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COMMITTEE MEETING

before

ASSEMBLY AIRPORT NOISE ABATEMENT STUDY COMMITTEE

**Aircraft Noise, Its Effects on New Jersey Residents,
and Methods of Abating Aircraft Noise**

December 8, 1987
Labor Education Center
Rutgers, The State University
New Brunswick, New Jersey

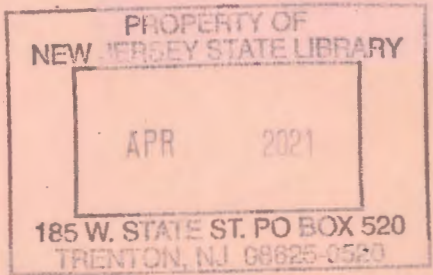
MEMBER OF COMMITTEE PRESENT:

Assemblywoman Maureen Ogden, Chairwoman

ALSO PRESENT:

Edward John Trawinski
Legislative Aide to
Assemblyman Nicholas R. Felice
District 40

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



* * * * *

Meeting Recorded and Transcribed by
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New Jersey State Legislature
ASSEMBLY AIRPORT NOISE ABATEMENT
STUDY COMMITTEE

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MUREEN OGDEN
Chairwoman
THOMAS R. FELICE
TER J. GENOVA
WILLIE B. BROWN
BENNETT MAZUR

November 23, 1987

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

The Assembly Airport Noise Abatement Study Committee will hold a committee meeting at 9:30 a.m. at the Lewis Hermann Labor Education Center (Room 133), Ryders Lane, Cook College, Rutgers University, New Brunswick, on Tuesday, December 8, 1987.

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

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

Directions: From Route 1 take Ryders Lane exit. Follow Ryders Lane until just before Stop sign. Turn right into parking lot of Labor Education Building.

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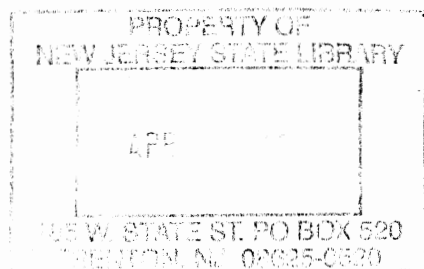
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ASSEMBLYWOMAN MAUREEN OGDEN (Chairwoman): Good morning. I'd like to call this meeting to order at this time. My name is Assemblywoman Maureen Ogden, and I'm Chairwoman of the Assembly Airport Noise Abatement Study Committee. I don't know whether any of the other four members will be able to be here. Ed Trawinski is with us and he is representing Assemblyman Nick Felice. At the other four hearings we've had at least two or three other members, and I hope some others will be able to come before this hearing is out.

This is the fifth and final hearing that this Committee is holding. We've been holding the meetings throughout the State of New Jersey, particularly in northern New Jersey, where there has been the greatest number of complaints about the Expanded East Coast Plan that the FAA put into effect in February of this year, and also in Bergen County where there are so many complaints about Teterboro. The last hearing was down in Atlantic City where legislators have also been concerned about the airport that's so close to Atlantic City, and the expansion of the airport that's being planned down there.

The purpose of this Committee is not only to gather information and take testimony on aircraft noise and its effects on New Jersey residents, but also to take testimony from airport operators and other appropriate officials in terms of the projected growth of their airport, what their current capacity is, where they see themselves going in the next five to ten years, and any steps that they currently have enforce or are planning to take in terms of noise abatement.

We're going to take the people first who have signed up, and for anyone who has come in and has not contacted Amy Melick, who is the Assembly Committee Aide, to speak today, please feel free to sign up on the paper. It's right there, isn't it Amy? (positive response) And we'll be more than glad to hear your testimony.

The first representative that we'd like to call is Cathy Nickolaisen, who is a representative of the New Jersey Department of Transportation speaking for the-- Is it the Bureau of Aeronautics?

CATHERINE HERRALD NICKOLAISEN:
Division of Aeronautics.

ASSEMBLYWOMAN OGDEN: Division of Aeronautics.

MS. NICKOLAISEN: Do you want me to go down there and sit?

ASSEMBLYWOMAN OGDEN: Yes.

MS. NICKOLAISEN: First of all, I'd like to thank you for giving me an opportunity to explain to the general public just exactly what our role in aviation is in New Jersey. We feel it is an important one. However, we do have a well-defined function within Transportation.

The Division of Aeronautics was created in the 1930s to regulate aeronautical activity. As prescribed in Title 6, New Jersey Statutes Annotated, Aviation, Title 6 charts the Division with the promotion of aviation and education to set standards for the establishment and licensing of aeronautical facilities -- fit space operators in various aeronautical activities. These statutes also defer the regulation of aeronautical operations, Federal aid granted facilities, and aircraft generated noise to the agency now called the Federal Aviation Administration.

In 1963, the Division assumed responsibility for the registration of aircraft and licensing of aircraft dealers. The Division assessed a registration fee which was to be in lieu of a personal property tax. In 1983, the Division of Aeronautics eliminated these user fees and made two major strides towards the development of aviation in the State; establishment of the Airport Safety Improvement Aid Fund, and passage of the Airport Zoning Act. These two efforts moved the Division away from duplicating functions already performed by the FAA, but increased its role in promoting aviation.

Currently the Division of Aeronautics is responsible for the inspection of licensing of 564 aeronautical facilities to determine if the facilities meet the State's standards stipulated in N.J.A.C. Title 16, subtitle J, Division of Aeronautics, Chapter 16, 54-60. These facilities include: 58 public use airports, 52 private airfields, 417 private heliports and helistops, eight public use heliports, 32 restricted use airports, six seaplane bases, five commercial balloons ports, 22 banner towing operations, 20 aerial applicators, one sport parachute center, and two military airfields.

Each of these facilities are inspected on an annual basis as a prerequisite for renewal licensing. Violations of any of these regulations can result in a warning to the owner/operator -- temporary decommissioning of a facility until such time a deficiency is corrected, and/or the issuance of a summons by employees of the Division empowered as peace officers to enforce the provisions of N.J.S.A. Title 6. The Division also receives notification of and assists in the disposition of aeronautical accidents. Our role supports that of the National Transportation Safety Board and the Federal Aviation Administration in assisting in the investigation of the accidents, interviewing any witnesses, and moving wreckage if necessary.

In the event of an off-airfield landing, permission must be received from the Division for any subsequent takeoff. In most cases with the exception of the last, the Division's authority is preempted by the NTSB and the FAA.

One of our most important roles is that of the promotion of aviation in airport development so that small communities around the State could take advantage of access to the air transportation system. Aviation is a major component in our driving economy, as evidenced by the growth of our State, and centers of commerce around the larger airports of

New Jersey. There's a strong correlation between the economic strength of a region and the sophistication in activity of the airport that services that region. For many large primary reliever airports, the FAA provides money for improvements in pavement, lighting, and navigational aids. However, this funding is not available to the majority of the State's privately owned airport. This deficiency leaves our infrastructure in a very precarious position subject to the pressures of urban encroachment.

