

New Jersey. Governor, 1954 - (Meyner)

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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GOVERNOR ROBERT B. MEYNER: There is before me a bill endorsed by Senators Hillery, Cowgill, Haines, Lynch, Weber, Dumont, Ozzard, Crane and Fox, which reads as follows:

"Be it enacted by the Senate and General Assembly of the State of New Jersey:

"1. No airport for usage by air carriers engaged in interstate air transportation, overseas air transportation, or foreign air transportation shall be constructed in the counties of Morris, Hunterdon, Somerset, Union, Essex, Warren and Passaic; provided, however, that this act shall not apply to any existing airport or future extension thereof which is presently served by air carriers certificated by the Civil Aeronautics Board or airports operated and maintained by the United States Government as military installations.

"This act shall take effect immediately."

The question is whether or not I should sign this bill and the purpose of this hearing is to hear proponents and opponents to the proposition.

I may say that this bill was passed prior to the time I left in June and there has been some criticism directed to the Acting Governor for not having signed it in my absence. I might point out this would be a new precedent if this were a method of getting a bill signed because in the first place I wouldn't go away and in the second place there has always been this tacit understanding that the person who was elected by a majority of the vote at a General Election would pass upon an issue as important as this.

This controversy as to whether or not an airport should be banned in this fashion, I think raises some constitutional question. Is it a special statute under our Constitution? I mean, what reasonable basis is there for choosing six counties and excluding other counties? That is one proposition.

There may be some Federal questions involved. Certainly, before I would sign such a bill, I would seek an opinion of the Attorney General and if any of you who are proponents or opponents want to raise these questions, we can discuss them.

I think the more important question is: Do we want to say now that there shall be no airport in six of these counties? I have had the controversy since December of 1959. I have been criticized, of course, because I haven't sided with either the Port Authority or with some of the legislators who were interested in legislation such as this. In all important problems it has always been my hope that some alternative could evolve - that we could get all of the facts.

Now, to be fair with those who are here to talk for or against the proposition, I want to say this, that about June 1st I got the report of the Port Authority. I also got the report of three agencies in Morris County. I got the so-called white paper of the Jetport Association. I have read them all. I have arrived at this tentative conclusion, that if New Jersey wants an economic growth rate that is almost the capacity or what it might expect, it ought to have an airport and it ought to be in northern New Jersey. That's the logic of it.

(Applause and hissing)

We are here trying to get down to the facts and we want

the opinion of honest, dedicated citizens and I don't think either hissing or applauding helps very much so let's try to examine the facts.

I am telling you my tentative conclusions so that you either in opposition or for the proposition can come in here and address your remarks to these tentative conclusions I have arrived at.

I am certain, for instance, that northern New Jersey faces quite an economic growth rate, but I think it will be less if we reach the proposition where we say no jetport.

Now, I hope that those people who are opposed or those people who are favorable will try to address themselves to the facts.

Here is a report that I would hope those of you who are sincerely interested in the question of an airport would read and I am sure the Jetport Association has reports of an opposite conclusion. Through my office, these are available. I am sure through the Jetport Association the others are available. Let's try to talk about the facts.

Secondly, I have asked the Federal Aviation Agency to come here and to tell us as to where it would be possible to locate an airport and the factors that determine whether or not we should have one. I have also asked some of the experts who have done the survey for the Port Authority to appear. We are trying to arrange now an orderly procedure. There are several rules: There will be no smoking. I hope there will be no recess until such time as the hearing is concluded. Secondly,

it is presumed that the Governor can read and I would hope that the people who are going to make remarks will talk extemporaneously because I think there is enough enthusiasm on both sides so that people will not want for words and will not have to look at some documents.

Amongst officeholders, there are certain amenities. This is probably professional courtesy. So I think the Acting Governor who is one of the sponsors of the bill, acting when I am not around, Senator Thomas Hillery of Morris County, should have the first opportunity to speak.

SENATOR THOMAS J. HILLERY: Thank you, Governor Meyner and citizens of the State of New Jersey who have come here this morning in the interest of trying to settle this great problem that has been before us for almost a year and a half. I think it is very inspiring that we have so many of the citizens of New Jersey who have come out here to participate in this hearing and I think they deserve a great deal of commendation for their interest and I know they have had to take time out of their daily activities to do so, but government is one of the most important things to all of you and that is why you are here this morning.

Governor, as you know, I do not appear here as a neophyte in an effort to appeal to the New York Port Authority to listen to reason in the Port's effort to establish a colossal jetport in the heart of one of the finest residential areas of the state.

My appearance today is in defense of S 218 which would prohibit such an installation, a bill which I sponsored and

which has been passed by both houses of the Legislature. From the inception of this Port's proposal, my efforts in these legislative halls have been directed in an effort to prove to the counties affected that the plan was not in the best interest of the people of northern New Jersey. Their legislators have gone on record substantiating this thinking. For two years the Senate has gone on record by resolution - the first year, twenty to one; the second year, nineteen to one - opposed to the installation in the northern counties of a major jetport. Now with the passage of S 218, the lower House has also gone on record against the Port's proposal for a jetport in Morris County or the contiguous counties.

When 218 was passed, you stated that you would hold a public hearing to test the sentiment on this measure. It is a little difficult to understand your public pronouncements prior to the hearing and it would appear to some of us that you are committed to the Port's proposal. This is difficult to understand in view of the legislative action. When the Port's proposal was presented to the members of the Legislature by Mr. Tobin a year and a half ago, he admitted when questioned that such an installation would destroy the residential character of more than half of Morris County. Asked if he had any qualms about this, he merely stated that he was sorry. He was referring in effect to communities such as Chatham, Madison, Florham Park, Harding Township and Morristown and others, areas that have developed through the years as cultural and social centers, fine families dedicated to the promotion of their churches and

their educational interests.

In our county there are three university facilities within a few miles of the site proposed, three large hospitals, many churches, high and secondary schools, and Mr. Tobin is sorry. In my judgment this is not a responsible answer for a public servant to make to the citizenry for such a monstrous proposal.

In one of your public statements you cited advanced opportunities for new jobs for young graduates would be available. Now with the dunning noise, the congestion, the psychological effect on teacher and pupil alike, how can we hope to produce an adequately educated child in the area? I, therefore, question the validity of the argument as against the untold damage to community life in the area. I must say with my tongue in my cheek, Governor, that your argument about the fox chase leaves me in complete apathy. I have never discovered a fox in the area, not even a political one.

The proposal raises the question, and it is used many times over, that all of this disturbance and congestion, even destruction, comes to us in the name of progress. My question is: Is progress so-called a violator of the citizen's rights? If it is, then I suggest that we take a good long look at ourselves.

It is my contention and experience that the Port Authority has always shown an arrogant attitude where the rights of the individual are concerned. This is wrong. It raises a question of the rights of the individual in our area before and after such an installation, if it were ever to be, and I am certain that it never will be. It raises a question in the public mind by what right and

with public funds do we permit ourselves to be so abused.

It will be my intent and my purpose as long as I am permitted to serve in these legislative halls to correct this injustice, to make the Port more responsible to the Legislature and hence through the Legislature to the people, more a respecter of the individual.

I am convinced that we can have a jetport in New Jersey. Certainly the growth of aviation would indicate this. But I am also convinced that this can be done in a proper prospectus and without frightening, terrifying and destroying community life. Are we lacking engineers to solve this problem in New Jersey? I do not think so. The proposal since it was made has caused untold anxiety, expense of thousands of dollars to our citizens. They have been forced to fight with their own funds a governmental proposal which should never have been made in the first place. The Legislature has recognized their rights and has moved to protect it and I trust, sir, that you in your deliberations will offer them the same consideration. Thank you very much. (Applause)

GOVERNOR MEYNER: I take issue, of course, with many of the statements which were made by Senator Hillery, but I will try to rebut them by facts as we go along.

Now I want to try to have a procedure by which for two hours the proponents will have their say and then for two hours the opponents will have their say. And when I say "proponents" and "opponents" I realize that there are some people who are here primarily to give facts rather than to take sides, but you have to divide them into two categories.

I see Senator Peter Frelinghuysen - or Congressman Peter Frelinghuysen, Jr. - notice I didn't say "Governor". I would suggest that you be as brief as possible. If you are going to have two hours for the proponents, I think everybody should have a chance to be heard.

CONGRESSMAN PETER FRELINGHUYSEN, JR.: Thank you very much, Governor, I appreciate your courtesy in inviting me to testify this morning and I can assure you I wish to be brief because as it happens I have two hearings which I should be attending in Washington this morning and Congressman Widnall and I are anxious <sup>to catch</sup> a train at the earliest possible time.

I appear here today in several capacities. I was asked whether I was here as chairman of the Jersey Jetport Site Association or as a Member of Congress.

I would say first of all that I am appearing as a resident of the area that would be affected by a major airport of the kind proposed in Morris County. I recognize that the discussion is supposed to revolve around S 218, which includes seven counties, not six, Governor, I should just like to call to your attention.

Admittedly the legislation before us which we are now considering is broad. But I would just like to point out that in my opinion legislation of this kind is essential. I feel in no sense is it special legislation which might be unconstitutional. It is special in the sense that there is general and widespread recognition that we need to do something to protect a very substantial major portion of our State.

I appear also as a Member of Congress to remind the

Governor of something which I am sure he knows, and that is, that the entire congressional delegation has come out in flatfooted opposition to a jetport in Morris County. (Applause) As long ago as January 1960, I at the direction of the entire delegation urged you as Governor of our state to veto any minutes with respect to the Port Authority's action in this area. Presumably there are no minutes which can be acted upon and presumably you would not have followed our suggestion had there been such minutes.

GOVERNOR MEYNER: I'll admit that you were early against the airport and led the fight. Go right ahead.

CONGRESSMAN FRELINGHUYSEN: I'm glad you appreciate that, Governor.

GOVERNOR MEYNER: I do.

CONGRESSMAN FRELINGHUYSEN: I would like to say also that our opposition continues not only are all fourteen House Members ---

GOVERNOR MEYNER: I am aware of that too.

CONGRESSMAN FRELINGHUYSEN: (Continuing) -- but also two United States Senators in opposition.

I have a telegram here from Representative Florence Dwyer which she has asked me to read because she is unable to get here today. The text of the telegram is as follows:

"Congressman Peter Frelinghuysen has kindly consented to read my brief statement of continued opposition to the location of a jet airport in Morris County. I had hoped to be present personally to express my strong opposition, but a previously scheduled hearing at which President Goheen of Princeton

University will testify before my Subcommittee on Intergovernmental Relations has made it impossible for me to leave Washington in time to attend your meeting.

"I have opposed the Port Authority's proposed Morris County location for several reasons, none of which has been invalidated by the Port Authority's study. They include the following: First, the proposed site, which would involve the commitment of millions of dollars of Federal funds, was chosen without adequate consultation with Federal, state and local public agencies regarding proper land-use patterns as well as an airport's impact on transportation, housing, natural resources, and other important aspects of the area's future development.

"This failure to achieve necessary intergovernmental coordination is directly contrary to recent congressional efforts to obtain more comprehensive planning of projects affecting metropolitan areas. Piecemeal planning of the kind undertaken by the Port Authority has resulted in the past in unnecessary destruction of an area's optimum development, duplication and waste of Federal funds, and interference with other important Federal, state and local programs in the area.

"Second, the project will adversely affect a large area in both Union and Morris Counties which is presently characterized by intense residential development, thereby drastically interfering with the future development of the area for residential purposes.

"Third, the proposed site would destroy the last remaining region in the entire metropolitan-New York-New Jersey area which has significant natural and wildlife resources. It would also

destroy your own announced efforts to protect open spaces within the metropolitan area of New Jersey and it would negate also the plan of the U. S. Department of the Interior to preserve and develop the area's wildlife and recreational potential.

"Fourth, no new jet airport should be planned or constructed in New Jersey or anywhere else until an objective Federal commission can study all the factors relating to airport location and reach agreement on a comprehensive set of specifications which should guide airport development in the jet age. No such guidelines exist today.

"Fifth, to build an airport on the site proposed by the Port Authority would be a gross denial of the validity of the democratic process. The proposed site has been opposed strongly and consistently by the overwhelming majority of the people of the area, by the New Jersey State Legislature, by the New Jersey delegation to Congress, by both political parties in New Jersey and by both their candidates for Governor. In the absence of a convincing demonstration that a jet airport must in the public interest be constructed at the proposed location, and no such convincing demonstration has been made, there is no justification whatsoever for going ahead with this project.

"In view of your announced intention to abide by the wishes of the people of New Jersey, it is my considered judgment that you have no alternative but to prohibit the Port Authority from proceeding with its present plan.

"Signed Florence P. Dwyer, Member of Congress."

(Applause.)

Governor, I also had an opportunity to talk to Senator Clifford Case yesterday and he requested that I reiterate his opposition to the Morris County site and also to ask permission to have included in the hearing presently being held a letter which he wrote to the Secretary of the Air Force, the Honorable Eugene Zuckert, June 29th, asking whether as an alternative McGuire Air Force Base might not be available in the reasonably near future for the purposes of developing a fourth metropolitan airport.

Now, Governor, I would like to get down to a very brief tribute to the organization which I have the honor of heading, though the work has largely been done by others. I refer to the Jersey Jetport Site Association because it has been a volunteer effort on the part of hundreds of people and it has been a remarkable demonstration of the character and nature of the opposition to the proposal of a jetport in northern New Jersey. And I think that we should all pay tribute to the fact that they have devoted themselves unstintingly. A tremendous amount of money has been raised by over 8500 contributors and they represent, it seems to me, people in all walks of life who are thoroughly aware of the consequences of a jetport in this area and are wholeheartedly opposed.

There has been some talk publicly in the press that selfish interests, the fox hunters or a noisy minority are perhaps doing more than they should to influence the result in this matter.

I should just like to point out for the record that in so far as research has been made, there is convincing and

overwhelming demonstration that the public is thoroughly opposed to a jetport in the site proposed by the Port Authority. I recently sent out a questionnaire to the constituents in my district and about 40 per cent of the recipients replied, the highest percentage ever to reply. Overwhelmingly there was a rejection of the idea of a jetport in Morris County. Sixty-five per cent of the 8,000 replying came out in opposition to the jetport. Sixteen per cent were undecided and 19 per cent were in favor of a jetport.

I am not saying that there is no difference of opinion on a matter of this size and this complexity. Of course, there is. There are two sides to every coin. There are two sides as to the advisability of a Channel 13 on T.V. But I must say that in this case, there has been as near unanimity on a matter of considerable substance to this area - and my poll included not only Morris County where the sentiment would have been much higher, but all of Somerset County and the northern half of Middlesex County. And when you get people from Cartaret and Perth Amboy contributing to a poll which shows an overwhelming rejection on the part of the people of this idea, I think it should at least give us pause.

I would like to make one further statement with respect to the Washington scene. I had a talk day before yesterday with Najeeb Halaby, the Director of the Federal Aviation Agency. He informed me that a request had been made for one of their representatives to testify today. I regret that I shall probably not be here to hear that testimony. But I do feel I must question the propriety of bringing in a representative of

the Federal Aviation Agency at this time if we are in fact discussing this particular bill.

Mr. Halaby said that, if asked, he would say that so far as they knew the air space above Morris County would make it suitable from an operational and a safety standpoint. But I need not point out that the Federal Aviation Agency has been asked to make no study of a suitable site. You suggested that that is what we should be trying to do and as I recall what you just said now, you were going to ask the F.A.A. to discuss with you where this airport should be located and what factors should be included in the selection of an airport.

I have believed for some time that the Port Authority is certainly an inadequate instrument to make an objective finding and it has seemed to me, as it has to others, that perhaps the F.A.A. might have a more responsible role than it has had. But thus far there is nothing for them to act upon and it seems to me entirely inappropriate to call them in to help pass judgment on the suitability of the Morris County site.

In my opinion, I must add also, there seems to be even less excuse to get one of the major proponents of an airport, the Port Authority itself, to come in and testify on a so-called expert basis.

I hope, and I think I can be backed by that in large measure, that New Jersey is never going to be run by the Port of New York Authority and I hope that we can --- (Applause)

GOVERNOR MEYNER: You admit you have an obsession about the Port Authority.

CONGRESSMAN FRELINGHUYSEN: I admit no obsessions about

anything, Governor. I admit that in my opinion the Port Authority has exercised jurisdiction beyond its authority and it should not be asked to participate in what may be a difficult decision for you, whether or not to veto this bill.

GOVERNOR MEYNER: Despite the fact that I named six people out of twelve to the agency who act on my behalf?

CONGRESSMAN FRELINGHUYSEN: Governor, I would like to get down to the suggestion that ---

GOVERNOR MEYNER: I would hope you would. (Boos.)

CONGRESSMAN FRELINGHUYSEN: Well, I would be glad to discuss the Port Authority, Governor. (Applause)

Let's get back to the basic dispassionate, if we can, objective discussion of the facts to which you referred at the outset because it seems to me that is presumably one of the purposes to be served even if you have made up your mind about the advisability ---

GOVERNOR MEYNER: You and I can agree that from now on we will be dispassionate.

CONGRESSMAN FRELINGHUYSEN: I will try to be..

GOVERNOR MEYNER: I'll try to be.

CONGRESSMAN FRELINGHUYSEN: I have tried to be thus far, Governor. You tempt me at times, I admit. (Applause)

Speaking for myself and I believe also the Jersey Jetport Site Association, I feel very strongly that an airport in a suitable location could be a decisive asset to the New Jersey-New York metropolitan area.

