural areas to conserve and increase wildlife."

These Green Acres are vital in a rapidly growing urban area and we should protect some of these natural lands which will make New Jersey a more attractive state for healthy citizens to live, work and play.

The Morris County Park Commission has petitioned you, and the Legislature, on two previous occasions and does so again, to preserve one of the finest open spaces of its kind in the United States.

This is an unmatched area, within whose radius of 90 miles live nearly twenty million people, and yet has unusual wildlife, plant life and geologic history. You, the Legislature, and the Citizens of New Jersey, have the opportunity to preserve the Great Swamp not only for today, but to leave it as a conservation monument and heritage for the future.

The Morris County Park Commission urges you to consider these facts and to sign Senate Bill 218.

Very truly yours,

Wm. Lewis Arthur, President
MORRIS COUNTY PARK COMMISSION

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Statement in opposition to a Jetport in Morris County-presented by Alderman David B. Norris of the Morristown Board of Alderman, speaking as the appointed representative from the Morristown Governing Body-

Governor Meyner, Fellow Citizens- My name is David B. Norris and I am here today representing the voices of 17,000 citizens of the County Seat of Morris County, Morristown. As Chairman of the Legislative Committee of the Morristown Board of Alderman, I am here to make it very clear that the Mayor, J. Raymond Manahan, and all of the eight Aldermen of Morristown are irrevocably firm in opposing the location of a jetport in Morris County. As our town is but 2.9 square miles in size, we Aldermen are able to be in close touch with our constituencies on all matters and especially on matters of such importance to all of us as the jetport location; we therefore must disagree with other opinions which have been expressed and state that we know best what our citizenry wants. We know too that our town and our neighboring towns and boroughs have long range comprehensive plans for orderly ~~steady~~ growth, and we feel certain that such an installation as the jetport would wreak havoc with the plans of our respective planning boards. Certainly with the terrific congestion of traffic on the streets of Morristown, the influx of millions, literally millions of automobiles in our area there can be only one obvious result- compounded congestion which will have a strangulating effect on our business and residential areas alike. This coupled with the noise which so many of us can testify must accompany such an installation, and the increased danger element to our town which is in line with routes to and from the proposed jetport add up to one answer. We don't want this jetport; we don't intend to have it foisted upon us, and we'll continue to fight it until its beaten.

.Regional Planning Associations and the Governor have long been urging appropriations of millions of dollars to insure "Green Belts"

(2)

around commercial, manufacturing urban areas. It seems a real paradox to us that they can turn around and try to eliminate one of the finest "green belts" in the state, already existing in Morris County. What is being forced upon us- an elongated slum from Boston to Washington? The real estate improvements cited by the Port Authority as natural products of such an installation aren't the real estate improvements we want in Morris County- there may be an increase in cost of such establishments which looks good on paper, but it won't look right in the county; indeed it will quickly eliminate the present caliber of residential development.

We therefore urge you, Governor Meyner, to sign this bill already overwhelmingly endorsed by both houses of the legislature and by the citizens in the affected areas.

July 11, 1961

The Hon. Robert B. Meyner
Governor of the State of New Jersey
Trenton, New Jersey

Dear Sir:

As businessmen in New Jersey we would like to speak about the problem of locating a Jetport in our State. We are particularly concerned about the damaging effects that the installation of a new airport would cause in the Great Swamp or any similar area where so much important business and industry are located in the surrounding countryside.

The green-belt surrounding the congested metropolitan area has attracted the highest class industry in the postwar years, just as it has attracted home builders. In Morris, Somerset, Passaic, Bergen, and western Essex counties the relocation of top-line industry since the war has been tremendous. Our State must recognize the reasons for this migration and acknowledge our primary responsibility to these industries which have already settled in the green-belt. While there have been glowing estimates of the growth of new industries surrounding a Jetport, we believe that consideration of the security of location and the continued growth of our resident industries must come first.

While we have heard estimates that 30,000 new jobs would be provided by a Jetport in the Great Swamp, we are fearful of two corollary effects. The first is the loss of employees of our resident industries; one prominent employer has 3,000 employees within five miles of the center of the Great Swamp and 5,500 within ten miles, all of whom would be severely affected. A visual impression of this personnel concentration may be obtained from the enclosed map. The loss of the majority of this population in the area is probable. Secondly, the prospective loss of 20,000 employees at Newark Airport is a distinct possibility. The future of Newark in competition with the Great Swamp Jetport is very dim indeed.