To give other communities and airports the same opportunities for growth and development, the State focused on establishing a program to help these small airports; one which merits the Federal program and that of other states. The Airport Safety Improvement Aid Fund was created to provide the financial assistance to these small public use airports for capital improvements, and to enhance the safety of the facility. This fund also sought to preserve the aviation system that we have seen eroding for the last 12 years. In fact, since 1975 the State has lost 26 public use airports to development.

You may ask yourself what the Division is doing in the area that this council is interested? As I mentioned earlier, the Airport Hazard Zoning Act was passed. This act represented the Division's attempt to emphasize the need for proper land use planning to minimize the public's exposure to hazards that exist around airports while preventing residential development from undermining the health and operational capability of the facility. We take this role very seriously, because we feel that land use planning is the key for not only meeting community development goals, but also maintaining and improving transportation facilities.

Airports are equally important in this planning scheme, but are frequently ignored in the master planning process. Merely providing the funds for improving our State's aviation facilities would not in itself serve to protect them.

This is where we look toward land use controls to help integrate aviation transportation into the community while minimizing risks to the area residents.

The Airport Safety and Hazardous Zoning Act was established as a companion bill to the Improvement Act, because the two are interrelated. The funding bill sought to invest in our infrastructure while the Zoning Act preserves that infrastructure by imposing constraints and development to limit the exposure of residential development to airport hazards.

These hazards include accidents, noise, and pollution. Additionally, the act prevents communities from raising obstructions which may interfere with safe operations into and out of that facility. Although inappropriately labeled, the Hazardous Zoning Act views residential development as an incompatible land use and requires a community to rezone property within a prescribed distance from the sides and ends of the runway to commercial, industrial, open area, recreational, or agricultural zones.

The continuance of these two particular pieces of legislation are critical elements of the future of aviation in the State. We are trying to prevent encroachment. We are trying to eliminate the overall public exposure to many of the problems that were cited by this council in trying to assure our residents that they will be able to take advantage of safe, convenient, reliable air transportation now and in the future.

Aviation in our State is threatened by the very growth that has made New Jersey a great State in which to live and work. Our communities are expanding outward and the once remote airport is now suddenly surrounded by housing. Eighty percent of our public use airports are privately owned. Usually a private/public partnership of this strength is an enviable position, but the pressures to close these airports are mounting and owners are understandably selling out.

The Division, in response to the diminishing numbers of airports and in an effort to restore its own planning focus, is conducting a New Jersey statewide aviation system plan to look into the future and decide what would be best for aviation in our State. This will be the first aviation planning activity since the 1975 New Jersey State Airport System Plan. The study will investigate the current infrastructure and considering the demographics of various regions, determine where we need to concentrate our efforts in developing airports, public use heliports, and how much money must be allocated to meet these needs.

The net result will be to anchor the role of each airport -- be it large or small in our State -- and national air transportation system. Those facilities determined to be a part of the core structure -- will receive first priority for funding and possible acquisition in the event we cannot find a community who's willing to absorb the cost and ownership of an airport. Our study will consider environmental concerns as well as identify the impact of facility improvements on the interaction of aerospace in the area. For that element, the Division relies on the FAA for analysis and recommendation. We are looking to this effort to advance the New Jersey Department of Transportation emphasis on coordinated planning and show that there is a strong relationship between economic growth and aviation.

The State recognizes the clearly drawn lines of authority between its responsibilities and those of the Federal government. Not only does the legal precedence establish these rules, but the economics of duplicative efforts add to this division of rules. Air traffic and aircraft operations are the strict purview of the Federal government. However, the Division does intervene on an unofficial basis when problems occur between the community and the airport. The Division serves as a facilitator in bringing in the responsible parties

together for resolution of conflicts. These conflicts involve a spectrum of complaints from unsafe operations to noise. Additionally, the Division promotes aviation safety and flying neighborly. We encourage the organization of airport user groups to educate pilots on noise abatement techniques and procedures and handle problems on a local level.

Where necessary, we may recommend an alteration of ingress and egress to the airport. However, we recognize that any alteration could seriously impact the enroute air transportation system as well as instrument approach procedures and that no changes can be made without the express approval of the FAA or before a letter of agreement is drawn up to outline amended procedures.

That is an overview of our role and responsibility in aviation and it is the conclusion of my presentation.

ASSEMBLYWOMAN OGDEN: Thank you. In terms of the statewide aviation plan, when is it that you anticipate this will be finished?

MS. NICKOLAISEN: We are negotiating the contract at this moment. We anticipate the final product will come out in 18 months. That does not say that we won't have interim reports that will be approved by the Division and by the FAA. The first components of the planning document include an inventory of the State's facilities and an analysis of the demographics of the State. We disaggregate the State down into economic regions in order to come up with an accurate forecast of aviation operations.

ASSEMBLYWOMAN OGDEN: Are you also going to be dealing with-- Because it seems to me that the basic focus is when you say division into economic regions, the basic focus is aviation as an economic tool. No one denies that that's true, that it is part of the total transportation network, but on the other hand, increasingly in our very crowded State, we have problems of the incompatibility with economic progress, so to

speaking, and the quality of life. It seems as though there has to constantly be this balance. And I wonder what component is there in this plan that will be dealing with the overall environmental impact?

MS. NICKOLAISEN: There will be an environmental component of the plan. It will be a separate chapter on the impact of any expansion plans on particular areas. It will not be a detailed environmental analysis. That sort of activity is covered under an airport master plan.

ASSEMBLYWOMAN OGDEN: You mean for the individual airports?

MS. NICKOLAISEN: For the individual airport.

ASSEMBLYWOMAN OGDEN: I see. And this plan would be what? A five- or ten-year plan?

MS. NICKOLAISEN: It's a 20-year plan.

ASSEMBLYWOMAN OGDEN: A 20-year plan.

MS. NICKOLAISEN: It has three separate horizons -- 1995, the year 2000, and the year 2010.

ASSEMBLYWOMAN OGDEN: In terms of the way these various air facilities operate, are there any overall rules and regulations that are uniform that should be promulgated by each of them and enforced?

MS. NICKOLAISEN: That depends on whether you're talking about design rules or operational rules. Operational rules-- You can find the guidelines for operational rules in the Federal air regulations. Of course, the FAA has jurisdiction over those. When you get down to the airport, we have minimum length requirements, we have set back distances between various components of the airport, including buildings, and tied down areas, and by virtue of the Airport Hazardous Zoning Act we have set back distances between the airport center line where the runway ends and where residential development should be allowed.

ASSEMBLYWOMAN OGDEN: The reason I ask is because at our last hearing, a pilot said to us that one thing that pilots do is to read a lot, and there just isn't information, as far as he knows, available from one airport to the next in terms of say, what the best landing direction would be in terms of mitigating noise pollution, and he feels that if this were uniform throughout the State and if it were publicized and directions were given to each separate airport, that some of the problem could be minimized.

MS. NICKOLAISEN: Well, that's not entirely true. Each airport has its own traffic pattern and generally these traffic patterns, as I mentioned before, are based on a letter of agreement that has been drawn up by the FAA and the airport operator. It depends on how much runway you may be landing on. It may, as in the case of, let's say, the Trenton/Robbinsville Airport, the traffic pattern is on the same side of the airport. You turn in on left-hand turns or right-hand turns, depending on where you're going to be landing. The point of that was to eliminate noise exposure over the residential area on the south side of the field. Most airports have a published traffic pattern, either a left down wind or a right down wind. Pilots are required to familiarize themselves with the airport. It is a Federal regulation, and most of that information is available through an FAA document called "The Airport Facilities Directory."