I think it also should be said that an airport which is put in an unsuitable location could have a widespread and disastrous

effect and I think it is for that reason that our attention has been turned to the necessity for legislation to prevent us from choosing in our search for a suitable location unsuitable, highly-developed, residential and industrial areas such as are represented in the seven counties mentioned in this bill.

We know, and I think one of the things that bears repeating, that the Morris County-Somerset-Union, the immediately affected area, has had tremendous growth in the past decade. We now have a population in this area of some 355,000 people and by 1980 we expect this to go to over 614,000. In that same period, we expect employment to more than double. So I think it is only fair to say, and I think it cannot be contradicted, that we can expect an expansion of our economy in the northern New Jersey area without any jetport. (Applause)

And I think it not only can, but must be said, that the kind of stimulation that an airport would produce would be of a kind that would be seriously detrimental to the finest part of our state.

It seems to me that what we must do is to look for a suitable site. In no case could we argue in my opinion that locating a major airport in these seven counties would represent progress. Admittedly we are going to get some people - and I would assume they will be here today - we will get some people here to say that there are a great many jobs involved, that there are large payrolls which will come into the state if we build an airport of the character that we are proposing.

I am not arguing about the fact that we would get more

jobs. What I am saying is that we need to locate that airport and provide those jobs and those payrolls in an area where it will not be detrimental to long-established and valuable communities, such as are represented in Morris County and the surrounding area. It is for that reason, I am quite sure, that Senator Case is looking at McGuire Airport and trying to see if the Air Force will not find a way to release that property in the relatively near future. It is for that reason that we are all tending to look towards the south where the economic impact would be all to the good, where there would not be the destruction of values that would be involved, affecting, I might add, about 200,000 people within seven miles of the proposed site, and, as I have said, over 350,000 in the immediate area of the flight zone.

So I think we have to join in a search for a suitable site.

I think we must accept the fact - and I wish we could persuade you to agree with us - that the Morris County site is not only unrealistic, but unacceptable, and, as Senator Hillery has just said, not in the best interest of our state.

I would hope that either you or your successor, whoever he may be, would work out a program where we can develop what is in the best interest of the State and not rely on the obviously biased approach of the Port Authority, which is too limited in its range of activities to have jurisdiction over any of these proposed sites or virtually any of the proposed sites except those which they have already rejected. It is for that reason I think that we need as a first step to have this legislation

enacted, and I hope that you will sign it. (Applause)

GOVERNOR MEYNER: Isn't it true, Congressman, you also have a personal interest in that you own land at the very location? (Boos from the audience)

I can understand some enthusiasm, but I can't understand interruptions when proper questions are asked.

CONGRESSMAN FRELINGHUYSEN: Governor, I suppose I might take exception to a question of that character, but I would not. I thank heaven, if an airport is built, that my land would be taken. If it were not taken, perhaps I could hold onto it long enough so I could get more for it than I would if I sold it today. But I do not think that because of my own position that I should be precluded from taking a position which I think is very much in the best interest of my area and I do not think that in any way it has affected my judgment as to what is for the best interests of our State and I would hope that you would not ---- (Applause)

GOVERNOR MEYNER: Would you let the record indicate that you or your family has 312 acres with an assessed valuation of \$110,000?

CONGRESSMAN FRELINGHUYSEN: Governor, I doubt if you are gaining any ground or making any point of substance. If I did make such an admission, I would certainly not be surprised if it were true. But you do not think that because I happen to own some land and my mother at the age of 77 happens to own some land that I could thereby convince the State Legislature twice of the advisability of their taking my position if there were not substance for it or the entire Congressional delegation

or both candidates for the job which you presently hold? I think you had better look beyond that for the reason why I am fighting against an airport in Morris County.

GOVERNOR MEYNER: I am glad to know you --- (Interrupted by applause)

Thank you, Congressman.

DANIEL PETRINO: Governor, may I ask the Congressman a question before he leaves? He's going to Washington.

GOVERNOR MEYNER: No. Anyone who wants to ask any witness any questions can submit them to the Governor and they will be considered.

I again want to caution people to be as brief as they possibly can. Many of the facts and statistics are already in the record and in the reports.

Congressman Widnall.

CONGRESSMAN WILLIAM B. WIDNALL: Thank you, Governor. I appreciate the opportunity to appear today in support of Senate 218. I will only speak briefly because there are others from my own congressional district who will present very forcefully the attitude of the people within the district.

As you know, I represent five counties: Hunterdon, Warren, Sussex, Passaic and Bergen. And they are all deeply concerned with any jetport that is built in northern New Jersey. I am convinced both by polls and from personal contact that they are overwhelmingly opposed to any new jetport in that area.

I attended in 1960 in Flemington, Hunterdon County, a meeting concerned with the proposal for a jetport that might take in the Solberg area in Hunterdon. At that time, there were around

700 people present. Six hundred and sixty cards were turned in by the people interested and everybody in the county was invited to attend that meeting. Only 16 wanted a jetport out of 660.

I have had from various organizations within my district representations against such a proposal. Certainly they are concerned with the growth rate of our area, and it has been a very healthy growth rate, in fact, I think one of the largest growths in the whole United States, but they want healthy growth and they want what has been proposed both in New Jersey and in the new housing bill in Washington - they want green space and green areas and they don't want a complex of industry deposited in an area that is not acceptable to them.

A new jetport presents noise problems, air pollution problems. It presents many, many problems that I think would adversely affect the entire area.

I am convinced, Governor, as Representative Frelinghuysen has so ably said, that all the members of the House delegation from New Jersey are opposed to this and they are opposed to it as representatives of the State of New Jersey, believing in the best interest of the State.

In the last election, a certain candidate laid a lot of emphasis on a prestige poll with respect to the United States. I am convinced, Governor, if you don't listen to the will of the people on this in New Jersey, if you take a prestige poll, you will find it is mighty adverse to your opinion. (Applause)

GOVERNOR MEYNER: May I say to my congressman, thank you.

Do you want to speak, Assemblyman Franklin?

ASSEMBLYMAN FRANKLIN: Yes.

GOVERNOR MEYNER: Assemblyman Franklin.

ASSEMBLYMAN BENJAMIN FRANKLIN, III: Governor, I would also like to thank you for the opportunity to be heard on one of the most important long-range decisions that we have to make in this state.

I also would like to thank my friends and neighbors and interested citizens not only from Morris County, but from all the adjoining counties who have taken their time to come down here today and to support Senate Bill 218.

I speak in support of this bill and I wish to address my comments to the fundamental question which you have raised and, that is, will a jetport located in these counties adversely or favorably affect the projected economic development of North Jersey? I speak, of course, as a layman. I have read all of the studies. I have read a number of economic studies of the area and I have some knowledge of it. Nevertheless, I want you to understand that my comments are those of a layman.

First, it seems to me - and I suggest this to you - that the location of a tremendous jetport of this size in one of the richest, light industrial and residential areas in the country will adversely affect the economic development of this area and the State of New Jersey.

I would like to point out to you that this area - these four or five counties - is presently one of the highest income areas in the United States. It derives its fortunate economic position from several sources. I would suggest that the most

important is light landscaped industry, electronics, research laboratories, aircraft parts, industries which require the highest sort of technical and professional assistants. These industries are attracted by the green-belt nature of the area, by a very fine complex of educational and cultural facilities, by professional services and by a well-planned community and economic growth. This has made this section of New Jersey one of the foremost centers for this type of industry in the United States. Many other states try and compete for this type of economic development. Few have been able to do it as successfully as we:

Combined with this light landscaped industry, which has been moving into this area in the state, I would suggest to you there is a very large commuting population. This too is high income. This too seeks a green-belt area such as we now have and the cultural and educational complex that exists.

I say to you that in this area as we now have it, New Jersey has one of the richest gold mines in the world.

I would like to echo what Congressman Frelinghuysen said by going a step further and suggesting to you that the projected growth is tremendous over the next twenty years. In the last ten, the population in most sectors here has grown by 50 per cent. That is a rate of growth which compares favorably with boom areas in Texas, southern California and elsewhere.

I would suggest to you that this growth with the planning which now governs this area is going to provide a further growth in high-income industry and in the high-income commuting

population.

What does this mean for New Jersey as a whole? It means very large tax revenues. It means an opportunity for high-paid jobs for New Jersey citizens. It means a well-heeled market for our industries and our commercial and service establishments.

Now, my concern and my opposition to a large continental jetport in this area is simply this: A facility of this kind is a mass facility requiring the handling of enormous numbers of people, a tremendous number of transportation units, heavy automotive traffic, etc. It brings with it mass industry. All of this requires the establishment of relatively lower-income services. In addition, this type of development with its destruction of the green belt, its congestion, its heavy traffic, its increased tax burden, tends to drive out the light landscaped industry and the commuter groups that presently furnish the high-income base of this area.

What I am trying to say I think is that the jetport will displace a high-income economy with a much lower income economy. In effect what we will do is displace a very rich gold mine with a productive but much lower yielding iron mine.

Now, it seems to me that we do probably need a jetport in New Jersey perhaps to serve the Philadelphia-New York-New Jersey economic complex. But I again would ~~ajust~~ like to echo what Congressman Frelinghuysen said, and say that perhaps what we should do is not to toss out the gold mine and to replace it with a lower-income iron mine, but to keep the gold mine for the state and to search for other sites where we can also put the iron mine.

Finally, I should like for the record to concur in what

has been said by my colleagues before me and, that is, it has been my experience that public opinion not only in the area of these counties, but elsewhere in the state, is overwhelmingly against this project of a jetport in Morris County or in any of these counties.

I have received personally thousands of letters and I might say these just don't come from the birds and the bees in the swamp. They come from all over the state. And their expression has been overwhelmingly, enthusiastically and very strongly opposed to any jetport in this area. I have received very few letters favoring it. I reiterate this so that you will have a full record as to our feeling as to public sentiment because I know that you yourself deeply believe that we elected public officials must finally in the final analysis as representatives of a democratic system of government express the will of the people that we serve. I too hope that you will sign S 218.  
(Applause)

GOVERNOR MEYNER: Assemblyman Franklin, I want to be fair about it. It's generally an acknowledged rule in a court of law that it's possible to show a person's interest. I have always found you trying to be objective about things, but I think the record ought to show that you are the owner of ten acres assessed at about \$7,000. (Boos)

ASSEMBLYMAN FRANKLIN: Governor, I have no hesitancy whatsoever in answering your question and should be glad to put my property-owning status on the record.

I own a residence and twenty acres of land in New Vernon

in Harding Township, Morris County.

GOVERNOR MEYNER: Probably at the very site, is it not?

ASSEMBLYMAN FRANKLIN: Well, I am told -- (Boos) I would like to say that this type of question does not disturb me at all and I might add that my wife and I figure as nearly as we can that our house is on the edge of runway number three. But I think that I should also make this statement: I am one of the fortunate few who happens to own property which is on the site of the proposed airport. I also happen to work for a living in Morris County, in Rockaway, New Jersey, and so I suppose really I am in a pretty good position as far as this is concerned because if the jetport comes, then I, of course, will convey my property to the Port Authority or whatever the agency may be, and the history of Port Authority takings has been that you get the fair value of your property. So I am not going to lose any money, number one.

Number two, I will be able to move back into the hills of Sussex County where my colleague Assemblyman Doug Rutherford comes from and he is always trying to get me to move up there anyhow, and I will be able to commute in twenty minutes or a half an hour to my job. So I will enjoy the idyllic countryside of Sussex County and really am not going to be affected.

This perhaps lends more objectivity to my views than would otherwise be so. The people I feel sorry for, Governor, in this situation are not those of us who own land within the jetport. The ones that I am concerned about are the hundreds and thousands of people who will be on the periphery. (Applause) And my concern goes beyond the aesthetic, important as that is,

and goes beyond the noise and the congestion - it goes beyond the changes in really a way of life for these hundreds of thousands that is uniquely attractive. It reaches really to what I consider the fundamental crux of this problem for you and for all of us and, that is, the adverse economic effect it is going to have upon those people and upon the state. There I think we all should give very careful consideration to putting this jetport somewhere else. (Applause)

GOVERNOR MEYNER: Thank you very much, Assemblyman Franklin.

ASSEMBLYMAN FRANKLIN: Thank you, Governor.

GOVERNOR MEYNER: I want to caution the legislators who desire to speak that there is the Jetport Association which wants to present its case. I want to point out that I want to try to finish at the end of two hours of the proponents and even if you are not finished, I'll put the opponents on for two hours and then we will come back to you. But I do hope that you will try to be brief because many of the statements are conclusions and we would like to have as many people present their views as possible.

Senator Dumont wants to be heard. May I hope for brevity from my Senator?

SENATOR DUMONT: You may.

SENATOR WAYNE DUMONT, JR.: Governor, I appreciate this opportunity and I'll make it brief.

In the first place you are well aware of the fact that whether or not there is a jetport in North Jersey is going to be primarily a legislative decision.

For some time now, both in 1960 and in 1961, the Senate, at least, has taken a very strong position and likewise a firm position in this respect by the passage of resolutions.

I am sure that Senator Hillery has covered these resolutions but you will remember that they state our position as being one that we would favor a jetport in South Jersey but not in North Jersey - favoring it in South Jersey providing the people of that area are willing to have it, and apparently they have indicated for the most part that they at least have no particular opposition to it.

Things have sometimes been said in opposition to placing a jetport in the pine barrens that it would not be of service to North Jersey because of the complications of transportation. It would seem to me that this is nothing insurmountable because certainly high speed rapid transit could be instituted and operated from such a jetport, whether it be in the pine barrens or somewhere else in South Jersey, so that it would serve both North and South Jersey; and whether that be a monorail system or some other kind of established and effective high speed rapid transit is something that could be overcome, I'm sure.

Sometimes the objection has been offered about existing

flight patterns but, after all, flight patterns are man-made and since they are man-made they can certainly be changed, and that's not an insurmountable difficulty.

Of the 11 sites considered by the Port of New York Authority, and this we got from testimony of their representatives - Austin Tobin, and others - because I am a member of the Senate Commission which has been investigating the Port of New York Authority -- of the eleven sites that are being considered by them in New Jersey, and we recognize that they favor, first, the Great Swamp Area in Morris County and, secondly, the Solberg Airport Area in Readington Township in Hunterdon County; and then, thirdly, they favor a site outside of New Jersey, namely, Pine Island in Orange County, New York - and these are the three places where they have conducted test borings - but every single one of these 11 sites in New Jersey, by their own admissions, are outside of the territorial jurisdiction as it exists under the bi-state compact that created the Port Authority over 40 years ago. Therefore, they can't possibly - and they admit this, although they haven't in their actions always supported their admissions, I would say, but they admit freely that they can't go outside of their territorial jurisdiction unless that is enlarged by the Legislature.

I think the decision that has been made by the Senate two years running clearly indicates that so long as the Senate retains its present composition - and I think there is a good chance that a large number of those who are there will remain -

it isn't very likely that there will be any legislation passed, regardless of what your action is on this bill, Senate 218, that will authorize the Port of New York Authority to go beyond their territorial jurisdiction unless, of course, it were to be perhaps in South Jersey.

So this basically, then, is a legislative decision, and the Senate Resolutions clearly indicate our position in this respect. And as one who voted for those Resolutions and who co-sponsored each of them, and is a co-sponsor of this bill, Senate 218, which is before you for consideration, I would feel that the Legislative position, certainly the Senate position has been very clearly indicated and is not subject to change. Therefore, it would be my conclusion from that, unless there were a great change in the composition of the Legislature, that there isn't going to be any jetport in North Jersey and that the deliberations concerning perhaps this bill and other pieces of legislation may to some degree be largely academic because we very clearly indicated where we stand and I don't see any possibility that that stand will change. (Applause)

I would, therefore, respectfully recommend, not only to you but also to the Port of New York Authority, that they ought to start a much fuller consideration than they have indicated at any time up to this point of South Jersey as a possible site for a jetport, particularly in the pine barrens area where there is plenty of land that can be cleared, where the drainage is good, and where there seems to be no particular opposition to a site there for a jetport.

Actually some of the sites that they were considering among their 11 sites are in this part of South Jersey.

I would hope, finally, that you would sign Senate Bill No. 218 because it affects the county in which both you and I live, Governor, Warren; the holding patterns would affect our county if there were a jetport either in the Great Swamp area or Readington Township; and while there seems to be no great sentiment one way or the other as far as I can detect in our County, at the same time I think we might concede, aside from any economic assets that it might represent to our County, it might be a considerable detriment in other ways. That's why I am a co-sponsor of this legislation and I hope that you will sign it into law.

Thank you very much. (Applause)

GOVERNOR MEYNER: A good portion of your two hours is going and I want to caution all future speakers to please be brief so that we can get as much in within the two hours so that the opponents may have their full hearing.

Assemblyman Maraziti.

ASSEMBLYMAN JOSEPH J. MARAZITI: Governor Meyner, I appreciate the opportunity of expressing my views on this very vital legislation.

Now let me set the record clear. At the outset I would like to say that I do not live or own any acreage in Harding Township; (Applause) I live in the Town of Boonton, many miles away, which is an industrialized community; and I am opposed to the jetport and the people of that area of the County are

still opposed to the jet airport. (Applause)

I would like to say at the outset that I disagree with the concept of the Port Authority that the place to build an inter-continental global jet airport is in the heart of a highly and densely populated area.