The personnel of our leading communication, drug, insurance, electronic, and chemical firms are their most important assets. They are presently happily married to the Morris community. Many of them are highly trained scientists and specialists for whose services our industries have had to compete with employers from such distant and attractive areas as southern

California. Establishment of a Jetport in this area will drive out many persons presently resident and inevitably many of the fine and important industries already established. It is perfectly obvious that the noise, vibration, and air pollution of a Jetport would be intolerable to our leading pharmaceutical industries and our fine office buildings and laboratories. There are large vacant areas in the southern part of our State which cry out for a Jetport and are able to accommodate it properly without dislocation of residential or business uses. The only problem to be solved in their use is transportation to the populous centers of Philadelphia and New York. New innovations in rapid transit, both in the air and on the ground, it seems to us will answer this problem.

While the location of a proper airport may become a New Jersey problem, it will be done largely to accommodate the business travel of New Yorkers and Pennsylvanians and need not be done in a location that would devastate an important segment of our industry.

A large number of leading industries are located in the immediate area of the Great Swamp. A partial list of those located in the affected area follows:

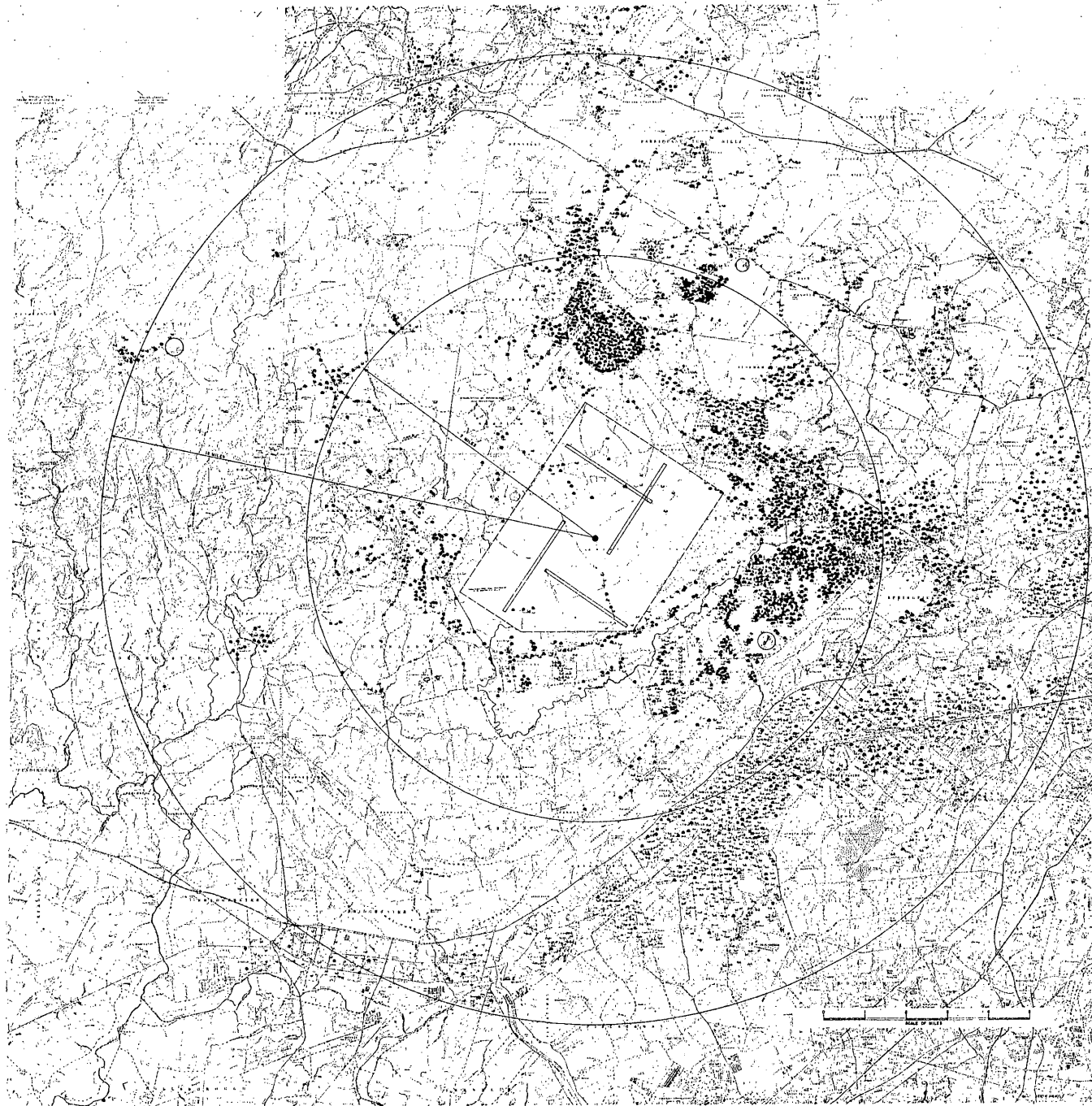
Bell Telephone Laboratories, Murray Hill and Whippany
Daystrom Inc., Murray Hill
Air Reduction Co. Inc., Murray Hill
Allstate Insurance Co., New Providence
Strong-Cpbb-Arner, New Providence
New York Life Insurance Co., New Providence
Ciba Pharmaceutical Products Inc., Summit
Sandoz Inc., East Hanover
Warner-Lambert Pharmaceutical Company, Morris Plains
Silver Burdett Company, Hanover
U. S. Radium Corporation, Hanover
Litton Industries, Morris Plains
The Mennen Company, Morristown
Ethicon Division of Johnson & Johnson, Somerville
Chubb & Son, Millburn
Allied Chemical Corp., Morristown
Esso Research & Engineering Co. Florham Park
Automatic Switch Co., Florham Park
Beneficial Management Corp. Morristown