ASSEMBLYWOMAN OGDEN: In terms of the '83 Act -- the Safety and Hazardous Zoning Act -- did that preempt local zoning or was it just recommendations in terms of the way property should be zoned -- commercial and industrial, I think -- within a certain range of the airport as opposed to residential? I mean, has it gone into effect or it's just recommendations--

MS. NICKOLAISEN: It has gone into effect. We have had a lot of opposition to it from local communities.

ASSEMBLYWOMAN OGDEN: And now I think there's a bill in the Legislature--

MS. NICKOLAISEN: There is a bill in the Legislature, and what disturbs us is that, I think most people recognize that residents and airports are not good neighbors and this is our way of trying to say that you must do some proper land use planning around your airports. These places are here in your community in providing you some benefits and most communities have ignored the fact that the airport does exist other than drawing them on a map. We feel that any derogation of this act would be at the disadvantage of the overall general public of New Jersey.

ASSEMBLYWOMAN OGDEN: The case that's been basically made and of course it says it in the title of the act, is the question of safety. Does the act address the question of noise at all in terms of land use?

MS. NICKOLAISEN: No, it does not. And I think that was a shortcoming of the act when it was drawn, because to us noise is a critical component of the hazards that exist. It certainly is one of the major sources of complaints at an airport.

ASSEMBLYWOMAN OGDEN: In terms of the 26 airports that have been lost, I assume those are small private operations in which the open land became so valuable that development has taken place, or was it a question of incompatibility of airports and the nearby residences?

MS. NICKOLAISEN: It's a factor of a basic design. It's a flat area that doesn't require a whole lot of development by a particular developer. I cannot speak for the majority, although the six airports that we have lost over the last year have been due to residential development and primarily, we cite encroachment as the problem.

MR. TRAWINSKI: Does the Division have a position as to whether or not the Airport Safety and Hazardous Zoning Act

should be amended to encompass the question of noise in the zoning process?

MS. NICKOLAISEN: We do not have an official position at this time, although I think it would be fortuitous to recommend that it does have a statement about noise.

MR. TRAWINSKI: I am an instrument rated pilot and also an owner of an aircraft, and I flew for approximately seven years before I learned of the existence of the Division and the existence of the Division's charting of airports. I would echo the comments of the person who testified before, I believe it was in Atlantic City, that the Division ought to do more to publicize itself. The noise abatement in particular-- If the Division could chart the noise abatement procedures on its own publication which shows all the airports in the State and disseminate the existence of that information to pilots in this State, I do think it would be helpful.

MS. NICKOLAISEN: We do have an airport directory that has been out. It's not the first airport directory that we have. We have been publishing them almost every two years. Each airport plate identifies noise sensitive areas, identifies the particular pattern that you're suppose to be following both for departures and approaches, and all the people have to do is call the Division and we can send them a directory. We're going to be updating this, probably within the next year with new aerials so that people have a good idea of what sort of development is out there and what they have to avoid.

ASSEMBLYWOMAN OGDEN: How often do the pilots have their licenses renewed?

MS. NICKOLAISEN: It's not a renewal as you would consider the automobile license. It's called a biannual flight review and every two years you have to go out and go through aircraft maneuvers, you have to through an oral discussion of regulations and procedures, maybe emergency procedures. So it's on a bi-annual basis. The airlines usually have recurrent training on a more frequent basis.

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ASSEMBLYWOMAN OGDEN: I'm just thinking that this would be an opportunity for you to give them more information instead of them requesting it.

MS. NICKOLAISEN: We're not the agency in charge of the biannual flight review. Those are handled through designated flight instructors and FAA examiners.

MR. TRAWINSKI: Do you feel that any changes or proposals with respect to Federal legislation would be appropriate, so that the Division could have certainly a greater input? For example, on the Expanded East Coast Plan, I'm sure that the FAA never contacted the Division. It just went ahead and did it. Perhaps it would have been helpful if the FAA at least had an obligation to contact the Division and advise the Division of the pending changes and seek some input from the Division. Do you think that any Federal legislation or a call for Federal legislation would be appropriate?

MS. NICKOLAISEN: I don't believe so, because I think we have that ability right now to provide input into the Expanded East Coast Plan. Primarily, we see impact from the Expanded East Coast Plan in the routing of the instrument pilots that fly in the State, and we see that they are having to fly additional mileage around the State to circumnavigate the high density areas.

MR. TRAWINSKI: But do you get an opportunity to provide input to the FAA and these types of changes beforehand?

MS. NICKOLAISEN: It's an NPRM. Yes, we do.

MR. TRAWINSKI: You do.

MS. NICKOLAISEN: I believe that the vehicle exists for input. I don't believe that legislation is necessary.

ASSEMBLYWOMAN OGDEN: So, you're saying that they contacted you before February 12 and you were fully aware of the changes.

MS. NICKOLAISEN: We were aware of the Expanded East Coast Plan. We did get a copy of the "Federal Register," but because it was air traffic control, we are thoroughly familiar with the problems with congestion in the State and the delays that have been occurring. We did not comment on proposed changes in routing.

ASSEMBLYWOMAN OGDEN: In terms of the annual inspection that you do on all of these facilities, what are you looking for in the inspection?

MS. NICKOLAISEN: We are looking for changes in the overall airport environment, maybe problems with the pavement, problems with the lighting, or additional aircraft operations. We have a check list of items that we try to update from year-to-year. When we find that there is a safety problem, we try to remedy it by making recommendations to the airport owner. In some cases where we have obstruction -- such as trees that have grown up to the point where they are unsafe for airport operations -- then we try to make arrangements between the airport owners and the property owner to top the tree so that aircraft can get in and out safely. If we find a violation, then we ask the owner-- We give him an opportunity to correct the violation. If he does not, then we can take other remedial action.

MR. TRAWINSKI: With respect to the annual review, is there any consideration given to how the airport manager disseminates noise abatement procedure information to pilots?

MS. NICKOLAISEN: No, because we are looking at meeting design criteria.

ASSEMBLYWOMAN OGDEN: So, you aren't concerned with whether the airports have monitors and whether they are working properly or anything of that sort?

MS. NICKOLAISEN: No, we're not concerned with whether or not the airports have monitors. We have many airports that have no problems whatsoever with the residents around them, so

it doesn't seem necessary to us to put a noise monitor somewhere where we don't have a problem.

ASSEMBLYWOMAN OGDEN: Back to the Airport Hazardous Zoning Act, do you have any specific recommendations for amending it?

MS. NICKOLAISEN: No, we do not. We feel that the parameters cited by the Hazardous Zoning Act are well-rooted in Federal technical analysis, that it has merit, because it addresses land use planning. We feel that in the past -- and this is not just New Jersey, but all over the country -- communities did not plan appropriately around airports.

ASSEMBLYWOMAN OGDEN: Although you said that you thought there should be some reference to the question of noise as well as safety--

MS. NICKOLAISEN: I think that the intent of the act should be broad, and include noise and pollution. I think that would, perhaps give the communities a better sense of what the Hazardous Zoning Act is about.