The Port Authority has expressed its view that there may be a need for a jetport, and this may be so. And if a jetport is to be built in the State of New Jersey let's build it where we will be able to procure all the advantages of a jet airport without the disadvantages. And I and many others feel that the location for such an airport is in the pine barrens of Burlington and Ocean County. (Applause)

I think it is only fair to make a comparison of the various factors dealing with the construction of an airport between these two sites. First, there is a question of cost, the cost of acquisition of the land involved. The cost of acquisition of the land at the Morris County site would be fabulous because although it is referred to as The Great Swamp Area there are many areas where there are built-up sections and expensive estates and homes.

GOVERNOR MEYNER: I'm told it would be about \$33 million, would involve about 650 dwellings and about 850 parcels of land. Will that help you?

ASSEMBLYMAN MARIZITE: Thank you, Governor. I appreciate your assistance.

I think that it is fair to say on the question of cost, taking those figures, that the pine barrens of South Jersey which are uninhabited would cost very, very little. We must

also consider that we have tremendous acreage in that area - I understand about 686,000 acres - which will provide the necessary room for the jetport not only of today but of the future. (Applause.)

I think, Governor, we should also consider the cost of construction of the airport, aside from the cost of acquisition of the land. We have in the Morris County site a drainage problem, drainage of the Great Swamp. There is no such problem in South Jersey, it is level, flat, and you have vertical drainage.

There is also a flood control problem at the Morris County site. It's known that this area, the Great Swamp Area, forms a retention basin for the flood waters of the upper Passaic and, therefore, it will be necessary to build a reservoir or reservoirs in order to retain these flood waters. This will add to the cost tremendously.

I think another factor that we should consider is the question of accessibility to the airport. It's true that the Morris County site is closer, by distance, to the New York area, but I am certain that if someone were to travel by car from Manhattan and travel the congested and choked highways it would take more than an hour to reach the airport. The South Jersey site is a number of miles further away. However, I think that the Port Authority should do a little imaginative thinking. We live in a jet age, they want to build a jet airport, why don't they conform their thinking along the lines of surface transportation to the challenges of the jetage? (Applause.) Why do they insist upon using

means of transportation that are conventional, means of transportation on highways which are to be built at the expense of the taxpayers of the State of New Jersey? (Applause.)

Certainly some high speed method of transportation, such as a monorail or another method, could convey the users of the airport to the airport in approximately 30 minutes.

I think we should consider, as has been said here, the area to be served by the airport. The Morris County site would only serve northern New Jersey and the New York Metropolitan area; whereas the South Jersey site would serve those areas including the Trenton, Camden and Philadelphia sectors.

Now we come to what I consider the most important aspect and that is how does this jet airport proposed in Morris County affect the people who live in that area - not only Morris County but the counties surrounding it. First, they would be subjected to intolerable noise; a prime residential area would be destroyed. And now we come to what I consider a very serious matter and that is the safety factor. I'm not talking about the planes in the air, I'm talking about the people on the ground. (Applause.) Hundreds of thousands of people would be subjected to the hazard of air crashes - these people living in the take-off and flight paths of these huge jets. I think we should learn from the experience of the Elizabeth crashes in 1958 and more recently in December, 1960, the crash between the Jet and the Constellation over the Narrows which resulted in loss of life on the ground. And I ask this very simple question: Why should we set the stage for catastrophe? which we will be doing if this jet airport is constructed in the highly populated

area of Morris County. (Applause.)

GOVERNOR MEYNER: Do you know that the third party injury statistics, with respect to air, is less than automobiles or railroads?

ASSEMBLYMAN MARAZITI: Governor, I am not familiar --

GOVERNOR MEYNER: This is true. There is no doubt about the statistics.

ASSEMBLYMAN MARAZITI: I am not familiar with that. That may be so. But what I envision is this: We are dealing today with the fact that jet air travel is in its infancy; tremendous jets will use this port; it's supposed to be the largest jet airport in the world; and I was told by a Port Authority representative at the hearing in December, 1959, in the Robert Treat Hotel when Mr. Tobin explained this plan, - I said to this gentlemen: "Will freight jets be used at this jet airport?" "Oh," he said, "positively." He said, "But do you know something, Assemblyman, we don't know the size of them yet because there is no jet airport envisioned at the present time large enough to accommodate them. They will be tremendous in size and they will carry freight."

Now I say to you, Governor, if you have these large numbers of jetplanes in the air in time of fog or other reasons why they can't come down and they are stacked up all over Morris County and northern New Jersey, there are two factors to consider - mechanical failure, which you will have from time to time, and the human failure which you may have. And all you need is just one crash and all of us will realize the folly of constructing this airport in that area. One

crash, and these planes going at tremendous speeds, could sweep through Chatham, Madison, or that area where many hospitals, colleges and residences are located and that crash would result in a tremendous loss of life. All you need is one. (Applause.)

One more point, Governor. I have heard a great deal on the air and read a great deal recently about the great boon - and I've heard it here today - the great economic benefit that is to come in the wake of a jetport in Morris County. And I consider this, in my humble opinion, to be a great delusion. The rapid growth which will be generated by the impact of the construction of a jet airport in this area will create a multitude of problems, local, county and state, such as access roads to the jet airport, additional State highways, additional school buildings, expanded fire, police and other municipal services, and all at the expense of the taxpayers of the area. (Applause.)

Governor, I hope that you will give long and serious consideration to this legislation before coming to a final decision on it and I trust that you will finally conclude to sign Senate Bill 218. Thank you. (Applause.)

GOVERNOR MEYNER: I want to caution the Legislators speaking that they will impose upon the time of citizen groups.

Assemblyman Ray Bowkley of Hunterdon.

ASSEMBLYMAN RAYMOND E. BOWKLEY: Governor, first I would like to read a letter --

GOVERNOR MEYNER: I'll take the letter. Try not to have things read. If you can tell me what it is --

ASSEMBLYMAN BOWKLEY: This is a letter from Senator

Lance urging you to sign --

GOVERNOR MEYNER: It looks short, go ahead.

ASSEMBLYMAN BOWKLEY: -- Senate Bill 218. So I will file the letter with you for the record.

GOVERNOR MEYNER: All right. Don't you appreciate Senate Lance being for the bill? (Applause.)

ASSEMBLYMAN BOWKLEY: I will be extremely brief because, as you say, there are citizen groups present who desire to be heard.

Number one, most of the discussion this morning has concerned itself with the location of the jetport in Morris County. The second site which has been considered, of course, is in Readington Township of Hunterdon County. As an elected representative of the people of Hunterdon County, some odd 50,000 people, I might say that I have not received one single solitary letter from anyone, or any communication from anyone urging that I approve or urging that I seek the New York Port Authority to establish an airport or a jetport in Hunterdon County. (Applause.)

I have received dozens of letters and dozens of phone calls urging that I support Senate Bill 218, which I did, and urging that I do everything in my power, as their elected representative, to oppose the location of a jetport in Hunterdon County or Morris County or any county contiguous thereto, which is stated in Senate Bill 218. In fact, I have introduced a bill, a House Resolution, which I withheld because I was urging the passage of Senate Bill 218 and consequently the House did not act on the Resolution which would have

opposed, as a House Resolution, the erection or the building of a jetport in Hunterdon County.

The County of Hunterdon has been stuck very heavily recently. We have the large State institutions at Glen Gardner, Annandale, Clinton Reformatory, Clinton Farms, the public hunting and fishing grounds, Voorhees State Park, the Ken Lockwood Gorge, and now by taking approximately 6,000 acres out of the heart of Hunterdon County or the most heavily populated area in Readington Township it would direct a serious economic blow in our County - taxwise and the effects it would have on the communities as a whole throughout the entire county.

Assemblyman Franklin and Assemblyman Maraziti have mentioned the highway problem. The Port Authority, of course, will erect the jetport and pay for its construction but the taxpayers of Hunterdon County and the entire State will have to pay the cost of expanding our highway facilities to see that these people get from the New York Metropolitan area to Hunterdon County or to Morris County.

So I will do all in my power, so long as I am a member of this Legislature, to oppose the construction of a jetport in Morris County, which is contiguous to our county and which would affect our county, and particularly to the County of Hunterdon. Thank you. (Applause.)

GOVERNOR MEYNER: Did you know that some of these sites in northern New Jersey are in close proximity to federal highways which are being built with 90% federal funds and 10% state funds?

ASSEMBLYMAN BOWKLEY: I know that if the jetport were

to be located in Hunterdon County it would have to be serviced, I suppose, - and Commissioner Palmer is here to probably verify this, - by Interstate Highway 78. The construction program of that highway is held up because it is being concentrated down in the Essex County area. And even if it were to be constructed, Route 78, I don't believe it would be adequate under present construction plans to handle the increased traffic flow from the New York Metropolitan area out to the Hunterdon County, Readington Township area.

GOVERNOR MEYNER: Thank you very much, Assemblyman Bowkley.

ASSEMBLYMAN BOWKLEY: Thank you. (Applause.)

GOVERNOR MEYNER: Assemblyman Bateman.

ASSEMBLYMAN RAYMOND H. BATEMAN: Governor Meyner, I appreciate this opportunity, and you know I will be brief.

I urge you to sign S-218 on behalf of several hundred people in Somerset County who have specifically called me to urge you to sign the bill on behalf of the general public in Somerset County which, in a majority, opposes the jetport near either end of our county, and on behalf of our Senator, Senator Ozzard, who is a sponsor of the bill.

I would like to reiterate what Senator Dumont said, that if you so decide to veto the bill, it is not going to alter the fact that a jetport will not be built in northern New Jersey. The next Governor, no matter which party wins in November, will be opposed; the next Senate will be opposed; the party platforms of the two political parties are opposed; and to be realistic, I think this is more than enough.

Despite this, a veto of S-218 will have a damaging effect on the life and on the economy of many Somerset County communities; it will reopen the fear of citizens in all of these communities that a jetport could be built nearby. It's going to bring back this uncertainty which has existed for almost 18 months now and which has stalemated plans of so many people in my area.

I also believe a veto will be unfair to your successor. Your administration is nearly at its end. You can make it easier for the man who succeeds you by signing this bill and limiting the hunt for a jetport site to the area between New York and Philadelphia which wants it. By signing this bill you can help bring the day closer whereby New Jersey's economy will be aided by a new jetport in the Burlington area. By vetoing S-218 you merely prolong this eventuality.

I urge you very sincerely, Governor, to sign S-218. Thank you. (Applause.)

GOVERNOR MEYNER: Assemblyman Keonig of Burlington County.

We, of course, will concede that Burlington wants the airport. (Applause.)

ASSEMBLYMAN G. EDWARD KOENIG: Governor Meyner, ladies and gentlemen: First of all I would like to thank you for the opportunity to present my views on the jetport.

Over the years I think all of us, in this room and elsewhere in this State, have witnessed a successive construction of airports by the Port Authority. Every one they build seems to be too small after a few years. That, I say, is

a lack of vision by them and at cost to the taxpayers and the people using it.

I say, and I believe, that if the jetport were to be built in Morris County, and I hope that it isn't, - I say that it will only be a stopgap, that they will have to look elsewhere for a jetport to accommodate the jets of the future.

In the Burlington-Ocean area we have the ground to serve the people of the entire eastern seaboard. And I firmly believe, for one, that in the not too distant future we will only have six or seven or eight great airports in the entire United States. In our area, in the Burlington-Ocean area, we can accommodate such a jetport.

The matter of ground transportation, I am sure, can be solved.

I have listened with great interest to a lot of debate on the floor of this Assembly, both pro and con, on jetports - where they should be located, why they should be located, about the air patterns and safety factors and everything else - and I have also listened and heard the Assemblymen here criticized, that we shouldn't say anything about it because we were not engineers. I take issue with that point because as elected representative of the people of our State I say that each and every Assemblyman and Assemblywoman, all 60 of us, whether we be Democrat or Republican, - and incidentally I'm a Democrat - (Applause.) - have the right and, further than that, we have the duty to here on this floor state the will of the people who sent us here. I think elected officials should have this right and I think that appointed officials

should heed us when we speak. (Applause.)

We know that in all the studies they say that it can't be in our area because there is not enough space up in the air. Now I think that we all realize too that there is something wrong up in the air. President Kennedy has indicated this because he has asked for project beacon and project horizon, a study to be made of safety in air traffic patterns, patterns or projects that will look to the future and not to the past, not just stopgap measures.

Governor, I am in favor of S-218 and I would urge that you listen to the will of the people. (Applause.)

GOVERNOR MEYNER: Mr. Albert E. Blomquist.

MR. BERNARD SHANLEY: Governor, may I make a few remarks?

GOVERNOR MEYNER: Yes. Mr. Shanley, representing the Jetport Association wishes to make a few statements.

MR. SHANLEY: Governor, I've been co-Counsel for the Jet Airport Site Association, the New Jersey Jetport Site Association for a year and a half now, and my co-Counsel were Justice Wachenfeld and Mr. Donald Kipp.

I would like to set the record straight, first of all, and point this out - they asked me today to appear here as Counsel for the Association. But I would like to say just a few things in answer to the original statement that you made.

First of all, this is no court of law. I think we ought to understand that on the record.

GOVERNOR MEYNER: Yes. But I'm entitled to point out the interests of people. Do you have any objection to my pointing out the interest?

MR. SHANLEY: I do not, Governor.

GOVERNOR MEYNER: All right.

MR. SHANLEY: But I want to point out that this is not a court of law.

GOVERNOR MEYNER: Well, that's obvious.

MR. SHANLEY: If it were a court of law the --

GOVERNOR MEYNER: Isn't that obvious?

MR. SHANLEY: Well, after the statement that you made -- I thought you said that --

GOVERNOR MEYNER: I said, in a court of law it was customary to show a person's interest and I was having some precedent, at least, for asking a person what interest he had.

MR. SHANLEY: I just want to set the record straight because this is no court of law and if it were the Federal Aeronautics Administration wouldn't be testifying here today and we, of course, would have the right of cross examination, and the case wouldn't have been prejudged and you wouldn't in this case be judge and jury. (Applause.)

GOVERNOR MEYNER: It wasn't prejudged.

Mr. Shanley, I want you to know that I've tried to be fair here. (Boos.) I told you that on the basis of my having read the record I came to certain tentative conclusions and I ask you to rebut those conclusions.

MR. SHANLEY: We're going to do that in just one minute, if I may. But I would like one more minute to say this, you raise the question, Governor, as to the constitutionality of this act, and I can say that Justice Wachenfeld, Don Kipp and myself believe this act is constitutional.

GOVERNOR MEYNER: Will you submit a memorandum to that effect?

MR. SHANLEY: Yes, if you would like it.

GOVERNOR MEYNER: Yes, please.

MR. SHANLEY: The second thing is that I would like to say that this Association never has been and never will be opposed to the jetport being in the State of New Jersey. They want it in the State of New Jersey. We want that clear.

GOVERNOR MEYNER: But in somebody else's backyard. (Boos.)

MR. SHANLEY: No, not in somebody else's backyard but where it belongs. (Applause.)

I want to assure the Assemblyman from Burlington County that it isn't going to be in this northern area.

I would like to say one or two things further and that is that we are going to try, as much as possible, to adhere to the letter which you wrote to the Association, and that is, of course, to try to give you as many facts as we can. But I would like to point this out, Governor, that there is no substitute for reading the original report. The report indicated here, of course, is just a brief of the original report which is about 14 inches thick.

We have gone out of our own group, the people who made the original study which was submitted to you and I hope that it is being studied, - we have gone out of that group and obtained two experts, the first of whom will testify here today. And we have done this to be objective in this situation, as you have indicated you want to be too. And we have done it for the purpose of having these two experts who

are recognized in this Country as top people, to take a look at this thing now that the two sides - the two reports are in and give us their views on the Port Authority Report.

It wasn't possible, of course, in this short period of time to get through this 14 inch report. These men I think can testify, however, today briefly on the subject and as soon as their report is finished we are going to submit it to you. But I would like to say that their testimony is going to show very clearly that the failure to properly investigate this situation and the false assumptions upon which the Port Authority Report is based are going to be pointed out here briefly today by these men.

Finally I would like to say, because I want to cut this short in the interest of time, I would like just to call these people - I think you have the list, Governor.

GOVERNOR MEYNER: Yes. You have 28 minutes.

MR. SHANLEY: Right. We have and we understand that.

GOVERNOR MEYNER: Then after the opponents are heard you can come back and try to finish up.

MR. SHANLEY: Then I think that we will get on with the case and I would like to have you, if you will, Governor, call Mr. Blomquist.

GOVERNOR MEYNER: Mr. Blomquist.

MR. ALBERT E. BLOMQUIST: I am appearing today for the Jetport Association. I am also a resident of Hunterdon County. My background in this field is a trained Transportation Engineer, as you were trained as a Lawyer. I've spent about 30 years in aviation, in all phases of it. I have lived and

worked in this subject, in the New York area, for the better part of that time.

The Jetport Association came to me, and also came to General Copsey and asked if we would join hands to explore the Port Authority's report. They did not restrict us in any way in their directive. They asked us for a valid objective opinion. We have not had a full opportunity to go through all of the supporting reports in detail. We have gone through the summary report a number of times.

As a result of that study, I find that the Port Authority has been quite restrictive upon their own consultants by issuing them directives to explore the location and the validity of such a location and the economic impact of locating a major new civil jet airport in both New Jersey and New York State.