Hungerford Plastics Corporation, Hanover
Aircraft Radio Corporation, Boonton
Measurements Corporation, Boonton
Radio Corporation of America, Denville
Radio Frequencies Laboratories, Boonton
Reaction Motors, Denville
General Drafting Co. Convent
L. O. Koven, Dover
Nicolet Industries Inc., Florham Park
Suburban Propane Gas Corporation, Whippany
American Cyanamid Co. Wayne

Respectfully submitted,

WFB:S

Wm. F. Blanchard
Alfred E. Driscoll
George Munsick
H. Bruce Palmer



THE MORRISTOWN MEMORIAL HOSPITAL

00 MADISON AVENUE
MORRISTOWN, N. J.



TEL. JEFFERSON 8-4500

PAGE CHAPMAN, *President*

ROBERT G. BOYD, *Administrator*

July 12, 1961

The Hon. Robert B. Meyner
State House
Trenton, New Jersey

Dear Governor Meyner:


The following hospitals are opposed to the installation of the proposed jetport in Morris County or any contiguous county:

All Souls' Hospital	in Morristown,
Morristown Memorial Hospital	in Morristown,
Morris View Hospital	in Morris Plains,
St. Clare's Hospital	in Denville.

The official position of Morris View Hospital has been stated in a letter addressed to you on July 7, 1961, by Mrs. Arthur B. Churchill, Chairman, Morris County Welfare Board.

On behalf of the other institutions, I would point out that the installation of such a jetport is considered to be contrary to the welfare of the residents of this area, and is contrary to the express wishes of substantial numbers of such residents. There is reason to fear that the installation and operation of such a jetport would create hazards of noise, traffic, neighborhood congestion, psychological distress, and the like, such as will seriously disturb the patients of these hospitals and would seriously impair the efficient and successful fulfillment of the services and duties of these hospitals. In the further considered judgment of the authorized representatives of these hospitals the proposed jetport would so alter the character of the communities supporting the hospitals as to damage the financial position of these institutions, to the detriment of those whom they serve.

Very cordially yours,


Robert G. Boyd
Administrator.

RGB:gh

cc. The Jersey Jetport Site Association
Administrators of Hospitals mentioned.

Governor Robert F. Meyner,
State House,
Trenton, N. J.

[Submitted by Rev. Thos. S. Mutch
Presbyterian Minister, Morristown

Your Excellency:

We, Twenty two pastors of the Morris - Somerset Area exercise our ministry in an area where the living conditions provide a way of life which is very close to ideal.

We are, naturally, very much concerned about the proposed location of a jet airport in the Morris County area.

If this airport is located on the proposed site, it will destroy something very, very precious. It will not merely use swamp land. It will uproot some whole communities and adversely affect many, many others.

At present Morris County provides a type of suburban living which, in our opinion, is most conducive to the promotion and sustaining of those human values which it is the constant ambition and ideal of our nation and our churches to provide.