ASSEMBLYWOMAN OGDEN: Do you have any further questions?

MR. TRAWINSKI: No.

ASSEMBLYWOMAN OGDEN: I don't either. Thank you very much. The next person who signed up is Mr. Benjamin Jones, who is the Airport Administrator for the Mercer County Airport, and also representing the New Jersey Association of Airport Owners and Operators.

B E N J A M I N J O N E S: Good morning. My name is Benjamin Jones and I'm here as Director of New Jersey Association of Airport Owners and Operators. I therefore welcome this opportunity to address the Committee about airports and aviation in the State of New Jersey. The New Jersey Association of Airport Owners and Operators is a recently formed organization to provide a medium for the exchange of ideas, methods, information, and experience as they

relate to airport management; to promote and encourage the public's understanding of the value of aviation and airports to the communities; and to cooperate with all government agencies and organizations having an interest in the betterment of aviation.

The Association is comprised of representatives from 33 airports in the State and associated businesses. The airports represented range from the busiest air carriers to some of the smaller privately owned airports in the State. We consider airports to be among the State of New Jersey's most valuable natural resources and a very positive and dynamic contributor to the economic growth of the State of New Jersey.

We are very concerned, as we have seen six airports in the State cease operation in the last 15 months with another five being threatened at the present time. Much of the economic growth in the State of New Jersey is because of the good air transportation system in the State. This includes not only the phenomenal growth we have seen at Newark Airport whose past activity has more than tripled in the last eight years, but also at the small airports which are being utilized by the corporate and general aviation aircraft which no longer use Newark and Philadelphia International because of the large volume of airlines at those airports.

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

In 1983, the New Jersey Legislature passed the Airport Hazardous Zoning Act which requires land around airports to be rezoned for compatible land uses. There's now an amendment, Assembly 4169 before the State Assembly, which would allow residential development at the lowest density allowed by a

township on land which has been rezoned for use compatible with the existing airport. The NJAAOO opposes this amendment because in allowing residential development in hazardous zones, it increases the risk to residents and greatly increases the exposure to aircraft noise -- the very same topic this Committee is addressing now.

To allow residential development close into the airport directly in line with the arrival and departure tracks, is increasing an existing problem and threatening the very existence of the valuable economical resources of this State. Rather than allow future residential development in the vicinity of existing airports, the NJAAOO would challenge this Committee to put forth legislation whereby any transfer of residential properties within five miles of an existing airport would require recognition by the purchaser or renter of the existence of an airport in that area and the possibility of that purchaser or renter being exposed to aircraft noise.

Aircraft noise is a topic which every airport owner and operator is very concerned about, both individually and as a group. Many airports in the State have taken action in an attempt to reduce the noise generated by the aircraft using that facility. Newark and Teterboro have been at the forefront in grading policies and procedures in that area and of having active ongoing noise monitoring programs. However, an airport operator can only go so far before he ends up in court, because there are no national noise standards. Aircraft under 75,000 pounds which were certified in the 1960s are still permitted to operate even though they have been shown to be the noisiest in the air. And those aircraft over 75,000 pounds of the same vintage were forced out of service on January 1, 1985.

The Federal government, through the Federal Aviation Administration, has been given the responsibility for noise abatement. It is in that area that true advances can be made in improving the quality of life in the vicinity of airports.

The State should be looking at protecting these valuable resources that contribute to the economy of New Jersey and the entire northeast, and provide an air transportation system to this nation that is second to none. The NJAAOO is more than willing to work with State and Federal officials on any item of mutual concern. And we thank Chairwoman Ogden and the members of this Committee for the opportunity to make this testimony part of the record of these hearings on this important topic. That is my testimony.

ASSEMBLYWOMAN OGDEN: Thank you very much, Mr. Jones. A couple of questions about Mercer County Airport. Could you just give us sort of a thumbnail sketch of what the extent of operations are today and how long it's been operating?

MR. JONES: Sure. In terms of numbers, we expect this to achieve about 180,000 annual operations -- operations being a takeoff or a landing. This compares with our rated capacity of somewhere around double that. So, we're operating at roughly 50% of our aeronautical capacity. Our types of activities include everything from scheduled air carriers to primary flight training. So, we have the full spectrum of aeronautical activity, including military helicopters, I might add.

ASSEMBLYWOMAN OGDEN: And when did it start operating?

MR. JONES: This airport was constructed in 1942 as a naval facility. It went over to the county in 1952.

ASSEMBLYWOMAN OGDEN: And do you have a master plan as to where you intend to be by the year 2000 or 1995?

MR. JONES: We recently, last year, completed a master plan which is a 20-year look at the future of the airport. I can tell you in a nutshell that there's nothing dramatic in it. We don't foresee a vast increase in either operations or in noise problems. We think that our airport is very fortunate in being well buffered by the fact that we own much of the surrounding land. In terms of noise, our particular situation

is a very good one. In this year, 1987, we probably by year's end will have received about 40 noise complaints which is less than one a week, half of which are related to aircraft which have no business at the airport -- that is, overflights; aircraft flying over. One half of the remainder, or approximately a quarter, are complaints received from people who are new residents in the area; in this case, three to five miles from the airport, who were not aware that an airport was there. The remaining quarter are just miscellaneous -- a whole spectrum of activities. When we think in general terms, that's a very low level problem.

ASSEMBLYWOMAN OGDEN: Is this a result of specific steps that you've taken as an airport operator to cut down the noise?

MR. JONES: In conjunction with the FAA we've taken several steps, one of which is prohibiting jet takeoffs on a particular runway which overflies a densely populated residential area. This has gone a long way toward reducing that problem. We were fortunate that our geography allows this. The other thing that we've done is establish noise abatement patterns of departing several of our runways, which we think has helped tremendous.

ASSEMBLYWOMAN OGDEN: Do you have any kind of curfew in terms of the activities, say after 10 at night or before six in the morning?

MR. JONES: No. Our control tower presently is open from six in the morning until midnight. The tower just recently asked us if we saw any problem of them closing earlier, at 11 o'clock, because they are averaging two-tenths of a movement per hour between the hours of 11 and 12 at night. I don't know what the movements are between 10 and 11, but they are very small. So, without a curfew I think there's a self-imposed curfew because of the fact that people really

have no occasion to fly during those hours. We look at the other end also and--

ASSEMBLYWOMAN OGDEN: If the tower isn't open, they can't fly either, can they?

MR. JONES: No, they can fly with the tower-- And in fact they do. There are procedures for this which are published. It's a perfectly safe operation. It's just that we've had-- And we've measured this at night. We've had people out there at night checking to see who lands and who takes off. In the entire period between midnight and six a.m. I think we found an average of four movements. That would be two takeoffs and two landings during that six-hour period. We also looked at the period between six and seven in the morning to see if it made sense to keep the tower open during those hours; and the activities during those hours are so small as to be marginal in terms of keeping the tower open. So, the great bulk of our activity, probably as much as 98% is concentrated between the hours of seven in the morning, and nine or ten at night. I think this reflects the fact that our business is business. It's a business oriented airport and businessmen don't fly at three o'clock in the morning -- not very often.