GOVERNOR MEYNER: Wouldn't they of necessity have to be restrictive? They couldn't put it in the City of Newark. They couldn't put it in the City of Elizabeth.

MR. BLOMQUIST: Well, I think I can answer that as I go along, Governor, if you don't mind.

GOVERNOR MEYNER: All right.

MR. BLOMQUIST: The restriction - and all the consultants they employed are excellent, well known, and have been in the industry for a long time -- the restriction, however --

GOVERNOR MEYNER: You don't challenge the competency of any of the people.

MR. BLOMQUIST: I do not in any sense of the word, but I do suggest that this restriction limits the validity of the report for the following reasons:

GOVERNOR MEYNER: What specific restriction are you talking about?

MR. BLOMQUIST: Well, in the various sections prepared by the consultants they stated that they wished them to explore the impact and the various factors concerning the location of a new major jet airport. Now the problem --

GOVERNOR MEYNER: Where is the restriction? I've got all the reports here. I would like to know what you are talking about.

MR. BLOMQUIST: Hammer and Company Associates was requested to analyze --

GOVERNOR MEYNER: What page?

MR. BLOMQUIST: Page 14.

Hammer and Company Associates was requested to analyze the possible economic effects of the development of a new major airport in the New Jersey-New York Metropolitan area.

That is also the statement that precedes a number of the other consultant's summary report.

Now the reason I bring this up is that the problem is much broader than this and particularly to the interest of the State of New Jersey. The Port Authority in its analysis, for instance, only analyzed the impact and effect of general aviation upon its own airports and two additional - West Chester County and Mitchell Air Force Base. This ignores about 75% of the total aviation problem in the State of New Jersey alone. And the volumes of aircraft are in that same proportion that must be provided for.

I believe that these --

GOVERNOR MEYNER: Where is the other 75%?

MR. BLOMQUIST: In additional airports - Morristown and the other airports scattered throughout the State - Trenton --

GOVERNOR MEYNER: None of which handle heavy passenger flights.

MR. BLOMQUIST: No, but this is on -- what I'm saying, Governor, is that the problem is broader than the provision for a new jet facility for air transportation alone.

General aviation is growing at the rate of four or five times, per year, of that of domestic scheduled air transportation. They do not appear to evaluate the impact of the present, or the rate of growth of the international air transportation, except to say that the New York and the Philadelphia area will in the future have difficulty maintaining their present positions in this field, so far as international air transportation is concerned. They apparently do not involve themselves in the study of the impact or the requirements of the supersonic jet which is now being actively planned by various governmental agencies.

One of the major factors coming out of the discussions concerning the handling of such aircraft is that it must have long-range, clear, straight in and departure patterns, preferably over uninhabited areas and over ocean areas, definitely away from heavily populated areas. (Applause.)

Now I believe that the Port Authority in their own economic and other analyses, and particularly in their analysis of additional requirements of jet facilities for

increasing traffic, have ignored the potential expansion of the four airports that they presently operate. Newark has a full opportunity to go to a dual runway configuration. They have mitigated that to a degree by trying to build a seaport in the area where they should have built an additional instrument runway which would have relieved some of the hazard, whatever that amounts to, but most of the noise that affects the Newark and Elizabeth areas.

Now, I think that the Port Authority also references ground transportation, but they are not in a sound position to judge the flow or the requirements of ground transportation because in their history they have never attempted to tie their existing four airports together through the New York City Rapid Transit operations.

GOVERNOR MEYNER: Well how could you?

MR. BLOMQUIST: They have had ample opportunity to explore this. If they are now finally deciding to --

GOVERNOR MEYNER: Well, you're an expert, tell me how you would connect them.

MR. BLOMQUIST: I presented to them, Governor, a plan in 1948 telling them exactly how they could do this. It is still in their files. (Applause.)

GOVERNOR MEYNER: How much would that plan have cost back in 1948?

MR. BLOMQUIST: I can't recite the figures offhand but it involved extensions of less than five miles, total, on subway system tracks in the New York Metropolitan area; it

involved either the use of the H&M or the extension of a tunnel under the East River, a subway tunnel, to use existing railroad facilities in New Jersey to permit them to develop Teterboro and Newark as full transportation centers, not alone airports. It is in the record. I would be glad to furnish it to you.

GOVERNOR MEYNER: All right. I would like to have it and I am sorry you don't remember how much it would cost. (Boos.)

MR. BLOMQUIST: Well, I can supply that.

They are planning to develop a jet facility which, for their forecast of peak hours movements, could be accommodated by the extension and elaboration of the present New York airports.

They are also basing all of their plans upon the existing air traffic control networks, with modest and minor evolution. They talk about the existing air-traffic control system for an airport that is not going to come into service, on the basis of their own report, until 1970.

Now all of the federal agencies in the United States, the military, the Airline Pilots Association, the Pilots and Owners Associations, all concur that the air-traffic control systems must be radically altered, that we cannot live with our existing patterns and our existing systems for another 10 years.

It doesn't appear to me, as an engineer, to be a valid basis for the location or the development of a major new jet facility, to hang it on an existing pattern of air-traffic control which we all feel sure will not be with us ten years

from now.

I believe the best interests of the State of New Jersey would be served by a much broader analysis of the entire metropolitan area aviation problem as it affects scheduled air transportation and as it affects general aviation, which in the long run will be the greater problem.

GOVERNOR MEYNER: You would think that this would be the function of the State rather than the --

MR. BLOMQUIST: I believe the State has the law and the authority to undertake this, Governor. But I believe that the location of this airport, prior to such a study, might well wind up in having the wrong airport for the wrong purpose in the wrong place.

I believe that Philadelphia, and its expansion to the north and to the east, are of equal importance to you and the State as is the corridor of growth of metropolitan New York through the northern and the central counties of New Jersey; and that aviation planning, rather than be restricted to a single airport which, as one of the gentlemen said previous to me, is a stopgap, and I heartily concur in that, I think this study, either in concert with the Port Authority and with other qualified groups, should be broadened to provide for the facilities that in ten years we will have to provide for the tremendous growth in all categories.

I might add one other section in here. The report dwells upon the short V - STOL aircraft as being limited in their potential approach to supporting the present airport system or a new airport system.

I have before me, in an Aviation Journal of the week of June 12th, the statement as issued by the Port Authority seeing no major STOL transport breakthrough before 1975; and I have, on a different page, a French development which provides for short-haul passenger operations in fields no longer than 1200 feet.

Now I think, again, the wrong approach was made to the problem. (Applause.)

The airlines, in support of this, have recently stated, and frequently stated, that they must themselves make a major breakthrough in acquiring new traffic if they are to grow. They also concede that this new traffic must come from inter-city automobile - private automobile travel, and to a minor degree from bus travel. They believe that their greatest markets on the domestic scene will fall in this area from 1968 on.

This can only be accomplished, if this is a short-haul market, not by being served by a single major jet facility in this whole New Jersey area but by a series of smaller airports, such as the one that exists at Morristown today and others throughout the northern part of the State. There are aircraft in being and being developed which will permit the air carriers to break into a major new market and when they do they are going to require a tremendous increase in the addition of New Jersey airports to serve this traffic and to help the growth of the State.

I have one more point please, Governor. I believe that general aviation is growing and in ten years will require more

facilities, will provide more jobs in the State of New Jersey than will scheduled air transportation.

GOVERNOR MEYNER: Even if we say, no jetport in seven north New Jersey counties?

MR. BLOMQUIST: Correct.

GOVERNOR MEYNER: How?

MR. BLOMQUIST: Because. I agree that a jetport must be built but a jetport should be built to serve the highest rate of growth, which is the international traffic pattern, and --

GOVERNOR MEYNER: Well the story I get, and all these reports indicate, is that such an airport in northern New Jersey would serve the east-west traffic and would not interfere with the north-south or the trans-oceanic.

MR. BLOMQUIST: Well this is based upon two factors - one, it is based upon the present air-traffic control system; two, it is --

GOVERNOR MEYNER: Isn't that based upon certain fundamentals, some of which you can't change?

MR. BLOMQUIST: No. I think if there are projections, and there is equipment in being, under tests, there are systems not only here but in Europe that will provide for a much better control of air traffic, a much more precise control of air traffic within metropolitan areas and complexes such as exist between Philadelphia and New York. But the point I wish to make, in addition, on the location of this airport, to the best of my knowledge, the Port Authority never consulted their customers as to what would be required

and where it could best serve the growth of total air transportation in the metropolitan New York area.

GOVERNOR MEYNER: What airlines are opposed to this airport?

MR. BLOMQUIST: I don't know of any that are or are not. I'm saying that they were not consulted. There were public statements - there were private statements at the time the initial report came out, by the airlines, that this was the first time they had heard of the subject and that they had not participated.

GOVERNOR MEYNER: But there is no indication that they are against a North Jersey airport.

MR. BLOMQUIST: I'm sure they will take any additional facility that can come their way but --

GOVERNOR MEYNER: Because they believe they need one.

MR. BLOMQUIST: I'm sure they do. And working in the industry every day, I know they do. But I also know that the facility that is really required is the one for international travel, which is growing at a much greater rate than domestic travel.

GOVERNOR MEYNER: You read the conclusions with respect to 17 sites?

MR. BLOMQUIST: Yes.

GOVERNOR MEYNER: Wherein do you think any of the conclusions are wrong with respect to the North Jersey airport?

MR. BLOMQUIST: Well I have tried to support my analysis by indicating that, fundamentally, the airport that's required as a major jet facility is an

international - a major international facility. In that sense, and for the aircraft that will use it in the future, it doesn't belong in West Jersey under any circumstance.

GOVERNOR MEYNER: Well, if Idlewild took care of the international situation and you had in North Jersey the east-west traffic, what would be wrong with that?

MR. BLOMQUIST: Because about 25% of the airlines' traffic, on their long-haul jets, is coming on direct or almost direct connections through Idlewild, from international carriers, particularly in the summer months. They could not afford the length of time in travel to provide service to their passengers for such an extension. This, in the planning of such a facility, certainly should be considered.

GOVERNOR MEYNER: Well they could land at either place, then, couldn't they?

MR. BLOMQUIST: They cannot land a supersonic aircraft in Morris County.

GOVERNOR MEYNER: Well, can they do it at Idlewild? Can they land it anywhere now?

MR. BLOMQUISH: I don't think it will be desirable to land it at Idlewild. That's why I again say it is desirable to put such a facility in a place where you have direct access to it without passing over inhabited areas, and preferably over open water areas.

The Port Authority has presented, at least in European trade journals, plans which show a much greater potential expansion of Idlewild, for the present classes of jet, than they presented here - a much more elaborate runway

plan, showing in itself a much greater potential capacity. I don't know why such a plan wasn't included in this report for your study. This is in picture form. It was printed in an aviation journal in England about two months ago, showing a much more elaborate plan at Idlewild, that would have received a considerable increase in traffic over what they are forecasting at the present time with the runway extensions that they show.

GOVERNOR MEYNER: Thank you very much.

(Applause.)

GOVERNOR MEYNER: Mr. Wescott.

LLOYD B. WESCOTT: Governor Meyner, many of the things I would say to you have already been said. I do want to talk to you about one thing that seems very, very important to me, and that's the nature of the area that is being discussed for the location of the airport. You know Morris, you know Hunterdon - with it's fields and its hills and its villages, and it is very easy to say that these are going to be ruined anyway, that the day of their future is over, and we are going to end up as over-built urban areas. And this we just don't agree with at all.

Every one of these communities now has a planning board, most of them have zoning ordinances, and the growth in this area has been rapid, it will be still more rapid but it will be healthy growth, it will be growth of homes.

I think it's extraordinary to think that in the most highly populated state in the Union, near the most densely populated area of the Nation, one finds an area like Morris,

Hunterdon and northwest Somerset. There is just nothing like it. It seems to me to be an asset that belongs to the State of New Jersey.

Now, in my estimation, a jetport there would spoil it. I think one of the principal factors is the nature of building the airport. By the Port's own prognostication, they will not start until '65; they will not fly the first plane until '70; and it will be 1985 before the full pattern, the full use of the airport is established. And during that time --

GOVERNOR MEYNER: I think the projections are for '80.

MR. WESCOTT: '80. And during that time there will not be a single, solitary progressive move made in these areas. I don't believe any property will pass hands for any but purely speculative reasons; I don't think any homes will be improved or any lawns will be improved; I think the whole area will degenerate for that time.

I know that the decision must be made. We, in Hunterdon, know with rather a good deal of bitterness that the decisions like this are made when the best interests of the State, as a whole, are served. But we just cannot conceive and we do not concede that this serves the best interest of the State. There is something about green belts, there are somethings about trees, there is something about an area like this near an intensely populated area which has enormous value which we never, never, never can replace.

GOVERNOR MEYNER: Well, weren't some of these same arguments made against the railroad and the building of extensive highways? (Boos)

MR. WESCOTT: I believe they were. I believe they were. And I just call to your attention what railroads did to blight given areas. Where railroad tracks went, there was a blight that followed. In those days the railroads were for new invention, they could do no wrong, they made enormous money for everybody, and look what happened to the railroads and to the railroad tracks and what happened to residential areas around it. And I am absolutely sure that jetports will bring the same kind of deterioration of property. And the odd thing to me is, the Port of New Authority with all the problems it's having with jetport service out of Newark can choose to recreate this whole set of problems all over again in what is already a highly residential area and which will develop into a highly residential area. It seems to me a complete lack of regard for not only the rights of others but for the well-being of the State as a whole.

GOVERNOR MEYNER: Well, haven't Paris and Rome and Athens, Los Angeles and San Francisco, and Chicago and all the others been confronted with the same problem?

MR. WESCOTT: I know, but Chicago didn't put O'Hare down in the middle of the Oak Forrest area; they put it way to the south of Chicago in-- (Applause.)

GOVERNOR MEYNER: But within an hour's distance.

MR. WESCOTT: Well, Governor, the problem of an hour's distance, I would call this to your attention - if you go to

an airport you are required to be there 20 to 30 minutes before the plane leaves; I believe that now out at Idlewild it averages something over 20 minutes from the time an airline closes its doors till the time it takes off. And it just seems to me that the airports, the airlines and the Port Authority might solve some of those simple problems which take almost 40 minutes and --

GOVERNOR MEYNER: Well some of it is the congestion because there are other planes ready to go off or come in. Is that not true?

MR. WESCOTT: Well that possibly is true but why do all the planes then have to leave at one time?

GOVERNOR MEYNER: Why do the trains have to leave at one time (rumble in audience) for the commuters.

MR. WESCOTT: The trains leave at one time for commuters, Governor, but they don't -- I just don't believe that the airlines or the Port of New York Authority have applied themselves to their own internal problems, and I do not believe that the 20 minutes they would save by moving this into the Hunterdon or Morris area is justified when they haven't managed to solve some of these other basic problems.

GOVERNOR MEYNER: Now you've pointed out, for instance, that you've got all of this planning and zoning in this area; isn't this an argument for possibly preserving their status even though you do put an airport in probably a five or six mile area, five by five?

MR. WESCOTT: Governor, I honestly believe that if

a decision were made to place the airport in Morris or in Hunterdon, that within a 15 or 20 mile radius, or possibly more than that, of the airport, planning would cease, planning would be meaningless, nobody would know what to plan for.

GOVERNOR MEYNER: That hasn't happened in Long Island.  
(Boos.)

MR. WESCOTT: I believe it has.

GOVERNOR MEYNER: No. I visited within four or five miles some mighty nice places.

MR. WESCOTT: I don't think they like it, in fact I'm sure they don't like it. And the question I ask is why go and create a new problem? why go and create an entirely new problem? We didn't know, when Newark was set up, what jetports were like; we didn't know what jet airplanes were like. We know now and we know that it is only going to get worse. We know that for a global jet airport we will come --

GOVERNOR MEYNER: Well more people are inconvenienced in Newark than would be inconvenienced in an area such as this.

MR. WESCOTT: That may be true, sir; that may be true. But you don't go and do it deliberately. I say that in Newark we did not know what the problem was and I believe that to let Newark Airport wither probably the industries and the people living there, the people who have settled there, the people who work there, their interest has to be taken into consideration and they probably are going to have to live under a canopy of some kind of jetport, but this --

GOVERNOR MEYNER: Well don't you think this could be corrected by a buffer zone as long as the runway?

MR. WESCOTT: I believe that the buffer zone would have to include half of Hunterdon. And if the jetport wants to come in and buy half of Hunterdon and the northern part of Somerset, nobody's going to complain; absolutely, nobody's going to complain. But it's the fact that they move in, they take a minimal area and the rest of the community goes like houses beside the railroad tracks. I believe this. I believe it most sincerely.

GOVERNOR MEYNER: Have you had a chance to read this report?

MR. WESCOTT: I have read it. I have read it and I'm unconvinced, I'm sorry.

GOVERNOR MEYNER: All right.

(Applause.)

GOVERNOR MEYNER: General Copsey.

General Copsey, are you in the employ of the State of New Jersey?

GENERAL ROBERT L. COPSEY: I am not.

GOVERNOR MEYNER: Were you in the employ of the State of New Jersey?

GENERAL COPSEY: Yes, sir.

GOVERNOR MEYNER: For how long?

GENERAL COPSEY: Since about 1931.

GOVERNOR MEYNER: During the years I've been in office, since January, 1954 until now, how long have you spent in office in New Jersey?

GENERAL COPSEY: Well I don't recall just when you came into office, but I have --

GOVERNOR MEYNER: January, 1954.