Here we have close-knit, friendly communities which are able to provide adequate and even excellent facilities for education, culture, sanitation, protection, recreation and moral uplift. After the advent of the jet airport, these communities would be so changed that these facilities could no longer be adequately provided.

Our communities at present are not exclusive. As pastors we are serving families that represent all classes of society. Our communities and churches have been accepting and absorbing at a steady though controlled rate all kinds of people. It is certainly not the sharing by more people of our way of life that we protest, but rather its destruction so that no one would enjoy it.

We think it is self-evident that semi-rural living areas in the vicinity of a metropolis are necessary. The Port of New York Authority projects the destruction of one such major area, and by its own admission has not even considered that it was doing so.

We recognize that an East Coast Jet Airport is a necessity in this day. We recognize also that technical considerations will have much to do with determining its location. But we protest that human values should have at least as much to do with determining its location as purely technical considerations.

We have no wish to stand in the way of true progress, but we contest the assumption that the destruction of prime residential areas represents true progress. Progress means the creation of those conditions in which human life can be lived more fully and more fruitfully.

We pastors of this area want you, as one who will help make this decision, to prevent this inversion of true values.

COMMENTS OF PETER W. WEBER, BUSINESS MANAGER OF LOCAL 825,
INTERNATIONAL UNION OF OPERATING ENGINEERS OF NEWARK, N. J.
ON SENATE BILL NO. 218.

My name is Peter W. Weber, and I reside at 549 Park St.,
Upper Montclair, N. J. I am the Business Manager of Local
825, of Newark, New Jersey, with union jurisdiction embracing
the entire state of New Jersey. Our organization represents
a membership of nearly 10,000 skilled workers engaged in the
operation of construction and related equipment. All of these
men ^{2. Their Families} have a direct stake in the economy and welfare of our great
State.

Therefore. I appear before your Excellency to tell you why
I feel Senate Bill No. 218, is NOT for the best interest and
the common good of the citizens of New Jersey.

First, I feel that the proponents of this Bill have been mis-
guided in presenting legislation which is lacking in foresight;
and, lacking in the true and objective evaluation of the vast
economic and social benefits to be derived, by all of our
citizenry, from the placement of the proposed Jet Port in
Morris County.

Our decision to place the proposed Jet Port at Morris County,
must not be predicated upon motives of inconvenience or self-
ishness. Progress is assured only through "looking ahead"
and planning for the COMMON GOOD of ALL the citizens of New
Jersey .

Surely, those who have planned and proposed the Morris Jet Port site, could not be accused of being unmindful of the needs of this State, nor the benefits to be realized from its fulfillment.

Northern New Jersey is the only remaining natural hub of combined business, industrial and residential activity. It's development into greatness is inevitable. It possesses all of the elements and resources necessary to the life and activity of the age of space - which is already upon us.

We must plan and provide for that age NOW ! - and not put it off because ^{of} personal considerations, or inconveniences. Particularly when we can feel sure that technological advances will remove those inconveniences.

The establishment of the Morris Jet Port, will enable us to cope with the evergrowing population of this State and, its resulting economic problems. It will enable us to keep pace with the times.

The Morris Jet Port in its early phases will provide a tremendous spurt to our economy by enervating all phases of construction activities and its related components. --calling for thousands of workers and millions in materials.

This will mushroom and pyramid by the need for personnel, labor, material and other requirements necessary to the operation and maintenance of the Jet Port.

All of these will be supplemented by the needs of the workers and users of the Jet Port.

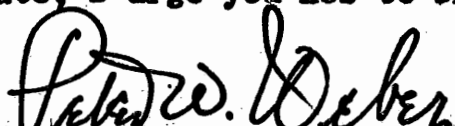
These needs, will call for the appropriate housing, feeding, transportation and satisfaction of the general welfare of these individuals and enterprises. Creating new homes, buildings, stores, business enterprises, transportation systems, manufacturing establishments, servicing systems and enterprises, additional manufacturing facilities and expanded commercial activities. All of these factors, directly beneficial to the economy of ~~MINNJER~~ our State and nation.

The Morris Jet Port will give New Jersey a closeness to the "four corners of the earth" ---thus giving all of the World a quick and ready access to what New Jersey has to offer in industry, commerce and culture.

It would take many written pages and hours of reading to show all the good that will be derived from the placement of this Jet Port in North Jersey ---but, very few, if any, to exploit its disadvantages.