ASSEMBLYWOMAN OGDEN: And how close is the nearest residential section to your airport?

MR. JONES: Surprisingly, we have a residential development within 600 feet of the approach end of our instrument runway off to one side. This was a development that was there before the airport was built. The county, which owns the airport offered to buy this land and remove those homes. Some homeowners accepted this offer and some did not. Those people who remained have no problems with the noise. The problems we've had, and they've been very few, have been with new homeowners located in distances up to three to five miles from the airport. Most of our complaints come from a wide radius, not the adjoining people. I don't mean to give the

impression that that's a usual thing. This is very unusual to have a residential development that close to the airport. But we happen to have one and it seems to be compatible.

ASSEMBLYWOMAN OGDEN: When we held a hearing up in Bergen County, we had a lot of complaints from residents who were near Teterboro say what was happening was that there was a backup waiting for planes to take off and they were revving their engines and there was no effort made at all by the airport operator to abate that noise. I take it that those who live within 600 feet are not experiencing a similar problem?

MR. JONES: If they are they haven't complained about it.

MR. TRAWINSKI: As an administrator of an airport, do you think that an imposition of a review of noise abatement procedures as part of the annual inspection and review that takes place by the Division of Aeronautics, imposes a hardship on an airport operator?

MR. JONES: Certainly not. We welcome any input from anybody in that area. We are as concerned about it as the local residents are. We feel that the noise problem, if a noise problem exists, is a threat to the existence of an airport, therefore, it's a pretty serious thing and we want all the help we can get.

MR. TRAWINSKI: Do you think that the New Jersey Association of Airport Owners and Operators would be in a position to provide some guidelines to the Division of Aeronautics as to what standards or criterias should be applied to noise abatement procedure review on an annual basis?

MR. JONES: That's a pretty tough question, because I think standards would have to be tailored pretty much to the individual airport. I'm not sure you could have such a thing as a standard which would apply -- for example, to Newark Airport on the one hand or to Oldmans Airport which has 30 based aircraft, a grass strip on the other hand. It's a pretty wide area.

ASSEMBLYWOMAN OGDEN: But maybe to certain types of airports and sizes.

MR. JONES: Yes. And I think it should be concentrated where a known problem exists. Most airports don't have a noise problem. I don't consider that we have a serious noise problem.

MR. TRAWINSKI: When you undergo the annual inspection or annual review or relicensing, or whatever it is, is there any opportunity for the public to be heard at that point in time if you are aware of?

MR. JONES: Not presently. It's not provided for. Incidentally, we have two annual reviews, one by the State and one by the Feds. We're licensed as all air carrier airports are under Federal Aviation Regulation Part 139. This imposes higher than normal standards and we're inspected pretty tightly on that and in fact those regulations have recently been tightened, and as of January 1 that inspection will be about double what it used to be. But it does not include noise. This might be a recommendation to include it.

MR. TRAWINSKI: How does an airport, such as Mercer County, go about disseminating the existence of this noise abatement procedures? You mentioned some prohibiting jet takeoffs on a particular runway. I assume there are some climb standards before turns can be made and things like that. How do you go about dissemination that information to the aviation community?

MR. JONES: As far as the prohibition of jet takeoffs, and this on Runway 16, that's an informal procedure between us and the tower. Anyone requesting a takeoff on that runway is advised that such a procedure exists. No one has challenged it, and it's worked real well. As far as other procedures are concerned, we have on the takeoff from Runway 24 a procedure, climb to a thousand feet before making the first turn. This is enforced in several ways. We distributed bulletins to all

the FBOs and mailings to local pilots. We think our locals are very aware of this. If we have a problem with transients, we've had it on the automatic terminal information system which is a recording so that pilots can pick it up inbound. It's also published by FAA, although I'm not sure anybody reads it -- I say compliance with that has been about 99.5% and where we've had a problem has been a case where although the pilot was aware of the procedures -- climb straight ahead to a thousand feet before making a turn -- his clearance read, "After departure, left turn, direct Robbinsville." And that's what was in his mind. So, immediately on leaving the ground he made the left turn. That rang all the bells. In that case, since there are so few, we're able to contact that particular pilot when he gets to his destination and tell him what he did wrong. Usually he's very apologetic. We've had a very few problems with that.

MR. TRAWINSKI: Thank you.

ASSEMBLYWOMAN OGDEN: Thank you very much.

MR. JONES: Thank you.

ASSEMBLYWOMAN OGDEN: Arthur DiGioia, who was going to testify at this hearing who is an expert on the relationship between noise and environmental noise, unfortunately had his car break down, so he can't be here today with us. At this time I would ask if there are any other members of the public who wish to present a statement or observations? If you'd just like to sign up and sit in front of the microphone that's hooked into our recording system--

J O S E P H M. L E P I S, J R.: My name is Joseph Lepis. I'm a Noise Control Officer for Hudson County, and I'm an Environmental Specialist with the Hudson Regional Health Commission. I'm going to give a short presentation in three segments. The first part is a general outline of the problem.

Most of the airports as they exist, especially the ones that use major commercial carriers, are in place, they are

operating, and are considering expansion. So, the idea of moving an entire airport to another location is an option that really doesn't exist. There are only certain safe directions for aircraft movements, and takeoffs and landings usually take place into the wind, and there are situations where you don't want to put passengers on a rocket ride or a rollercoaster ride just to get them around certain areas that are noise sensitive.

Single plane overflights interrupt and disturb thousands of households. It's similar to examples that we have in our training courses of a motorcycle riding through town or something. It's not a situation where a factory is stationary and three houses are bothered by it. It affects thousands of households both that are close with very loud volumes and even at a distance with lesser noise volumes but it lasts a longer period of time because of the characteristics of the overflights.

Most of the time when we've been at hearings like this, it's been stated that a lot of expansion is going to continue to occur at some of these airports but that's going to be mostly due to larger planes and even though there's going to be an increase in the volume of passengers, there is not necessarily going to be an increase in the volume of flights. However, if you read in the Sunday papers when they do those three page statewide paper reports on aircraft noise, they pretty much state otherwise. A lot of the increase is going to be short hop flights from nearby cities with smaller jets. So, the statement that we're going to be relieved because everybody is going to be riding 500 people at a time in a large plane and not five 100-passenger planes is not necessarily going to be the case.

And definitely the problem, in addition to being a lot of local problems, is national in scope. The retrofitting or replacement of Stage II aircraft when looked at in light of a single airport, Newark or the four airports operated by Port Authority, might not be a financial or economically sound thing

to do. Or you take into account, nationwide almost every airport is facing the same problem, some attention should be paid to supporting national legislation to accelerate the retrofitting of Stage II planes or replacement of Stage II plane aircraft.

Representing the Hudson Regional Health Commission, we're in Hudson County which is 12 communities. To the north and west of us we have Teterboro Airport and to the south and west of us we have Newark Airport. And additionally, we have planes going up the Hudson River which I presume are headed to LaGuardia Airport. So, we're in a situation where we have the effects of an near-end airport, although not as severely as Newark, Linden, and Elizabeth; but we're close enough -- within a mile and a half or two miles of the airport.