GENERAL COPSEY: Well then I preceded you. I was in office as Chief of the Bureau of Aeronautics since 1947.

GOVERNOR MEYNER: Well, you were on federal service somewhere, weren't you?

GENERAL COPSEY: I was recalled to active duty for the Korean War, yes, sir, and I spent four years in active duty.

GOVERNOR MEYNER: Well during my term you were on active duty somewhere, weren't you?

GENERAL COPSEY: Yes, sir, that would be between '52 and '55.

GOVERNOR MEYNER: Did you ever send to me a report with respect to a jetport in New Jersey?

GENERAL COPSEY: I have sent a number of reports, whether they ever reached you or not, sir, I do not know.

GOVERNOR MEYNER: When did you resign?

GENERAL COPSEY: January 1, 1960.

GOVERNOR MEYNER: Proceed.

GENERAL COPSEY: Well, Governor, I had hoped that I could come here on the premise that I was asked to appear by the New Jersey Jetport Association.

GOVERNOR MEYNER: Are you being paid by them? (Boos.) This is a proper question. Do you want to answer it or don't you?

GENERAL COPSEY: I will be very happy to answer it, you only surprise me is all and interrupted my line of thought.

GOVERNOR MEYNER: Are you being paid or aren't you?

MEMBER OF AUDIENCE: Tell him, General. If you're being paid, say so. Is the Governor being paid? (Applause and shouting.)

GOVERNOR MEYNER: Now any more derogatory remarks like that and I am going to ask the State Police to remove the person who makes them. I think it's distinctly understood -- (Applause and boos.) -- that I'm in receipt of your tax money to the extent of \$30,000 a year and I try to do my job the best I know how and I have no other compensation. (Boos and applause.)

GENERAL COPSEY: Governor, I apologize for the delay in answering. I am a Consultant to the Blomquist Association, The Blomquist Engineering Association which has been retained by the Jetport Association to evaluate the various studies and reports that we are able to find relative to the development of airports in New Jersey.

GOVERNOR MEYNER: So you are working for Blomquist who has been hired by the Jetport Association.

GENERAL COPSEY: I am working jointly with Mr. Blomquist, yes, sir.

GOVERNOR MEYNER: All right. Proceed with your statement, General.

GENERAL COPSEY: As I say, they asked me to appear here today but I am happy to appear here for another reason, for some long-held convictions and conclusions relative to the concepts and to the factors that should be weighed when an inter-continental type of an airport is being planned.

First of all, I would like to indicate the history of airport development in the United States that I have been intimately acquainted with since 1917, and I know of no civil airport that ever reached its potential or its objectives that first did not have the coordination and practical joint actions of the locality, of the county, of the State and the federal government. Those factors have been ignored so far, in my opinion, in my evaluation of particularly the --

GOVERNOR MEYNER: Well it is very obvious that the locality doesn't want the airport at this particular moment. That's correct.

GENERAL COPSEY: They are ignoring the concept that that's going to hurt them.

GOVERNOR MEYNER: All right. What's your next point?

GENERAL COPSEY: My next point is that in my work while employed by the State I was called upon for plans and many, many reports relative to airports. In none of them, since 1947, has the Great Swamp Area appeared as a desirable place for a major airport. There does appear in those reports the recommendation for the development of the Morristown Airport to fit and meet the general aviation role.

My next point is that were it for no other reason than the natural obstructions of the hills and the trees and the climatology of the area, in that Great Swamp Area, it would rule out, particularly from a pilot's standpoint, any further thought of putting a major intercontinental airport there for the present existing type of aircraft now in the airlines

or the supersonic, as you and I know will be here within 10 years.

GOVERNOR MEYNER: Where is the obstruction?

GENERAL COPSEY: Anywhere from 75 to 400 foot hills are the natural obstructions. It's like putting a baseball diamond in a bullfight ring, something too small to knock flys out of, let's say.

GOVERNOR MEYNER: Well, how about the large buildings in Newark, don't they obstruct the arrival or departure of planes from Newark Airport?

GENERAL COPSEY: They could very well.

GOVERNOR MEYNER: Well they are four or five hundred feet.

GENERAL COPSEY: I think some are higher than that but the location of the Newark Airport was one that I happened to have something to do about, as far back as 1926, about its location and --

GOVERNOR MEYNER: Well that doesn't hinder the operation of planes. Why should these hills at that distance away from a proposed jetport hinder the operation of a jetport in Morris County?

GENERAL COPSEY: Well, I think you are using the word "hinder" when I said they are a natural hazard to safety for those in the air and on the ground.

Now you know, if you ever hinder an airplane in the air, you're all through. (Applause.)

GOVERNOR MEYNER: That's obvious.

GENERAL COPSEY: So those are the points I wanted to make and I appreciate the opportunity of once again impressing and urging that whatever action you take on this you will obtain further study and evaluate it from the standpoint of all the area of New Jersey and not try to solve a bad problem today by adding greater congestion to an area.

GOVERNOR MEYNER: Have you read this report?

GENERAL COPSEY: Yes, sir.

GOVERNOR MEYNE: Do you challenge the competency of any of the experts that made the report?

GENERAL COPSEY: I challenge two statements of the Port of New York Authority.

GOVERNOR MEYNER: Do you challenge any of the statements made by the experts?

GENERAL COPSEY: Yes, sir.

GOVERNOR MEYNER: What?

GENERAL COPSEY: Many of them. Mostly their assumptions from which their findings are arrived at.

GOVERNOR MEYNER: Thank you.

(Applause.)

GOVERNOR MEYNER: We have an understanding now, and we have had better than two hours for the proponents, I think now we ought to have two hours for the opponents and I am ready to go ahead with people who are classed as opponents unless I hear some suggestions.

MR. SHANLEY: The only suggestion I have, Governor, is that the witnesses, although there are a number of them, will take a very short time.

GOVERNOR MEYNER: I'd rather wait because I thought the Legislators would be short too.

GOVERNOR MEYNER: Oscar Bakke, Assistant Administrator, Eastern Region, Federal Aviation Agency.

(Mr. Bakke comes to the microphone.)

I should like to point out that in the last eighteen months during this discussion, there has been a good deal of talk as to what the Federal Aviation Agency says, what they think is proper and isn't proper, and it seemed to me that in an area where they are responsible for safety and for traffic that they ought to come here and take some position with reference to this matter. And the two matters I have asked them about is the need for an airport in the New Jersey Metropolitan Region and the feasibility of locating that airport in the northern section.

I was in touch with the office of the Administrator, Mr. Halaby, and he has sent here several people from the Federal Aviation Agency.

Now, would you tell us your response to the two questions I raised in my letter to Administrator Halaby?

OSCAR BAKKE: I will be very happy to, Governor.

As you have indicated, I come here in response to your request of Mr. Halaby for the assistance ---

GOVERNOR MEYNER: Can that be tuned up?

(Audience cannot hear Mr. Bakke.)

MR. BAKKE: I would say again, Governor, that I come here at your specific invitation to Mr. Halaby that the Federal Aviation Agency present some indication of the

extent to which it has participated in some of the studies that have been undertaken in the recent past concerning the location of a major jet airport in the New York Metropolitan area and including northern New Jersey.

I have with me Mr. Joseph W. Johnson, who is Chief of the Airport Planning Branch of the Airports Division in Washington, and Mr. Walter Euechler, who is an air traffic control specialist in the Regional Headquarters at Idlewild. And should you have any need for additional detailed assistance from either of these gentlemen in the airports or air traffic control area, I should be happy to make them available to you.

First I should say that the Federal Aviation Agency has no direct concern in the selection of that particular community or locale within which any airport shall be located. We do within the provisions of the Federal Aid to Airports Act. We do make provision for Federal assistance in the construction of airports upon application of the appropriate local authorities. We will where airport sites are planned review those planned sites with a view toward determining whether any conflict in the use of air space may be expected as a result of operations in and out of those airports.

There has been no specific site that has been placed before the Federal Aviation Agency for evaluation and, therefore, with respect to such matters as the suitability of the terrain, for instance, the approach areas into and the departure areas out of such airports, we have no specific

assistance that we can give you at this time. At such time as a specific site is selected, we stand ready to make a detailed evaluation of that site and to offer any detailed assistance we are able.

Now, in the preparation of many of the studies that were undertaken by the New York Port Authority and by many of the consultant agencies whose services were obtained by the Port Authority, such as the Airborne Instruments Lab, we have provided a great deal of information, particularly in the air traffic control area. We recognize the fact that the Federal government, the F.A.A. in particular, has exclusive jurisdiction with respect to the control of air traffic and the only source of information concerning the air traffic control conditions that shall apply to the selection of an airport must be had from the F.A.A. Accordingly, we were host to many folk who consulted with us and asked our advice concerning air traffic control problems.

As a result of this consultation we have advised all who asked of the problems that are now peculiar to the New York area, including the departure and arrival routes into and out of Newark, LaGuardia, Idlewild and so on. We have also explored what likely conflict in air space will exist from the location of a major jet airport elsewhere in the New York Metropolitan area. And as a result of these studies, we have determined that an airport built too close to the existing New York complex may well be intolerable. We have translated this generalization into something specific which

appears in the report of the New York Port Authority dealing with this subject.

I have before me some sectional charts on which I have indicated by some rather roughly-drawn lines an area within northern New Jersey which approximates that also described in the report of the New York Port Authority.

GOVERNOR MEYNER: Do you agree with the conclusion that has been advanced that we need one additional jetport for the New York-New Jersey Metropolitan area?

MR. BAKKE: Yes, sir, we do.

GOVERNOR MEYNER: I mean, is there any question about that?

MR. BAKKE: Not so far as the F.A.A. is concerned. May I ask - did you identify specifically the northern New Jersey area?

GOVERNOR MEYNER: Yes, from roughly a line drawn from Newark to Trenton and north of that.

MR. BAKKE: Well, sir, let me say that we have established without question that there is need for an additional jet airport serving the Greater New York Metropolitan area and we have made specific provision for such an airport within the national airport plans upon which the expenditure of Federal funds for Federal airport assistance will be predicated.

GOVERNOR MEYNER: The reason I ask you this is: There have been a large number of arguments made to the effect that you could accelerate the service in the Newark, LaGuardia,

Idlewild and Teterboro Airports and that you were not using to the full the capacity of those four airports. Naturally, before we make any effort to try to put an airport somewhere else, we want to know whether that area has used its capacity to the full.

MR. BAKKE: We believe that the present airport facilities at Newark, Teterboro, LaGuardia and Idlewild are approximately at saturation now.

GOVERNOR MEYNER: And we ought to be building one somewhere in the metropolitan area?

MR. BAKKE: That there should be another major jet airport constructed in the metropolitan area.

GOVERNOR MEYNER: Well, so far as New Jersey is concerned where would be the advantageous site?

MR. BAKKE: There are two conditions that we have explored, one of them in fairly general terms and one of them fairly specifically.

MR. SHANLEY: May I interrupt a minute? You have a perfect right to ask any question you want, but on the other hand there is no application before the F.A.A.

GOVERNOR MEYNER: This is a hearing in order to enable me ---

MR. SHANLEY: They haven't made a thorough study because they have no application.

GOVERNOR MEYNER: This is a hearing to enable me to decide on a particular bill. Proceed.

MR. BAKKE: There are two conditions that apply,

one of which I am prepared to comment rather specifically on - and should you desire any additional detail, a specialist can be furnished - and this has to do with the air traffic control limitations that would apply to the location of an airport. As I indicated before, the areas are roughly shown in the report of the New York Port Authority.

I have before me on this sectional chart some lines that indicate areas also indicated in the report of the New York Port Authority. What I am saying is that since they have obtained their basic information from the F.A.A., there is general agreement on the proposition that the area which is identified by a line from Greenwood Lake to Somerset --

GOVERNOR MEYNER: Somerset or ---

MR. BAKKE: Excuse me.

GOVERNOR MEYNER: Is it Summit or Somerville?

MR. BAKKE: (continuing) --- Summit, and thence to the Village of Stockton on the Delaware. That line represents the easternmost and southernmost area within which, from an air traffic control point of view, we are able to accept a major jet airport. Any place west or north of these lines, it is possible for us to accommodate safely the additional air traffic that would be handled by - that would in fact be generated by a new major airport constructed in this area.

GOVERNOR MEYNER: In other words, you are saying that the location from a traffic safety standpoint would be a place north and west of a line drawn from Stockton to Summit to Greenwood Lake?

MR. BAKKE: That is correct, sir.

GOVERNOR MEYNER: How about the possibility of a Burlington site?

MR. BAKKE: Sir, we have looked carefully at the feasibility of a major jetport location in this area and our conclusion is that we are unable to accommodate it within our existing air traffic control system.

GOVERNOR MEYNER: Can you make any prognostications as to whether or not there is a strong or a weak possibility that you can get a new system that would provide traffic safety in an area other than the one you mentioned?

MR. BAKKE: Well, I am not able to foresee it at the present time. To ask whether it would be possible to contemplate a completely new navigation system, for instance, that would enable us to use off-shore routes and navigate with accuracy comparable to what is now possible over land is, I suppose, a matter of speculation. I certainly wouldn't visualize it in the foreseeable future and, as a generalization, within the next ten or fifteen years.

Now, to understand the traffic congestion here, you should know that the air space required for the most heavily travelled routes in the world between the New York complex and, for instance, Washington - this air space is completely filled with control air space required for the safe separation of traffic. It isn't as though it would be possible to squeeze some of it together or perhaps to find some unused air space in between. There is no unused air space in between. All of it is today occupied. And I say that under our existing system we are unable to see our way clear.

Here I should indicate what the statutory interest of the F.A.A. is in this matter. Under the Federal Aviation Act, as you are doubtless aware, the Federal Aviation Agency does have the responsibility to review the airport locations which are contemplated for new construction in order to determine whether air space can accommodate safely the operations contemplated out of such airports. And it would be necessary that the F.A.A. study particularly any traffic hazards which might generate from any such location. In the event that conflict could be foreseen, it would then be necessary under the act for the Federal Aviation Agency to impose restrictions on the use of air space in and out of such an airport.

GOVERNOR MEYNER: How about travel time with respect to the location of an airport?

MR. BAKKE: Sir, we have made no effort to identify any particular geographic area on this sectional chart. As a generalization we can say in the administration of the Federal Airport Act, we have found that ground travel time in excess of an hour represents excessive ground travel time and I would say that as the speed of aircraft increases, it becomes increasingly unacceptable.

Now the reason I am unable to identify by specific line or geographic area is the fact that we have no jurisdiction nor have we any control over the ground transport facilities. We don't build highways to and from airports. We don't select the ground transport services. What we say is that regardless of what those ground transport facilities are

when an airport exceeds one hour of ground travel time, a major investment in an airport facility to serve the community thus separated from the airport would appear to be a poor one.

GOVERNOR MEYNER: There has been some discussion about the fear or about the possibility of property and damage and deaths to third parties by reason of the operation of a jetport. Do you have any statistics with reference to third party injuries?

MR. BAKKE: Sir, unfortunately I have no such material with me at the moment. However, if it would serve your purpose I would be very happy to furnish some in detail.

I would like with your permission to make one general comment, however. I have attempted to indicate that the Federal government will not - certainly does not choose to inject itself into whatever issues are purely local or state in nature. But I do think that it is a disservice to the Nation, to the aviation industry, unnecessarily to malign the air transport industry by the creation of a picture, an impression of hazard which not only does not exist, but doesn't even exist closely in the order in which it has been pictured before this group.

I would say if I could indicate this in very general terms that if we were to compare - because only by comparison can we make realistic evaluation of what hazard actually is - and I would say here that of the some 50 persons who constitute fatalities resulting from air carrier operations in the last ten years - I don't need to say that these 50

shouldn't have been dead today - that we certainly should direct all our efforts to prevent this sort of intrusion into the security of persons and property on the ground. But I do say that it becomes meaningful to compare this with third person fatalities that result, for instance, from railroads or buses. It isn't just a little bit more, Governor. It isn't just as though we are comparing two things which are of different orders of grade. The order of hazard is something in the neighborhood of three or four hundred to one and I say that if the State of New Jersey has any judgment to make with respect to the hazard that has been inflicted upon third persons from air transportation, I would suggest, sir, that it owes a very serious vote of thanks to the air carrier industry for having protected persons on the ground as well as it has in the years past.

GOVERNOR MEYNER: How about the safety record with respect to jets? Have you some recent statistics with reference to how safe jets are? Are they safer than prop planes?

MR. BAKKE: Well, sir, since the pure jets were introduced into air transportation in 1958-59, we have had only one fatal accident, that is, one accident in which passenger fatalities were involved. This one was the well-publicized collision near the Preston - or just beyond the Preston holding pattern - just in New York City. Now, with the exception of this one accident, there has been no fatalities. I might say again since some perspective is required here that it is meaningful to point out that now that

we have increased the experience level in the cockpit in jet operations, now that we have gotten beyond the initial, to use a phrase, "debugging" process in jet aircraft, we have had a remarkably good safety record in air transportation. It is a pity that the accident at Denver yesterday which resulted in 17 fatalities on the Denver Airport was the first air carrier fatality we have had in six and one-half months and that during this period we have flown approximately three times as many passenger miles without fatality or serious injury to passengers as we have in the previous history of air transportation. I think this is a good record, sir, and I think that all of the indications in the continued improvement of air carrier equipment, in the lifting of the general confidence of air carrier crews - that we can expect this long improvement in air transport safety to continue indefinitely into the future.