While we are extolling the virtues of this proposed Jet Port, we must reflect soberly on the security of our future - and the protection of our American way of life. To this end - would we not feel more secure by knowing that we have in readiness - all of the facilities necessary to that protection - right in our own back yard.²

Governor Mayner, in the interest of ALL of the people of our great State, I urge you ~~NOT~~ to sign Senate Bill 218.



Peter W. Weber

CONSERVATION COUNCIL OF NEW JERSEY
and
SUMMIT NATURE CLUB

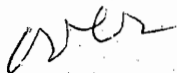
Statement of George G. Becker

I wish to offer the following statement on behalf of the Summit Nature Club and as an Officer of the Conservation Council of New Jersey

Governor Meyner:

In an article which appeared in the December 17th issue of the Saturday Evening Post, Joe Alex Morris pointed out that the eyes of the nation were upon New Jersey to see if an aroused public could preserve its natural heritage, or words to that effect, against the pressure of industry and the pursuit of the quick buck. Our present way of life was not developed to serve industry. Industry is here to serve humanity and it must do so within the framework of human needs; spiritual and intellectual as well as material.

Quasi government institutions are incorporated for a specific purpose in a specific interest. That such corporate entities do not always operate in the national or human interest was abundantly illustrated in the New York Port Authority's opposition to the St. Lawrence Seaway. In a telecast I heard Mr. Tobin, as spokesman for the Authority bemoan the loss of sea-borne traffic to New York through the development of the Seaway. That this project promises to be of immense benefit to



the nation as well as to our good neighbor the Dominion of Canada was not mentioned. Is not Mr. Tobin's selfish promotion of the proposed Morris County jetport a close parallel to his opposition to the Seaway?

Tied up with the conservation of the Great Swamp and our other few remaining natural sanctuaries is the conservation of humanity itself. We have in New Jersey close to 100,000 members of organizations concerned with conservation and many thousands more with the same interests who do not hold membership in such organizations. For this large group neither the theatre, the movies, T.V., the radio nor the bridge table can take the place of our unspoiled open spaces in dissolving tensions, shrinking frustrations and restoring the mental balance needed for efficiency on the job.

If a future generation is not to become a phalanx of goosestepping robots marching for the moloch of materialism to a tune piped by the torch bearers of speed and the quick buck our blueprint for the future will have to be developed within the framework of what human nature demands.

In this day of mechanical progress we can move mountains, divert the course of a river and perform other feats undreamed of only fifty years ago. What we cannot do is to make a Great Swamp, a Pine Barrens or an Island Beach and populate it with forms of life which we have rendered extinct. Once gone these are beyond the recall even of atomic power.

As an officer of the Conservation Council of New Jersey and on behalf of the Summit Nature Club we urge your approval of Senate Bill No. 218.

Respectfully submitted,
George G. Becker, President
Conservation Council of New Jersey

CLASS OF SERVICE

This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, PRESIDENT

1201 (4-60)

SYMBOLS

DL=Day Letter

NL=Night Letter

LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is LOCAL TIME at point of origin. Time of receipt is LOCAL TIME at point of destination.

PA324 TN

1961 JUL 12 AM 11 46

P ELB080 LONG RX PD DLYR IMMY SURE=

ELIZABETH NJER 12 1115A EDT=

GOVT ROBERT B MEYNER, RUSH DLY AT ONCE,

STATE HOUSE TRENTON NJER=

DEAR GOVERNOR, LONG STANDING BUSINESS APPOINTMENTS PREVENTS MY PERSONAL APPEARANCE AT TRENTON TODAY.

HOWEVER, AS THE OFFICIAL REPRESENTATIVE OF THE UNION CITY BOARD OF CHOSEN FREEHOLDERS. I WISH TO HAVE THE FOLLOWING STATEMENT READ INTO THE RECORD OF THE PUBLIC HEARING IN RELATION TO SENATE BILL 218.

¶ THE UNION COUNTY BD OF FREEHOLDERS IS DIAMETRICALLY OPPOSED TO THE ESTABLISHMENT OF A JET AIRPORT AT MORRIS COUNTY OR ANY OTHER NORTHERN COUNTIES MENTIONED IN SENATE BILL 218.