And we also have the situation where we have the effects of some of the further out communities. I have attended most of the statewide hearings and some of the local hearings in Hudson County dealing with aircraft noise. We're the agency and the people that receive the complaints from the citizens, and we also get the calls from the mayors and councilmen saying that they are also receiving complaints, and what can be done?

Well what can be done is what our agency's response is to this point. And actually, our response is really documenting and institutionalizing what we've been doing over the last two years. We're in the process of redrawing our work plan for the County Environmental Health Act, and a component of that is going to be attention to aircraft noise.

One of the statistics that's come up -- again, provided for by either the FAA or the Port Authority -- is the fact that of the six million people in the United States that are affected by aircraft noise, two million of them are affected by either Newark, Kennedy, or LaGuardia. And that two million people are just close-in people. They are not this

whole new generation of people that have come to light under the expanding of the East Coast Plan.

So, what our agency response is at this point and has been in the last year or two is a higher visibility role and involvement with meetings and personnel at the FAA and Port Authority, identifying the people that are decision makers, and at this point you're not dealing with a faceless bureaucracy, you're dealing with people that recognize you and that you recognize. And to have people like Bonaventura, Nelson, Muldoon, and most of the operating personnel of the Port Authority and FAA aware of you and aware of your constituency and even to the point of going out of their way to greet you. At a lot of the meetings that you hear, certainly takes, again, out of the situation the fact of dealing with a faceless bureaucracy.

The second thing we're doing and institutionalizing is participating, like this, in the Noise Control Council, hearings, noise subcommittee hearings, other hearings and meetings that are conducted within our municipalities. And the third thing that we're doing is acting as a source of information, data, and advice to any citizens or citizen groups who are attempting to achieve noise reductions at the airports that are affecting our county.

So, what I'd really like to say is that we are in the process of institutionalizing within our county the Environmental Health Act work plan -- a number of activities specifically directed at aircraft and airport noise. Most noise codes contain a short statement that say the noise control officer shall meet and attempt to achieve noise reduction with the operators of airports. At this point, we are institutionalizing even high levels of activities with regard to our commission in terms of achieving noise reduction.

ASSEMBLYWOMAN OGDEN: In terms of specific things that you feel you have been able to accomplish in the past two years

as you're working on redrawing the Environmental Act, and working with the bureaucrats, citizen groups, etc., is there anything that you can specifically point to at this point? Or is it just been laying the groundwork?

MR. LEPIS: It's been laying the groundwork, but it's also, again from my recollection from the four or five years proceeding that, there was possibly only one other meeting where Port Authority, FAA personnel, and everybody else were even together to listen to citizen groups and citizen complaints or to complaints from governmental officials, whether they be appointed or otherwise, or regulatory officials.

So, at this point a very good foundation has been laid, I would think, with regard to number one, their -- being FAA and Port Authority -- awareness of us. And number two, of our having a list of available people. Up until a point we were dealing strictly with Port Authority people. You've received the name James Muldoon and you wrote a letter or made a phone about a specific complaint that you received and you would get a kind response of whatever, and at that point, everything is assumed resolved.

Whereas now I think, especially in the light of the complaints that were generated by the Expanded East Coast Plan, they really-- I don't think it's specifically a situation where they banded together against the forces of the citizens that have complained, but they've banded together because they are aware that a problem exists, therefore, they are going to try and work together to resolve the problem.

ASSEMBLYWOMAN OGDEN: How many towns are you speaking for in Hudson County?

MR. LEPIS: Twelve towns.

ASSEMBLYWOMAN OGDEN: And all twelve of them are impacted?

MR. LEPIS: All twelve are impacted. The closest to Newark Airport would be Bayonne, Jersey City, Harrison, and

Kearny; and the closest to Teterboro would be Secaucus, maybe part of Kearny, and North Bergen. The other towns just get more distant noise.

ASSEMBLYWOMAN OGDEN: From your view at the county level, what do you think needs to be done at the State or Federal level to alleviate the problem?

MR. LEPIS: Again, I think I had mentioned, especially at the Federal level, is a push to retrofit Stage II planes which would accomplish noise reduction for the enclosed, the far-out people, no matter which airport in the country you're talking about. You're already starting with a reduction with five or seven decibels of aircraft noise. So, even if the number of flights, weren't reduced, you would have an effective drop of maybe 50% of the noise that was perceived by the people who had the airplane overflights. And some the planes that pass over that at the present time may be reported as noisy because of this five or seven decibel -- maybe will be quiet enough that people would not consider that portions of planes flying over--

ASSEMBLYWOMAN OGDEN: Have any of the Federal representatives representing your town been be willing to introduce such a bill?

MR. LEPIS: Yeah. We're at the point where we basically feel we've identified there is a problem. Once we've institutionalized it into what our work plan is, we would go about -- I would think that one county specifically wouldn't be able to do it -- but go about some sort of cooperation either on the part of the agencies that are involved in noise enforcement and certainly, the Noise Control Council or anything else. I think that's what we're looking at. Even though it's going to be an expensive thing to do, there are also some economies involved. A retrofitted plane consumes less fuel. In some cases, if it's retrofitted, they can have a reduction in the number of crew people from three to two operating the plane.

So, it's not totally asking for an outlay of money with no-- And the third thing is to extend the life of the plane. Right now whether they are going to be (indiscernible) line in 2005, 2010, 1995, or whenever it's going to end its useful life for a Stage II aircraft, being retrofitted there. We'd have an extended useful life. So, there are benefits to the carrier.

ASSEMBLYWOMAN OGDEN: I know someone called up Boeing and they said there would be a savings in fuel of I think about 15%. I believe it was going to cost about six million to retrofit the typical plane. Would you see this as coming from a separate appropriation or Transportation Trust Fund matching basis?

MR. LEPIS: I would leave that to the greater minds of the Federal legislators who would be enforcing it or proposing it.

ASSEMBLYWOMAN OGDEN: In terms of being the representative for the Regional Health Commission since unfortunately we don't have our expert on the environmental health here, are there any studies in terms of the relationship between noise and the impact of people's overall well-being?

MR. LEPIS: Not really, because again, except that the people are complaining about being awakened from sleep and going to work, you know, there are no real-- They are more subjective than objective. At this point, no one has really cataloged all the effects.

MR. TRAWINSKI: Do you have data available as to the number of complaints you've received on an annual basis with respect to say Teterboro or Newark and the nature of the complaints?

MR. LEPIS: I would say the answer is that first of all, we don't receive all the complaints. The city council and the councilmen do and everything else. So, we're getting in some cases, a secondhand complaint. I would say in the neighborhood directly to the office between 20 and 35 a year,

some representing an entire neighborhood, some just calling because they were disturbed because of a particular situation. And in addition, maybe from mayors or councils between five and ten a year.

MR. TRAWINSKI: Have you had an opportunity to deal with the small airports, the reliever airports, other than Newark or Teterboro?

MR. LEPIS: Well, there are none located-- Those are the only ones that would affect directly our citizens.

ASSEMBLYWOMAN OGDEN: Thank you very much. Yes?

MS. NICKOLAISEN: (speaks from audience) I was wondering if I could add something into the record that relates to the State?