GOVERNOR MEYNER: Thank you very much. Would you stand by with your associates so that if there are some questions that come up, I could pass them on to you?

MR. BAKKE: I would be very happy to.

GOVERNOR MEYNER: Do you have anything to add?

MR. BAKKE: No, sir, I believe that covers it generally.

GOVERNOR MEYNER: I do want to say to any of you who are proponents that if you want to pass some questions up to me that can be asked of these people, I'll consider asking the question.

MR. SHANLEY: That's very fine of you, Governor. Of course, actually there is no right of cross examination here, as I indicated.

GOVERNOR MEYNER: Of course there isn't. Why explain the obvious.

MR. SHANLEY: Well, my point is that I spent five years in the federal government and this man has no more right being up here testifying as he does today than flying.

GOVERNOR MEYNER: Maybe by your standards. But this man was asked to appear here through the Federal Administrator and he was sent here. And if you don't like it, make your objections known to the administration, will you please?  
(Applause and boos.)

MR. SHANLEY: Thank you.

GOVERNOR MEYNER: I am told that Mr. Joel Jacobson has another appointment and he wanted to be heard, the President of the CIO. (Boos and Applause.)

MR. JOEL R. JACOBSON: Thank you very much, Governor.

GOVERNOR MEYNER: No reading, please.

MR. JACOBSON: I just want to say in preface that I successfully sustained V-Day and four days, four months subsequent at Anzio, so I am not afraid of any noise which may possibly emerge as a result of my remarks.

My name is Joel R. Jacobson and I am President of the New Jersey State CIO Council.

I welcome this opportunity to present on behalf of the industrial unions of New Jersey our view in opposition to S-218 and in support of the construction of a major jet airport in northern New Jersey.

I would like, sir, to discuss this CIO viewpoint from two angles - first, the economic; and, secondly, the human.

One of the primary problems affecting all in New Jersey is the burdensome crush of unemployment (Boos.) I have a great mass of statistical data to support our position that unemployment is one of the major problems in the State. Where 3% unemployment was once considered normal, it now hovers above and around the 10% mark and there is a great deal of cavalier attitude by many people concerning this.

Secondly, there are 6 labor market areas in New Jersey and each one of them in the past few years has been marked as substantial surplus.

Thirdly, in the 10 years from 1950 to 1960 the combined population of Hudson, Essex, Union, Passaic, Bergen and Middlesex Counties increased by 569,000 people, and in absolute numbers the jobs for manufacturing industry in these areas declined by 15,000.

A study undertaken by the Regional Plan Association indicates that these same six counties will have an increase of 1.1 million population by 1960; and somewhere in the neighborhood of three-quarters of a million new jobs will be

necessary to support this population increase.

It has been estimated, and we are convinced it is accurate, that the over-all effect on employment and income of a major new airport will be the creation directly and indirectly of 135,000 new jobs and the annual income of \$718 million calculated at 1960 wage levels.

Governor, this ain't hay.

Now the CIO has been extremely consistent in appealing to businessmen to join with us in taking moves to retain existing and attract new industry to the State of New Jersey. It is a truism which every businessman in the State of New Jersey agrees with, that a major new airport in North Jersey is a vital economic necessity. (Boos.)

I would point out, Governor, that no one has refuted the economic gains to be derived from a jetport in this area. To the contrary, every individual knows that jet operations are necessary for a prosperous New Jersey economy.

And, Governor, I would now like to approach the problem from the human angle and indicate to the people of New Jersey that the CIO does not take a dispassionate attitude toward the creation of jobs. Our unemployed members find it very difficult to be dispassionate about the absence of work and income.

Now I recognize the emotion that is faced by individuals who anticipate jets flying over their heads. I can understand these emotions. I would submit, sir, that an unemployed worker is very likely to feel just as emotional about his inability to support his family as the Morris County resident is emotional about the possibility of having his bucolic,

serene, affluence disturbed by airplanes in 1970. (boos.)

GOVERNOR MEYNER: Please be tolerant. You had your turn, let them have their turn. (Rumble from audience.)

MR. JACOBSON: I am further, Governor, considerably disturbed by the great number of more affluent airplane riding corporation executives who are residents of Morris County who present this argument - capsuled by Congressman Frelinghuysen this morning - they say that jets are vital for the economy of New Jersey but not over their heads, fly them out of Newark. (Boos.) And I would cite as an example of this position that the Newark Association of Commerce and Industry, which is comprised of some very elegant gentlemen in the business community of this city -- the Newark Association of Commerce and Industry in a barrage of statistics that would stagger Isaac Newton has taken a vigorous stand for the jet operation out of Newark Airport.

I don't think it's funny to point out that four or the five top officers of the Newark Association of Commerce and Industry, the organization that wants jets in Newark, happen to be residents of Morris County.

Now, if it weren't so serious, it would be almost amusing to watch the whirling-dervish tactics of some of our State's top corporations executives as they dance around their own inconsistencies. (Boos.)

And the most passionate advocates of jet aircraft operations out of Newark, because as they say it will help the State's economy, are the same corporation executives who live in or near Morris County and who are waxing hysterical

in opposition to a jetport there.

GOVERNOR MEYNER: In fairness, I want to say that quite a number of executives who have contacted me are rather vehement about jets in Morris and jets in Newark.

MR. JACOBSON: At least this is a consistent position which I can understand, Governor.

Now I would like to conclude, sir, with one last point.

I would suggest to the good citizens of Morris County a little introspective analysis and a desire to reach conclusions based upon equity. I find them very inconsistent, as I witnessed today a violent emotional reaction to the proposition that jets should operate in Morris County, but I have heard from these same citizens a deafening silence when it comes to running jets out of Newark Airport or when it comes to disrupting homes in Essex, Newark and Hillside for the construction of highways so that they may visit and be served by the metropolitan area.

And I would submit, sir, that the people who live in Newark and Hillside have children whom they send to school, and they have churches they attend, and that if progress is to be made you cannot invoke a double standard that progress must be made only at the expense of those who live in urban areas, not those who live in rural areas.

I would submit that progress, if progress in Morris County is to be subordinate to the rights of the individuals there, cannot take precedence over the rights of citizens elsewhere.

Now in conclusion, Governor, in February, 1960, the State CIO Council said that we are not experts on the location of a jetport. We made the position very plain that we want this facility in New Jersey.

I have heard the gentleman from the Federal Aviation Agency this morning, and I have read the reports, and I am convinced that this has been an objective survey and study and points out the need to locate the jet airport in the area under consideration. To this extent we would urge you to veto S-218.

Thank you. (Hissing and boos.)

GOVERNOR MEYNER: Hearing hissing always makes me proud of a democracy. (Rumble in audience.)

I have a request from A. J. Clay, Jr., Airline Pilots Association. I would hope his statement would be short and to the point.

You'll admit you're prejudiced, won't you?

MR. A. J. CLAY: To some extent, yes, sir.

I'm here on behalf of the Airline Pilots Association, Governor. We are against S-218.

We do not think we can afford to allow our aviation development to lag. We feel that this bill will delay for a long time the construction of a jetport in the New York Metropolitan Area. Our facilities have always lagged behind in aircraft. This has always been a major problem for the pilots.

GOVERNOR MEYNER: Will you try to avoid reading?

MR. CLAY: Yes, sir.

We feel that this legislation is prompted by the fears that are common to most technological advances.

Our major concern is with the job opportunities and promotion opportunities for the many pilots and, more recently, stewards and stewardesses with whom we are affiliated.

We feel that if facilities are not available in New Jersey for the operation of the larger, faster, higher-paying equipment, our people will be forced to move from New Jersey. Many of them have investments here, their homes, their interest in the communities and the schools. Many of them now are commuting to LaGuardia and Idlewild. They feel that the ride is worth it because they want to live in New Jersey. (Applause and boos.)

Others are flying out of Newark on propeller driven equipment when they could be flying out of Idlewild on jet equipment for the same reason. However, if you enact the bill or if this bill is approved, we feel that it would delay eventual construction of the Jetport. Many of our people would become discouraged over a long wait and they would have to move to a position closer to their work. (Boos and hissing.)

GOVERNOR MEYNER: I would gather you are more of a pilot than a speechmaker.

MR. CLAY: Yes, sir. That's correct. (Laughter.)

This proposed jetport would be a supplement to the facilities of the New York area and we feel the primary benefit would be to New Jersey, the people who live here, including our members.

This bill would exclude from consideration a large area. We do feel that each proposed site should be considered on the merits of that site alone and not by a law which would exclude such a large geographical location.

We believe that the recommendations of the Doolittle Report, while some years old now, are still very much as valuable as when the General made his report. We think that the safeguards that he mentions - adequate runway lengths, adequate over-run areas, proper zoning laws-- would provide the necessary safeguards for the community.

On the matter of noise abatement, there is progress being made. I do not think that further restriction of operation is the answer. We have in the past been assured that present runway lengths would be adequate for future equipment. This has never proved to be the case. We don't think it will in this instance. We feel that we will need much longer runways than are presently available at most airports for the new equipment which we expect in about 8 to 10 years.

GOVERNOR MEYNER: Does that conclude your statement?

MR. CLAY: Yes, sir.

GOVERNOR MEYNER: Someone is concerned that you haven't been authorized to appear on behalf of the Association. Have you been authorized?

MR. CLAY: I am the Regional Vice President for the Airline Pilots Association. I represent approximately 2800 pilots in the New York-Dover, Delaware, - there are some pilots based there, - and the Boston area. I am authorized to speak on all matters of Association policy in this area.

GOVERNOR MEYNER: Thank you very much. (Applause.)

GOVERNOR MEYNER: There are four people who made studies who I think can give a brief summary. Mr. Warskow of AIL. Will you state who you are, Mr. Warskow?

MARTIN A. WARSKOW: Mr. Governor, my name is Martin Warskow from Airbone Instrument Laboratory, a division of Cutler & Hammer.

GOVERNOR MEYNER: And you are just going to give us a short summary, I'm sure.

MR. WARSKOW: Right.

GOVERNOR MEYNER: How long are you going to take?

MR. WARSKOW: About 10 minutes.

GOVERNOR MEYNER: All right. Let's get the 10 minutes going.

MR. WARSKOW: First, I wish to enter into the record, then, copies of the report we prepared.

We were retained by the Port of New York Authority to look into two areas in connection with a new airport - one is the airspace situation to give an indication where new airports could be located; and the second, to determine the ultimate capacity of the present airport system in New York.

I will not go into the qualifications of our firm except to say that we have been in business for about 15 years.

First, I would just like to summarize the first volume regarding air space. We investigated 17 locations in New Jersey, Long Island, and in Westchester. They were looked at to make sure that they would not interfere with the operation of the present airports because if you are trying to increase capacity obviously you must gain capacity, not lose it.

We, therefore, looked at what restrictions, if any, each of these sites would place on the air traffic situation and, in addition, the over-all increase in air traffic capacity that would result.

We did look at technological advances. Our firm is involved in this type of work and we are quite aware of what is going on in this field.

In the detailed study, which I would like to cover briefly, we looked at certain things which are quite fundamental to the system. One is the desire of the public regarding where they come from and where they go to. This is a fundamental which we do not think will change. And to do this, we spent some three months photographing the radar scopes in the New York area and then finally picked one day from which we completely catalogued all flights in and out of the whole New York area, from south of Philadelphia to north of Wilton, Connecticut, and from this found the traffic flow on an actual busy IFR day.

I would like here to present a figure - I don't know just how to locate that, if we may (referring to chart). This figure represents sort of a summary of the direction of traffic flow, and if you can orient yourself, there you see Long Island off to the right, with Manhattan in the middle, Newark and the main airports. We found that the traffic flow here and in other similar studies is 30% from the west, 25% to the southwest, and then the remainder of the traffic comes from six other directions. It's rather scattered around. So your main directions of flow are from the west and the southwest.

GOVERNOR MEYNER: This is the air traffic coming in?

MR. WARSKOW: Correct.

From that, sir, we go to the next chart which will give an indication of the complexity of the air space in this area.

While it is being placed, (referring to chart), first, regarding technological advances, to put a little perspective on what we might expect in the future, we have today a navigation system which was adopted some 15 years ago and it is only now coming into full use. This chart indicates the airways over the area from about Philadelphia up into the Connecticut area, and the solid lines indicate existing airways, the dotted lines are airways that have just recently been established, and then the elliptical patterns are the air space reserves for holding; and it just indicates the solid cover of use of air space in New Jersey.

GOVERNOR MEYNER: Well, this substantiates, to some degree, what the Federal Aviation Regional Director mentioned --

MR. WARSKOW: Right.

GOVERNOR MEYNER: -- that the room upstairs was near saturation point.

MR. WARSKOW: It is. That is correct.

The possibility of relocating this in either direction is almost nil, we think. To the west you have other airways which are not shown on the chart; to the east you have the ocean which doesn't lend itself to the navigation system that we have today. And I say, there is no serious move to replace the navigation system in use today.

In picking a spot or the areas where an airport might be located, we arrived at four basic considerations - one is that the instrument runway must parallel the instrument runways of the present airport; second, that it must primarily serve this domestic long-haul traffic to the west and to the southwest; it must provide for airspace use over the airport without interference with the present airports; and then, of course, serve the good weather or VFR situations.

GOVERNOR MEYNER: Who made those charts? Paterson is going to be offended, you have two t's in there.

MR. WARSKOW: I'm afraid we will have to get after our graphic people.

This chart is the summary, really. Looking at the 17 sites, all of which are numbered on the chart, the blue area indicates the airspace that is needed to operate today's airports. Anything added to this area in the way of a major airport will severely restrict the present airports. It would just be intolerable.

The light blue area involves a group of airports in southern New Jersey which, even if McGuire were eliminated, would still involve considerable restriction to their operation.

The dark gray areas indicate areas where you could have an airport operation but on a quite restricted basis.

Then finally, the light gray area is the area wherein we think three possibilities lie, and those are numbers 4, 7 and 8, Pine Island, Morristown and Solberg, Hunterdon.

That summarizes the air space study we accomplished.

I might say that took about six months of work.

GOVERNOR MEYNER: Well, on the air space study, do you agree essentially with the Federal Aviation Agency saying that it had to be somewhere between a point drawn from Stockton to Summit to Greenwood Lake, north and west of that?

MR. WARSKOW: I don't know the area quite that well, except I know that area in New Jersey is the area in which it must be. I might also say that those bulges you see are an indication of the arrival and departure patterns which must be preserved for the present airports.

GOVERNOR MEYNER: Mr. Bakke, do you have that map? So, you have finished air space. From the standpoint of air space you say one of these four should be the ones.

MR. WARSKOW: One of the three.

GOVERNOR MEYNER: One of the three.

MR. WARSKOW: Correct.

GOVERNOR MEYNER: The only question I have is, do you agree substantially with the Federal --

MR. WARSKOW: I believe so.

GOVERNOR MEYNER: You can look at this map because I think he's got a line there that shows Stockton, Summit and Greenwood Lake.

MR. WARSKOW: (Looking at map) Yes, I agree.

GOVERNOR MEYNER: All right. Now, what's the other phase that you want to present.

MR. WARSKOW: The second is the capacity of the existing airports or what capacity they could attain in the future years.

This study took a longer period, it covered a period of over a year and, fortunately, we had time to really look into what is the practical capacity today at the airports as a base from which to start.

We also then looked into any possible improvements in air traffic flow in airports and we were not limited in runways or their locations at the present airports.

It happens that this work followed on some work we had done where we did for the Federal Aviation Agency develop a technique of accurately predicting the actual capacity of airports.

And just one small point on how we arrived at this which was that we did start, as shown on this chart, with the actual spacing between aircrafts as they arrive over the threshold in bad weather, and then looking at the improvements that might be accomplished to determine what the spacing would be in the future years.

GOVERNOR MEYNER: In other words, you concluded, as you indicate in your report, that the other airports are crowded. Is this right?

MR. WARSKOW: Yes. There is room to grow at Newark and Idlewild, we think, but we say that today the capacity is -- well, when we did the study it was about 105 in instrument weather. That has improved some because a new major runway has come into use at Idlewild and --

GOVERNOR MEYNER: And you got most of your statistics from the Federal Aviation Agency which has already arrived at that conclusion.

MR. WARSKOW: Right. And we think by 1975 the capacity will be somewhere around 150 movements which per hour over the year --

GOVERNOR MEYNER: You have made the point about air space and you've made the point about limited capacity of present airports and the need of a new one, what other points do you want to highlight from the rather detailed report that you made?

MR. WARSKOW: I could speak briefly on the runway layout on the proposed new airport, if you would wish that.

GOVERNOR MEYNER: Yes. Well, do you have a runway layout for a place such as Morristown? or I mean, not --

MR. WARSKOW: Well, in the original Port Authority Report of 1959 there were some preliminary plans included and also some criteria for a new airport, and we have these --

GOVERNOR MEYNER: Do you have it there somewhere?

MR. WARSKOW: -- in more detail to show what is involved there. First, basically, the airport --

GOVERNOR MEYNER: Well, the one thing that bothers me, I think a lot of people who are here today have no concept, generally, as to where the beginning of the runway might be, where the end might be, what the buffer zone would be -- (rumble by audience) -- I would like to see it related to reality so that --

MR. WARSKOW: Well, we have another chart that would help on that. Let me just say on this one that the basic layout must be four runways to accommodate the traffic and the weather conditions. These charts are now Port Authority -- not the charts

but rather the original work are the criteria developed by the Port Authority, and they have provided for, roughly, a three mile buffer zone off the edge of each runway, as you can see, and 4,000 feet wide - some 14,000 by 4,000 feet.