¶ IN ALL THE HISTORY OF AIR TRAVEL IN NJ UNION CITY AND NEARBY SURROUNDING COUNTIES HAVE BORNE THE BRUNT OF SAFETY HAZARDS, NOISE PROBLEMS AND TRAFFIC TURMOIL BUT NEVER HAS UNION CITY EXPERIENCED THE ECONOMIC WELL BEING THAT IS SUPPOSEDLY ASSOCIATED WITH LARGE AIRPORTS. CONSIDER, IF YOU WILL, THE ADDITIONAL HAZARDS OUR NORTHERN COUNTIES, ESPECIALLY MORRIS AND UNION WILL HAVE TO

ABSORBED SHOULD A JET AIRPORT BE LOCATED IN OUR AREA. WE ALREADY HAVE LA GUARDIA, IDLEWILD AND, GOD FORBID, PERHAPS NEWARK THE INCREASED JET TRAFFIC AND BRINGS ADDITIONAL SAFETY HAZARDS, INCREASED NOISE PROBLEMS AND INDIRECTLY WILL CAUSE FAMILIES TO BE UPROOTED TO MAKE WAY FOR ROADS THAT WILL FEED THESE JET PORTS THERE ARE MANY SURVEYS TO SHOW THE NEED FOR JET PORTS IN OTHER PARTS OF OUR STATE.

9 WE HAVE OUR SOUTHERN COUNTIES THAT NEED A JET PORT,
THAT WANT A JET PORT, AND WE, THEREFORE, APPEAL TO YOU
TO GIVE IT TO THEM. IN VIEW OF THESE FEW FACTS, LET IT
BE CLEARLY UNDERSTOOD THAT THE UNION CITY BD OF CHOSEN
FREEHOLDERS ON BEHALF OF THE MAJORITY OF ALL THE RESIDENTS
OF UNION CITY ARE DIAMETRICALLY OPPOSED TO THE
ESTABLISHMENT OF ANY JET PORT IN THE NORTHERN COUNTIES
MENTIONED IN SENATE BILL 218. WE THANK YOU FOR YOUR SENSE
OF FAIRNESS AND WE SHALL HOPE FOR YOUR HELP IN THIS MATTER

FRANK T CUCHIE FREEHOLDER UNION CITY
BD OF CHOSEN FREEHOLDERS.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

July 11, 1961

TO WHOM IT MAY CONCERN:

The undersigned employees of Suburban Propane Gas Corporation of Whippany, New Jersey, all residing in Morris County or in adjoining counties close to the proposed jet port, wish to be recorded as opposed to the location of this jet port in Morris County in the so-called Great Swamp area.

NAME

ADDRESS

[Faint handwritten names]
[Faint handwritten names]
[Faint handwritten names]
[Faint handwritten names]
[Faint handwritten names]
[Faint handwritten names]

[Faint handwritten addresses]
[Faint handwritten addresses]
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[Faint handwritten addresses]
[Faint handwritten addresses]

Frederick C. Allpeter

11 Sherman Pass West Orange, N.J.

Theresa R. Parsall

Forest Place, Touree, N.J.

[Faint handwritten name]

8 Cross Rd. Morris Plains, N.J.

W.S. Distrow

14 Deerfield Drive Florham Park, N.J.

Guy D. Jennings

17 Baird Rd., Whippany, N.J.

[Faint handwritten name]

7 Hilsinger Rd. Mt Tebor, N.J.

[Faint handwritten name]

24 Manchester Rd. W.C. N.J.

[Faint handwritten name]

21 So. Summit Chatham

Ketlie J. Lopata

61 Reynolds Ave, Whippany

Herbert G. Swindeman Jr.

5 Bond Place, West Caldwell, N.J.

Nikolaus Holivichy

35 Parkway, Morris Plains, N.J.

Richard P. Ross

187 E. Mt Pleasant Ave Livingston, N.J.

Russell M. Katz
Selva A. Rakowski
W. C. ...

11 Washington Ave. Morristown N.J.
46 Reynolds Ave, Whippany, N.J.
212 ... PD NJ

Francis J. Ingestrich
W. D. Cook

52 Warren St Whippany, N.J.
86 Sanson Ave, Madison, N.J.

Clara W. Kelly

3 Marion Pl. - Morristown - N.J.

Joseph W. Halls

8 Adams St., Lockaway, N.J.

Frank Voltaggio

256 Lakeshore Drive Parsippany, N.J.

Margaret Cramoie

35 Wynwood Rd., Livingston, N.J.

Viola Kuenrich

2 Midwood Dr. Floren Park, N.J.