ASSEMBLYWOMAN OGDEN: Speak into the microphone, please. Is there anyone else in the audience who wishes to testify? (positive response) I don't know whether the Noise Council wishes to make any statement. I know they were waiting for Peggy Everett, and I don't know whether she's here. Maybe someone could see if -- for the record -- whether they are going to say anything this morning or submit something in writing later? Yes, sorry.

MS. NICKOLAISEN: One thing that I wanted to clarify -- there's a lot of discussion about Newark and Teterboro and some of the reliever airports around the area. Also, it seems that the interest has expanded to some of the smaller airports. I just felt that it was important to notify you that our jurisdiction does not include Newark Airport. It does not include Teterboro, Essex County, or Linden Airport -- for that matter, Atlantic City International -- when it comes to applying the Hazardous Zoning Act.

Now the FAA does have requirements that when they put Federal money into airports at particular communities, that those communities adopt some sort of land use plan around the airport to help eliminate or reduce the noise impact of any of those improvements.

ASSEMBLYWOMAN OGDEN: And the reason those airports are not included is for size?

MS. NICKOLAISEN: Primarily because the Port Authority has a very well-defined jurisdiction. Anything that fell within that jurisdiction was already significantly built up. The Hazardous Zoning Act would not hurt or benefit those areas, therefore, we felt it was not necessary to apply them. We do provide recommendations and input on obstruction review for all of these airports in the area. So, we do have some say as to what is built up around Teterboro or Morristown -- Morristown is not included in this area, but Essex County, for example.

Atlantic City International, of course, is an international airport. It will have air carrier operations into and out of the airport. And we're looking to the environmental analysis of the current master plan to address the noise concerns and the wetlands issues that exist.

MR. TRAWINSKI: If the Airport Safety and Hazardous Zoning Act were amended to address the question of noise, do you think that those facilities that you just mentioned should then be encompassed by the statute?

MS. NICKOLAISEN: I don't believe so. I feel that, once again, we could not apply the perimeters of the hazard zone to these airports, because they are so built up. And as I mentioned earlier, we do have input into obstructions that are built in the area. We have the opportunity, of course, to provide statements at public hearings about various planning issues and construction in the area of those airports. Also, most of these airports have very good and extensive master planning studies that are being done. Environmental analyses are a big component of these plans. They spend a tremendous amount of money on this.

ASSEMBLYWOMAN OGDEN: Thank you very much. Mr. Soporowski, I asked whether the Noise Council in the absence of Peggy Everett, who I understand was going to make a statement,

wishes to make one or do you want to send one to be included in the record later?

J O S E P H J . S O P O R O W S K I , J R . : (speaks from audience) Since Ms. Everett is the Vice Chairwoman of the Council and Chair of our Subcommittee on Aircraft Noise, we would defer to a statement (inaudible) submitted by her (inaudible).

ASSEMBLYWOMAN OGDEN: Thank you. Would you like to speak?

A N T H O N Y J . M c M A H O N : Yes, if I could. Just two very brief things. I'm Tony McMahon, Assistant Director for Enforcement of the Division of Environmental Quality, and I did provide testimony at an earlier hearing. So you can just add this to it. We recently completed a rough analysis of air traffic in the North Jersey area including the Newark, JFK, and LaGuardia Airports which I'd like to present to the Committee and enter into the record.

Basically what this analysis shows is that the commercial air traffic at the Newark Airport has more than doubled in the past four or five years. The overall traffic in the area has increased, but specifically the Newark Airport traffic doubled. I thought that would be good statistics for the Committee to use in its report which may come out later.

And finally, I would like to, for the Department of Environmental Protection, thank the Committee and thank you, Assemblywoman Ogden for your work in aircraft noise. I think the work that you are doing is consistent with the work we're trying to do with the Noise Council and with the Department. I'd like to thank you for the work and for your assistance. Thank you.

ASSEMBLYWOMAN OGDEN: Thank you very much, Tony. Does this take into account, I guess it was the article that we saw in yesterday's paper, saying how much the traffic had dropped, I guess because of the People Express going out of business?

MR. McMAHON: This is air traffic. This is not passenger traffic. I think the report was-- The number of people flying may have decreased, but the number of airplanes flying has increased.

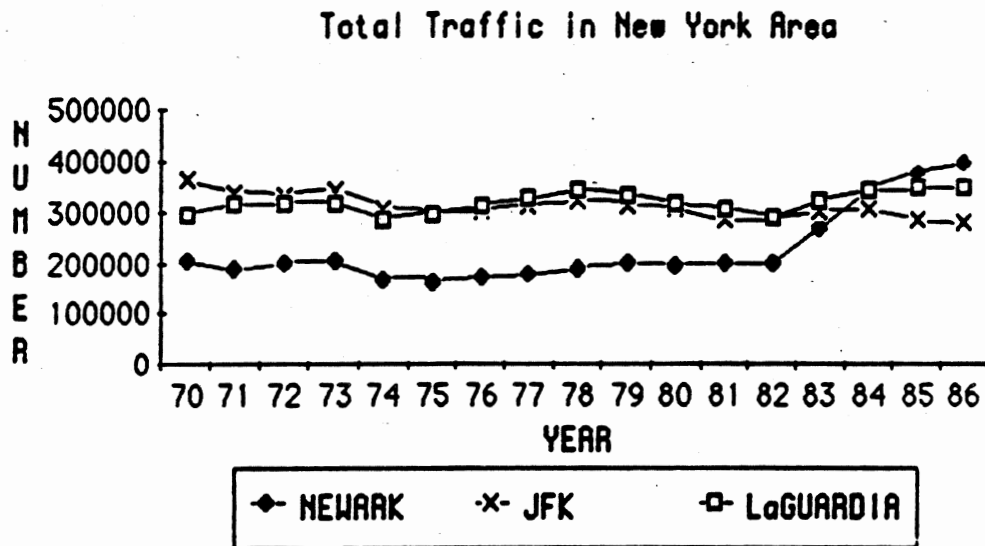
ASSEMBLYWOMAN OGDEN: Okay. I see. I'm glad to have that distinction then. Thank you very much. If there's no one further to testify, this hearing is concluded. Thank you all for coming.

(MEETING CONCLUDED)

APPENDIX

Analysis of Traffic in the New York Area

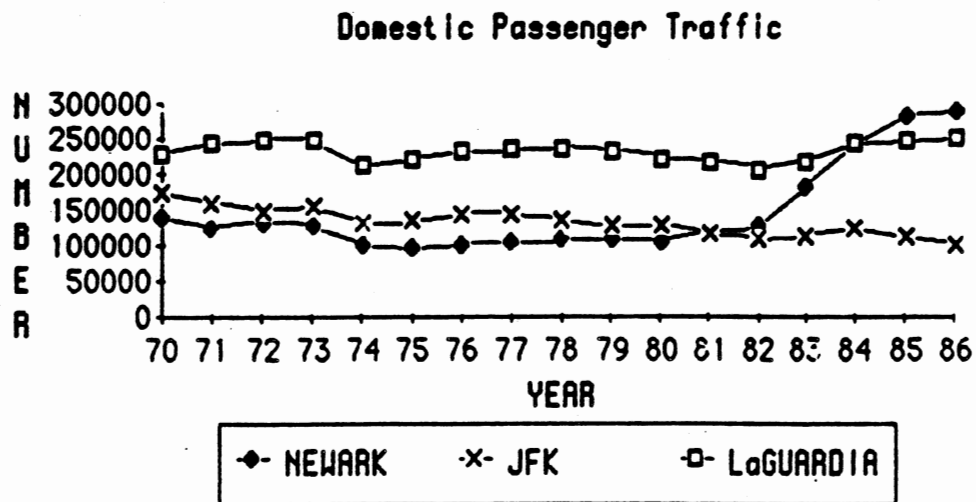
Analysis of the data supplied to the Department of Environmental Protection by the Port Authority of New York and New Jersey, Division of Aviation, reveals several significant trends in the data. The first, and most obvious, is the increase in traffic at Newark without a corresponding increase at the other two major Port Authority airports. As the following graph illustrates, this increase occurred around 1982, shortly after the airlines were deregulated. This would seem to indicate that Newark opted to handle the large increase in traffic due to this deregulation. The traffic was not distributed evenly between the three airports.