GOVERNOR MEYNER: Now, in that buffer zone would all that property be taken?

MR. WARSKOW: That I don't know but the idea of it is that it would be used for such things as possibly recreation, water storage would possibly be necessary, and things which do not involve residential development.

GOVERNOR MEYNER: Is there a representative of the Port Authority who could answer that question? Oh, Mr. Fallon. All right, I'll ask you to explain that later.

MR. WARSKOW: All right, then, the one last chart would indicate how this might fit in the Morristown area. I think you probably better turn that chart up vertically.

GOVERNOR MEYNER: Well, where would the center of that suggested airport be?

MR. WARSKOW: It would lie in this fashion which would mean that the buffer zones -- they are one way runways, incidentally; the buffer zones, you will notice are only in one direction. So you have four main directions of in and out traffic into the airport. You might point those out if you would. (indicated on chart)

GOVERNOR MEYNER: Well now, assume you have a wind from the south, and I guess that is the most prevailing, is it?

MR. WARSKOW: In instrument weather it would be, and in

VFR it's probably northeast, or rather --

GOVERNOR MEYNER: All right. Assume the wind is from the south, where would the takeoffs and landings be on those northeast-southwest strips?

MR. WARSKOW: It would be in from the north and then the other strip to the right would be the one used for takeoff.

GOVERNOR MEYNER: In other words, you would have, roughly, a three-mile buffer zone for both landing and takeoff.

MR. WARSKOW: Right.

GOVERNOR MEYNER: For the landing it would be three miles before you touched down, and for takeoff it would be about three miles beyond the end of the runway.

MR. WARSKOW: Right. This would mean that you would have an altitude of 900 to 1,000 feet at that point.

GOVERNOR MEYNER: At the end of the runway you would have how much of an altitude?

MR. WARSKOW: No, at the end of the buffer zone.

GOVERNOR MEYNER: At the end of the buffer zone --

MR. WARSKOW: On an approach, some 900 or 1,000 feet.

GOVERNOR MEYNER: 900 or 1,000 feet. This is approach.

MR. WARSKOW: Approach. On departure it generally would be much more than that because the climb-alt is usually more optimistic.

That concludes my statement unless you have something more.

GOVERNOR MEYNER: Thank you very much.

GOVERNOR MEYNER: Mr. R. Dixon Speas.

Mr. Speas, your report is here in detail and it will be considered as part of the record. I assume that you, by virtue of the report, a summary of which is in here, have something to say about travel time to and from an airport.

R. D I X O N S P E A S (President of R. Dixon Speas Associates, Inc., Aviation Consultants, New York):

Governor Meyner, our responsibilities included the reviewing and exploration of the technical aspects of aircraft equipment planning as they related to this, also the matter of the traffic demand. And Mr. Simpson, who will be assisting me, has also been quite active on the project. I see he is back of the chart somewhere, but when he comes out that will be Mr. Simpson.

GOVERNOR MEYNER: Can you be sure it will be Mr. Simpson?

MR. SPEAS: I hope it will be Mr. Simpson. And it is Mr. Simpson.

Governor Meyner, if I may just very briefly review a little bit of my own background with relationship to the State of New Jersey: I am not a citizen of the State of New Jersey but all of my aviation life I have lived very close to the State of New Jersey, starting some 30 years ago as a student going back and forth across the State of New Jersey by railroad - some 25 years ago by railroad and highway - and I saw a situation developing 20 years ago which I think has a very close parallel to this, at least as far as the events leading up to the current

situation, if you will. I think it was just about 20 years ago when we had Newark Airport, we had Camden Airport serving the greater Camden-Philadelphia area, and at that time there was consideration of building airports over on the New York side, and we had very, very active forces that were working toward those airports; all of this situation paralleled by - we have heard mention of VTOL-ESTOL operations that were at that time taking place between the Camden Airport and downtown Philadelphia; and also a parallel, a very brief statement, if I may read from a prominent man at that time, who said:

"The Autogiro offers tremendous possibilities without large airports. That is why businessmen can commute from within 90 to 100 miles from the center of the city and land on the center of their roof or in any part of town." We are really on the threshold of a new era.

Now, that was 20 years ago and at that time we all know and history tells us what the decisions were at that time. Since then, in travelling back and forth across the State of New Jersey - although I am not a citizen, I am a taxpayer because I have bought many gallons of gasoline here - as a matter of fact in my youth I used to come over here because I could get it cheaper, as I recall - but in any case -

GOVERNOR MEYNER: You ought to put an airport there and you will have a lot of people ready to sell you some property.

MR. SPEAS: Right. I'm sure that's the case.

As far as the ground transportation, it has improved tremendously. We have expressways, we have throughways that have been undertaken by people of vision, people of courage, people who are willing to tear out somewhat of the old and build anew. I think this same situation exists today, if

you will, sir, and I think it is a very fine way of facing up to this, of having a public hearing and endeavoring to hear all sides of the question before a decision is made for the future.

To relate ourselves just directly to our own studies, I would like to call your attention to a chart that Mr. Simpson has just put on the board which represents the output of the study as far as what are going to be the movements of aircraft in and out of the metropolitan New York area, based upon the forecast of aircraft types and the forecast of aircraft sizes. I would just like to briefly say that this does include full consideration of the supersonic jet transports. The black which you see very outstanding is the situation as it existed in 1959. The other areas are indicative of the -

GOVERNOR MEYNER: Will the supersonic transport make this airport outmoded?

MR. SPEAS: No, sir.

GOVERNOR MEYNER: On what do you base that?

MR. SPEAS: Well, I base that on this.

GOVERNOR MEYNER: I mean, I have been watching this controversy about England and the United States. One says, "Let's go to MACH 2 right away, 1400 miles;" others say, "Let's go to MACH 3 right away." That's 2,000 miles an hour.

MR. SPEAS: I think that's a controversy, sir, that will rage for quite a while, but I know that the engineers, both in this country and in England and France, who are wrestling with this, are doing so with knowledge of aircraft-airports that are in existence and airports that are being planned.

GOVERNOR MEYNER: Now, roughly, these suggestions here that you heard from the previous speaker call for two

parallel runways in each direction - east-west, north-south, roughly, and that the runways will be about 1200 feet, about two and half miles -

MR. SPEAS: Twelve thousand.

GOVERNOR MEYNER: Twelve thousand feet, two and a half miles, with a buffer zone two and a half miles, roughly. Now, could they handle supersonic jets the way they handle jets today?

MR. SPEAS: Yes, sir. The airplane designers would be very happy if there was a jetport like that at each of the major destinations in the world. They would be very happy to design against such airports.

GOVERNOR MEYNER: Well, we'll concede the people would be unhappy.

MR. SPEAS: To answer your question directly, yes, sir, it is possible.

The movements, as someone has suggested, do take place during the busiest part of the day, which is just natural. We wouldn't have to build the highways we have today if we could get people to go across them at two o'clock in the morning. And it's the same way with airports.

GOVERNOR MEYNER: The airlines make their schedules in line with the demands of the people.

MR. SPEAS: Exactly.

Now, having taken those figures, there also was a study made on the cargo movement and business aircraft movement which was then combined in this next chart. This shows the total traffic involved for three different years, the bottom year being 1975, the next 1970, and the top being 1965.

GOVERNOR MEYNER: Well, all of this proves that we've got so much congestion we've got to have another jetport, doesn't it?

MR. SPEAS: Exactly.

GOVERNOR MEYNER: Is there anything else it proves?

MR. SPEAS: Nothing else except another port, and I agree with you that it has been proven very dramatically here today by other speakers.

I would like to speak just a few words about two portions of this traffic that make up the total; namely, business aircraft traffic and cargo aircraft traffic. These two subjects were studied by two very, very competent firms.

GOVERNOR MEYNER: Have you evaluated the private aircraft and the cargo traffic as contrasted with the passenger traffic?

MR. SPEAS: Yes, sir, we have.

GOVERNOR MEYNER: Give us a rough summary of that, will you?

MR. SPEAS: There has been some talk about cargo airports. In fact, cargo moves relatively at a different time of day. It can most effectively use the same airport but there is some of the cargo movement that happens at the same time. Now, so far as the effective cargo movement for both the present and the future, if you will just glance at the chart on my left, you'll see the manner in which cargo is forecast to grow as the full potential of the turbine is turned toward making cargo transport economical, and it is apparent that not only with respect to aircraft movement but to the economic welfare of the community, availability to the

community of the best transportation means, this matter of providing adequate airports coverage is extremely important, and it is important to have adequate runways, adequate airports for cargo. As far as the business aircraft traffic is concerned, as has already been pointed out, that in fact, volumewise, is several times that of airline traffic. As a matter of fact, in 1958 we had a cross-over where business aircraft traffic became a bigger item from a control standpoint than does airline traffic involve. Now, whereas the vast majority of business aircraft can be accommodated in the small airports, more and more of them are requiring the full airport facilities. The new family of jet transports that are going into business aircraft operation, some of them are designed for short runways, but there are others that are extremely important to industry that require long runways in order that the jet can be fully exploited to give business transportation and the industries of New Jersey a transport capability that is equal to that of other competitors in other states.

GOVERNOR MEYNER: Have you reviewed the report, the summary of the report?

MR. SPEAS: Yes, I have.

GOVERNOR MEYNER: Do you want to contribute anything at this moment with respect to the travel time between airports as reviewed in these sites?

MR. SPEAS: Well, I think I can say this, Governor: It has been said that the closer the airport the better. We know that some mistakes have been made; for example, in Detroit, an airport was put 45 minutes away from town - 45 miles - and it was found to be a mistake, and they had to renew an airport

in between and get it going, which now is becoming the airport for Detroit. It so happens that I have to travel quite extensively all over the country, and Europe very, very extensively, and I see this: I see that the airports that are flourishing and the communities around them that are flourishing have located themselves with reasonable access to the heart of the city. It is not enough just to provide a jet airport. You have to provide an airport that can be used. Aviation strength is not just pouring the concrete, it is using that concrete. You have to put it where people can use it, and it has to be made available to those people.

GOVERNOR MEYNER: Have you checked noise factors at all?

MR. SPEAS: No, sir, that is not within my field.

There is one little point I would like to make, if I may, about this matter of location, Governor. I happen to live within 30 minutes of Idlewild. Our firm is located here. We utilize air transportation greatly in our own business as well as in our personal lives, and we find air transportation of jet category to be of tremendous benefit. In the last 45 years I have had occasion to go to Europe three times, Los Angeles once -

GOVERNOR MEYNER: Well, as the crow flies, how far away are you from Idlewild?

MR. SPEAS: As the crow flies, we are about 11 or 12 miles, something on that order.

GOVERNOR MEYNER: Thank you very much.

Mr. Tyson. James L. Tyson.

Will you summarize briefly your report. I think the facts are all in here, and I think you can talk quickly about

how you arrived at getting your facts and then what your conclusions were.

J A M E S L. T Y S O N: I can summarize it very briefly.

I represent C-E-I-R, Incorporated. We are active in the field of economic and market research and we have had quite a bit of experience in air transportation economics and site location studies. I just might mention that we have offices in seven cities, including two in New Jersey, so we are to some extent business citizens of New Jersey.

A brief word about our methods: We were retained by the Port Authority to do a study of the economic impact of air transportation on the New York-New Jersey metropolitan area in general terms. The methods we used were quite an exhaustive analysis of existing published and unpublished data, plus our own survey developing new data of various types based on personal interviews among executives of the New York transportation industry and other industries using air transportation and various other fields that might be interested in this whole subject.

I think I can skip over a lot of the data that we developed. Some of it has been covered pretty well today. I was going to say something about the total importance of air transportation in the New York area, but I think that is fairly well accepted. The total size of this field is now getting to be tremendous - 16,000,000 passengers entering and leaving New York last year and a very large volume of air cargo now of various types.

I would like to mention in more detail the third

major field of air transportation - general aviation - which is not quite as well understood by the public, I don't think. This general aviation includes business, aircraft, chartered aircraft, constructional aircraft, and pleasure aircraft. There are now 2,000 of these based in the New York-New Jersey metropolitan area and, of course, many more enter and leave every day, in addition to those that are based here. Fifty-one per cent of these are now used for business purposes. This volume is expected to double in the next five years. Many more of these are now jet aircraft than used to be and more and more of them require instrument-landing facilities, so this is getting to be quite a major burden on present airport facilities.

To support these air transport requirements, the air transportation industry in the New York-New Jersey metropolitan area has become really one of the major industries in the area. I am not sure that the public understands completely the size of this industry. I will just be brief here, but I can summarize the size of the industry and its importance I think at three levels:

There is the primary level which I think the public understands, employment by the airlines themselves, employment at the airports and restaurants and other types of services at airports, and employment by other businesses that are directly connected with air transportation.

GOVERNOR MEYNER: You made those estimates for what period of time?

MR. TYSON: Our main estimates are for the most recent year. We have figures for 1959.

GOVERNOR MEYNER: Well, are you talking about the

proposed jetport or are you talking about existing airports?

MR. TYSON: Our study covered only the present situation.

GOVERNOR MEYNER: All right. We have four airports operating under the Port Authority jurisdiction. Do you have the figures on it?

MR. TYSON: Yes.

GOVERNOR MEYNER: Quickly, please.

MR. TYSON: Primary employment at the airports and industry directly associated with air transportation totals about 50,000 people employed and about \$338,000,000 of payroll in this field. Then you get into the very important secondary result of this industry, the industries that are somewhat more indirectly dependent on air transportation - such things as hotels and restaurants that depend on air passengers visiting the city.

GOVERNOR MEYNER: Well, let me ask you this: There are some people who say we don't have a jetport in New Jersey, "so what? We'll grow anyway." What do you think of this proposition on the basis of your study?

MR. TYSON: Well, as I say, our study was primarily addressed to the present situation, but I think even from that you can say that at the present time New Jersey is not getting anywhere near, or is getting quite a minority share of the economic benefits of air transportation in this area. [Boos]. I would say about 14 per cent-- Well, this chart I was coming to here shows the total number of employees in the air transportation industry in the New York-New Jersey metropolitan area broken down by counties, and about 14 per cent of this

employment is west of the Hudson.

GOVERNOR MEYNER: In other words, you say that if we had an airport located over in North Jersey rather than having the Newark, Idlewild, Teterboro and LaGuardian operations, we would be making more payroll here and more money from the related industries?

MR. TYSON: Yes, to a very large extent.

GOVERNOR MEYNER: And this shows a breakdown of things right now?

MR. TYSON: By counties, yes.

GOVERNOR MEYNER: Now let me ask you about one additional thing: Do industries decide to expand or locate on the basis of air service, do you know?

MR. TYSON: Oh, yes, to a very great extent. We had quite a few interviews with executives who make these decisions and that was one question we asked them. And it is a very big factor.

GOVERNOR MEYNER: Well, do you think they really mean it when they say that they wouldn't come to New Jersey if they didn't have adequate air service?

MR. TYSON: This is one of many factors they take into account and it is a very important factor. With certain industries it is much more important than others, particularly those making high-priced goods that have to be moved quickly and they don't like to warehouse them for a great length of time, and that type of thing. It is also a very big factor in locating company headquarters. That's one thing we found, which is getting to be a rather major industry in this area, this company headquarters which employ quite a large volume of

people.

GOVERNOR MEYNER: Is there anything else you want to add?

MR. TYSON: No. Those are the major points. Thank you.

GOVERNOR MEYNER: Mr. Robert Gladstone of Hammer & Company Associates.

This concludes the four experts - I hope.

R O B E R T G L A D S T O N E: I have just turned in the copies of the full report that we prepared as part of a series developed in connection with the proposed airport, and that's in the record. I have also turned in a written statement in connection with this hearing.

I think that there are a couple of supplementary points that might be covered in addition to the points that were made this morning, and I will try to cover those very briefly:

The airport needs to be looked at in two ways, in terms of the economic effect and area development. The first way I think has been covered amply in terms of the discussions preceding this, and in part the airport itself that is being proposed here mirrors the economic benefits that are already evident in the area in terms of the proportional role that it would play in total air transportation activities in the region. In fact, the C-E-I-R representative covered some of these items that would be specifically involved. The data specifically in connection with this airport is in the record already as part of the formal report.

The second item that might deserve a little more specific attention is the role of this airport as a transportation service and the role, in turn, of a transportation service and

airport facility in the development of an area's economy. The importance of aviation and air travel has been covered in part. The mobility of people and goods today in terms of all transportation media is tremendously important. Air transportation in particular is vital as expressed in terms of the fantastic growth that we have seen in air passenger service in the United States, especially since the end of the war. An airport is a supporting facility in the economic development of an area in the same sense that highways and roads, water and sewers are supporting facilities. And I think you can ask the question that you asked of the preceding witness as to what the effect of not building this airport might be in terms of the comparable effect of not developing one of the supporting elements that go to make up the framework for economic development in an area like, for example, the reservoir or water storage facility proposed near the Hunterdon-Solberg site in the Round Valley area. There is no question that the facility proposed in North New Jersey as one of a series of sites would be important to business and industry in the area.