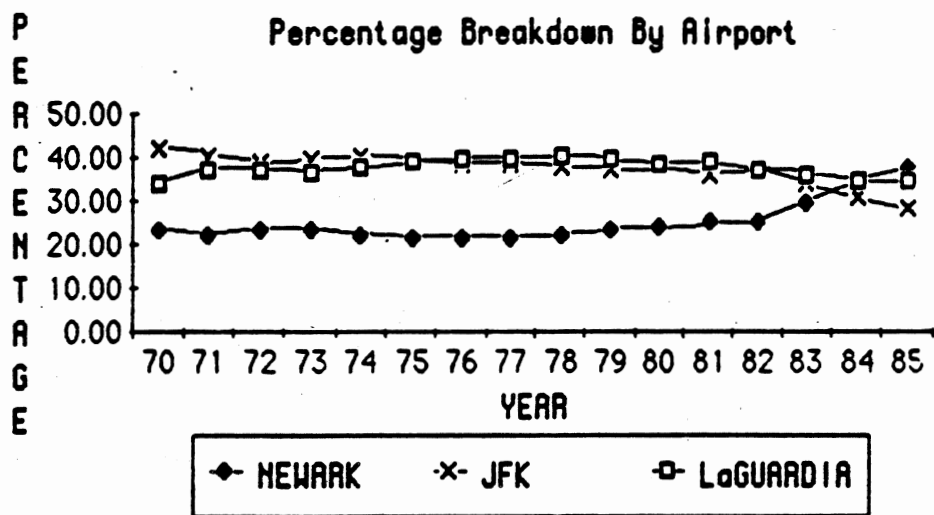
Due to this enormous increase in traffic, Newark, the lowest trafficked airport in the area, became the busiest airport in the area in the space of four years. This increase occurred before the

installation of the Expanded East Coast Plan which is also predicted to increase traffic into and out of the New York area.

Most of the increase at Newark was due to the increase in the domestic passenger traffic at the airport. The following chart shows the increase, over time, in domestic passenger traffic at the airport. It is apparent that the increase in passenger traffic directly parallels the increase in total traffic at the airport. This would indicate that the other traffic at the airport is remaining fairly stable, which can be seen by examining the numbers included in the table in the appendix to this report. This large increase in passenger traffic at Newark is accompanied by only a slight increase in passenger traffic at LaGuardia and a slight decrease in passenger traffic at JFK. This decreasing trend in JFK passenger traffic is a continuing one and seems to indicate that more people are probably flying out of Newark instead of JFK. This may also be due to the stricter noise limitations imposed at JFK and the almost non-existent limitations at Newark.



The other indicator of change at the airports is the distribution of all traffic in the area between the three airports. This graph shows that the share of traffic handled by Newark is on the increase while the share of traffic at LaGuardia is remaining stable and JFK's share is decreasing. This is just one more indication of the shift in traffic to Newark from the other two airports.



In conclusion, it should be noted that the increase in traffic at the three airports is not distributed equally. Newark is beginning to bear an increasingly larger portion of the traffic in the area. This trend has been seen for the last 4 years, and is only anticipated to continue. A close watch should be kept on airport operations, especially since UPS and Federal Express are trying to expand their operations into Newark.

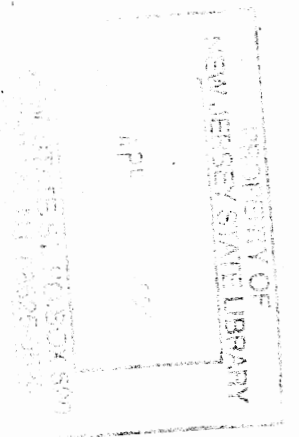
AIRPORT	YEAR	DOM. PASS	INT. PASS	DOM. CARGO	INT. CARGO	TOTAL
NEWARK	1970	141784	3873	8166	2	204595
	1971	126900	4469	7809	1	188028
	1972	134810	4293	7032	0	203731
	1973	129960	4386	6698	0	206423
	1974	103502	3958	3545	55	171160
	1975	99520	4276	3470	107	166099
	1976	104352	4650	2779	63	172822
	1977	107392	5426	1490	7	179473
	1978	110821	5675	7018	5	192317
	1979	109762	5944	8687	5	199078
	1980	109289	4312	6175	3	196781
	1981	122346	3309	4666	2	199273
	1982	129419	4159	4535	0	198645
	1983	185147	4477	5559	0	268186
1984	243731	5475	6126	1	345171	
1985	285570	6532	7267	0	379738	
1986	290814	6947	9267	70	400126	

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AIRPORT	YEAR	DOM. PASS	INT. PASS	DOM. CARGO	INT. CARGO	TOTAL
JFK	1970	176464	93155	20069	13704	365848
	1971	162506	83218	20418	14103	341807
	1972	150761	88729	20444	14167	334788
	1973	156416	88660	19276	15868	346465
	1974	134121	76641	16251	16553	309495
	1975	137254	74000	12829	16527	300814
	1976	146672	72996	12259	16300	305076
	1977	144668	73987	13975	14934	315584
	1978	137849	73266	17161	14334	323884
	1979	129178	74949	15603	13592	314133
	1980	131401	69966	14227	12212	307527
	1981	117198	68635	12911	10313	285992
	1982	109790	68586	9948	8997	290357
	1983	115126	72984	9475	8382	304322
1984	124971	77426	7780	10068	306737	
1985	113342	78919	6303	9194	286076	
1986	105406	79669	5221	9314	279153	

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New Jersey State Library



AIRPORT	YEAR	DOM. PASS	INT. PASS	DOM. CARGO	INT. CARGO	TOTAL
Laguardia	1970	231845	232	2	0	297652
	1971	244383	111	2	0	316570
	1972	250862	0	2	0	320963
	1973	248950	0	3	0	319599
	1974	213617	0	0	0	287253
	1975	222939	0	3	0	299211
	1976	234011	0	0	0	313253
	1977	236642	0	5	0	326555
	1978	239966	2	827	0	347305
	1979	234589	0	1	0	335765
	1980	223389	0	5	0	317633
	1981	219371	0	0	0	308205
	1982	208257	0	0	0	291762
	1983	220597	0	0	0	324176
	1984	244937	32	0	0	343080
	1985	248872	1301	0	0	348053
	1986	254431	1384	419	0	350867

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