The potential over the next 25-year period - and I am citing here figures developed in connection with the New York metropolitan region study prepared for the Regional Planning Association of northern New Jersey - is for an additional population, and I stress the word "potential" here - of an additional 2.5 million people and an additional number of jobs totaling one million. This would be a very substantial increase and would shift the role of this sector of the metropolitan region from its present share, accounting for one-fourth of the total jobs and population in the region, to approximately a

position of one-third of the total jobs and population in the region. At the present time, however, 75 per cent of the air service in the region is at LaGuardia and International Airports, not readily accessible in the same sense that a Northern New Jersey airport would be accessible to the increased population and increased industrial and commercial activity in the Northern New Jersey region. This new growth would aggravate what is a deficiency and potentially inhibit further development, at least to a certain extent.

GOVERNOR MEYNER: In other words, you make the point that we won't grow fully or adequately if we don't have a jetport as part of our economy?

MR. GLADSTONE: Yes. I might say, in fact, that the projections for the region, and the northern New Jersey sector in particular, developed by the Regional Planning Association and its ad hoc study team from the Harvard Graduate School of Public Administration, have built in to them the assumption that the kinds of facilities, the "framework facilities" as I called them a moment ago - water, roads, sewers, airports and the like, port facilities, waterport facilities -

GOVERNOR MEYNER: And lacking any one of those, you would most likely have trouble having that predicted growth. Is that it?

MR. GLADSTONE: They again assume the development of these facilities on an adequate and convenient level in order to service and accommodate the economic growth and development of the area.

GOVERNOR MEYNER: Does that conclude your statement?

MR. GLADSTONE: Yes.

GOVERNOR MEYNER: Thank you.

I have asked a Mr. Fallon of the Port Authority, so that you can get a picture of where a possible airport would be and what influence it would have, to project on a map runways and distances. Mr. Fallon, would you try to get that done?

Does this map show the towns?

A R T H U R J. F A L L O N: Yes, Governor, this is the same map that Mr. Warskow was using, and I am quite familiar with it.

GOVERNOR MEYNER: Maybe if you could move it back so that most people could see it.

Well, there have been no drafts of actual plans but there has been a proposed airport with two parallel runways in either direction with a buffer zone. Will you describe that?

MR. FALLON: Yes, sir. The prototype plan in our report is basically the same as they have in the form of a cut-out. It would vary from area to area.

GOVERNOR MEYNER: Now, what's the advantage of that kind of airport over something like you have at Idlewild or Midway or Newark?

MR. FALLON: Well, I think the value of it and the difference between that kind of a layout is purely and simply this, Governor - that up to the present time, in airport construction, the runways have been contained within the boundary of the airport and there has been, as part of the airport, no particular area from which residences would be excluded. We have the problem at Idlewild; we have the problem all over the United States; in fact, all over the world - of airports having been built with runways fenced off and then communities

immediately adjacent to the runways.

Now we have a noise problem. It isn't a new problem. We have had a noise problem for many years. But, as the communities and the runways get closer to one another, the problem becomes more acute.

Now, we have proposed here in our preliminary report and in our final report that no new airport - no airport constructed by the Port Authority - should be built so as to allow this to happen, and we have said that, as part of the land acquisition, it would be necessary to provide at least the equal amount of area to protect the people around the airport runways from airport noise and from aircraft noise by adding what we term "buffer zones." I don't believe, Governor, that this has been done anywhere in the world but it is going on at Dulles in Washington now, the airport presently being constructed by the FAA. We think it will be effective. We think it will cure the problem that exists at the present airport of people having to accept terrible noise values over their heads.

GOVERNOR MEYNER: There were some sites brought out in one of the airport advertisements. Have you got the distance of those sites from the end of the runway, or from the start of the runway?

MR. FALLON: Well, I don't actually have the distances, Governor, but looking at the map I think you can get a fair estimation of the distances of many of those places. But I should comment first of all on the fact that the reason for the peculiar layout that you see there, with offset runways and with buffer zones, is to allow aircraft to operate in and out of the airport under any wind conditions without flying

immediately over someone's home before he hits the end of the runway or immediately after he leaves it.

GOVERNOR MEYNER: What are those spots on that map?

MR. FALLON: Unfortunately, I can't read the legend from here -

GOVERNOR MEYNER: Well, go ahead.

MR. FALLON: Perhaps we can take it from there. Show me runway 4-L, please. All right, runway 4-L then points in the direction of an area immediately between Morristown and Madison. In that particular area are installations such as Fairleigh-Dickinson -

GOVERNOR MEYNER: Can't you use the mike over there by the map. You can walk over and use that mike.

MR. FALLON: I would be happy to if there is one available, Governor. Governor, I think I can use this one. From where I am standing, I may get a krick in my neck but I'll do my best.

I suppose what you would like me to do is to point to these installations. I see immediately in this location [indicating] the Villa Walsh Junior College. I think my comment on that, Governor, of necessity then would be this, that an aircraft taking off on this kind of a runway layout with the wind from the west would take off on this runway only and consequently - I am not too clear on the scale of that map - but I would say he would be nowhere near that particular installation, since it's quite obvious that if he is taking off with a west wind he is going out in this direction. An aircraft landing toward the west, with that same wind, would not use that runway but would use a runway that is directly

north of there and in that situation would not be flying over on his landing approach. In fact, he would use this runway.

Now, the spots to the north and the spots to the northeast represent other facilities - institutions that have been constructed and that exist in that area. - Each one of those is protected by a buffer zone on this layout. In the landing approach from that direction, an aircraft would have approximately, depending on runway length, two and a half to three miles of airport to fly over and to approach the end of the runway. His altitude obviously, when he touched the runway, would be zero. When he approached the buffer zone, he would be somewhere around 800 or 900 feet. [Boos]

GOVERNOR MEYNER: We want to get you the facts. [Boos]

MR. FALLON: I think the question can be answered, if the mathematicians want an exact answer, on the basis that a two and three-quarter or a two and a half or a three degree glide slope for jets over the buffer zone will tell you exactly what altitude would be minimum altitude. On a clear day, he could be higher than that. We would hope he would never be lower. [Boos] It would be somewhere within the extension of that plane.

GOVERNOR MEYNER: In what direction would most of the flights go?

MR. FALLON: Well, I think within the New York area the majority of the flights use Runways 422.

GOVERNOR MEYNER: That's northeast to southwest.

MR. FALLON: Northeast to southwest. They operate basically in that flow and would be taking off then in either one of those two directions; their landings would be on those runways. Naturally, with the cross-wind runways we would

expect use but they would not generally be used under instrument conditions, because instrument runways are the 422, the northeast-southwest runways.

GOVERNOR MEYNER: I think you can return to your former seat. I was asked to ask you: Do you have any complaints about noise at Idlewild five, four and three miles from the beginning of the northeast-southwest instrument runway; i.e. beyond the 3-mile buffer zone? I think what they are talking about is, do you have them four, five and six miles away - complaints about noise.

MR. FALLON: Our analysis of those complaints, Governor, - and we do analyze the complaints, and the NATCC analyzes the complaints, and it becomes immediately obvious, as you look at the black pins on the map, that the majority of complaints are from the close-in areas, dwindling off to only a scattering of complaints as you move further out.

GOVERNOR MEYNER: But you do get some from four, five and six -

MR. FALLON: <sup>ok</sup> Very few. We definitely get them and you get them on particular days and under particular circumstances.

GOVERNOR MEYNER: Then, of course, you get more in the summertime than you do in the wintertime because of the closed windows.

MR. FALLON: That's right. But the basic horrible complaints and complaints of horrible noise results are from areas that are as close to the end of the runway or the beginning of the runway as two and a half miles. And this is obviously in the center of the airport on the layout that we are proposing.

GOVERNOR MEYNER: Thank you very much.

Mr. Peter Weber.

Might I ask you not to read and to be brief?

P E T E R W E B E R: I'll be shorter if I read.

GOVERNOR MEYNER: I have a mandate against reading, and I know you have no trouble talking.

Mr. Weber: Thank you, Governor.

Gentlemen of the Assembly and the Senate, State representatives and United States representatives -

GOVERNOR MEYNER: Do you want the airport, or don't you?

MR. WEBER: I certainly do.

GOVERNOR MEYNER: Why?

MR. WEBER: Well, my name is Peter W. Weber, and I reside at 549 Park Street, Montclair, New Jersey. That happens to be a part of Essex County, but also in my official position as a representative of Labor, I represent the Operating Engineers Union which embodies the 21 counties of the State of New Jersey, and I appear in my position here with no apologies to anyone.

I feel, in the position I hold in Labor, that the impact of this airport is one of importance, not alone to those who labor and will seek employment and the construction of that airport, but I feel that it will affect every individual who is a taxpayer in the State of New Jersey.

Mr. Governor, I am used to criticism pro and con, but you never receive such criticism from people who seek employment and when they are out of work, and when their families don't receive any income to carry on their duties and responsibilities as employees who are responsible as breadwinners to carry on the functions of their families.

GOVERNOR MEYNER: Well, there is no doubt that if you

were to construct an airport in northern New Jersey, you have a large number of people in your Union who would get employment; is that right?

MR. WEBER: They sure would.

GOVERNOR MEYNER: Now, over and above that, how do you think it is going to serve all the people in northern New Jersey?

MR. WEBER: I think it would have a great effect on the State of New Jersey, worldwide, because it would be an airport that would receive traffic from all corners of the world. I think it would put the State of New Jersey back on the map where it should be. [Boos]

GOVERNOR MEYNER: If there is anything else you want to add, I think -

MR. WEBER: Well, I can talk for another couple of hours if you'll let me.

GOVERNOR MEYNER: I am trying to hold each side to about two hours so that I can get as many people as possible.

MR. WEBER: I would like to say, Governor, that the President of the Building Trades in the State of New Jersey, who represents over 100,000 skilled mechanics, asked me to say this, that he is in favor of the jet airport in Morris County and that he is against Bill 218. I also have a personal knowledge of the residents who are in that area and are represented by the Morris County Building Trades that they are in favor of the airport in Morris County. [Boos]

GOVERNOR MEYNER: Now, be kind to your neighbors.

MR. WEBER: We feel, Governor, that the Morris jetport in its early phases will provide a tremendous spurt to our economy by involving all phases of construction and activities

and their related components, calling for thousands of workers and million of dollars being spent on materials, which would have a terrific impact on our financial structure in the State of New Jersey and could eliminate the possibility of an unemployment situation such as we had here last winter, where 90 per cent of the construction workers and many connected with industry with jobs as a part of construction of this airport would be affected. I feel that the ones who would benefit mostly would be those in the petroleum industry since that would provide the petroleum products necessary to fly the jets.

GOVERNOR MEYNER: Thank you very much, Mr. Weber.

[Applause and boos]

Anthony M. Hauck, Jr., of Whitehouse, New Jersey.

Will you be brief, please?

A N T H O N Y M. H A U C K, J R.: Your Excellency the Governor, ladies and gentlemen, I will try to be brief, but I am representing one of the few groups other than Labor and other than the experts who oppose Senate Bill 218. I represent a group of citizens right in the middle of the Solberg-Hunterdon airport area, known as the Hunterdon-Somerset Association for Progress. We are not in favor of and we do not want the airport in Morris County but we do want the airport at the Solberg-Hunterdon site.

This organization was started two weeks ago by two men. These two men were conscious of the fact that the County of Hunterdon had been hysterical for a year and a half over a jet airport. With that in mind, they thought they would make a personal survey, which they did. They called on some twenty or twenty-five friends and neighbors of theirs right in the

territory and they were surprised and astounded to find out that these people were not only in favor of a jet airport either a hundred per cent, or were in favor of it but afraid to say anything because of the many people who were opposed to it.

So they formed this organization and they incorporated, and the papers are filed in Flemington and in the Secretary of State's Office.

This Association is against Bill 218. It is for the jet airport at the Solberg-Hunterdon site. It is for the introduction of industry in northern New Jersey. It intends to give information to the voters in Hunterdon County in favor of the jet airport and try to bring industry into the County of Hunterdon.

The reason why these people are in favor of this jet airport, your Excellency, is because of the fact that their taxes have increased incessantly, and I have here some typical tax bills from the Readington Township area. I have a tax bill for 194 acres. - in 1950, \$489.37 -

GOVERNOR MEYNER: Mr. Hauck, you are for a jetport in Hunterdon County; you represent an Association that is for it; and you are going to go out and try to sell the airport for Hunterdon County.

MR. HAUCK: We are also against the bill, your Honor, and I think we should have the right, in view of the many speakers who will be for this bill, to have a little time.

GOVERNOR MEYNER: Well, I am sure that each one of these people would like to speak 10 or 15 minutes. [Applause] But we'll just have a practical limitation.

MR. HAUCK: The 1961 tax bill is \$1548., and that's only

one of the many that I have here. These people our opponents will say are selfish. They are selfish. They are selfish because they want to do something about the taxes. They are selfish because they want to sell their farms even to the Port Authority - like the other gentleman here, Mr. Wescott, and his neighbors sold to the Department of Conservation and Development and got a fair price in money. They want the right to have some of the 30,000 jobs, the 150,000 jobs, that are coming in here; they want the right to build up this country by economic development.

I call your attention to an article in NEWS WEEK magazine of this week. This is Khrushchev talking, Governor Meyner. [Boos] "We, the country which has existed for only 44 years, have come to occupy second place," declared Nikita Khrushchev. 'England, mistress of the seas, which had Africa and Asia, we left behind. We left France behind us too, comrades. There is only America, and that country can be compared to a worn out runner, and our Socialist country - young, strong, organized, mobilized - is snapping at the heels of America.'" And he goes on to tell that he won't do this by an atomic war but by an economic war. And I say that industry in the State of New Jersey, as set forth in this report, the many jobs, the many homes - wherever it is - will help this country maintain its prestige of first place against the Communistic nations.

GOVERNOR MEYNER: Thank you very much.

MR. HAUCK: Now, we are against this bill because it is unconstitutional; it is against Article I of the New Jersey Constitution; it is against the Fourteenth Amendment of the United States Constitution; and, your Honor, what it has said - and

sometimes I think we are sending too many lawyers to the Legislature. I am a lawyer and I was in the Legislature. The Legislature has said that a jet airport is a nuisance per se in 7 counties, but it isn't a nuisance per se in Bergen or Hudson or Monmouth, or other counties. We have orderly procedures in the courts by way of injunction to prevent a jet airport that is a nuisance. If the Legislature is allowed to do this, your Honor, then the Legislature can come in and say, "You cannot be a dairy farmer in the County of Hunterdon, the County of Warren; you cannot occupy a service station," and we say it is unfair and it is not good legislation. We also say that it takes away the right of home rule.

Chapter 40 - sub-chapter 40 of '55 gives the municipalities the right of planning and zoning, and I will give to you a brief on the question of the constitutionality of this statute, and we say that it is against home rule and we are opposed to it.

GOVERNOR MEYNER: Thank you very much, Mr. Hauck.

MR. HAUCK: I meant to say, your Honor, that I expect to be paid.

GOVERNOR MEYNER: Mr. Charles Marciante, New Jersey State Federation of Labor - Secretary-Treasurer.

C H A R L E S H. M A R C I A N T E: In order to save time, as it is growing late and as the occasion calls for brevity, I have submitted my statement for the record. However, I want to point out that the 300,000 members of the A.F. of L., as stated in the past - that we are in favor of a jetport in North Jersey. In fact, we were the first organization in the State to endorse the Port Authority's proposal, and we of the State Federation ask you, Governor, to veto Senate Bill 218.

Thank you. [Applause]

GOVERNOR MEYNER: I have about 10 minutes more for the opponents. Now, who is eager to speak? I have a number of requests here. I will give you three minutes and then I will ask that you stop.

DANIEL A. PETRINO: Governor, ladies and gentlemen.

GOVERNOR MEYNER: Please sit down and talk in the mike. Do you want me to sign the bill or don't you?

MR. PETRINO: I do not want you to sign the bill.

GOVERNOR MEYNER: All right. Explain why.

MR. PETRINO: Ladies and gentlemen, as a world war veteran, have respect for me and have respect for the flag. [Boos] Please do not boo.

My name is Daniel A. Petrino, Trenton, New Jersey. I am a World War II veteran. I have a disability, World War honorable discharge from the First Cavalry Division. I am here today to represent 40,000 working-class people, 50,000 World War II veterans who signed my petition as an independent candidate for Governor. [Rumbling throughout audience] My ancestors came here -

GOVERNOR MEYNER: Let's address our remarks to the bill and not to your candidacy for Governor. [Applause]

MR. PETRINO: Written in law by Congress is a phrase of the public interest. Theoretically an individual or business firm or newspapers is not permitted to damage the public interest, but it is done right along by the organized groups of newspapermen and also citizens which gives them immunity from punishment by casting their support for the candidate or the political

party which plays their game.

I am a World War II veteran [laughter in audience] and I am a Republican on record. I am not allowed to pass my opinion on any state views or back Governor Meyner on his views, on his issues, in favor of a Morris County jet airport. According to some newspapermen, to buy votes in New Jersey - to buy votes in New Jersey - is not a crime. But to line up votes in the New Jersey Legislature in behalf of special interests, in behalf of special people and interests, isn't a crime. To allow political leaders, with their campaign funds withheld by their group until assured of who's going to support which -

GOVERNOR MEYNER: Your three minutes are up.

MR. PETRINO: Just a minute, Governor. I would like to speak on the jet airport here.

GOVERNOR MEYNER: Your three minutes are up.

MR. PETRINO: Let me speak on the airport.

GOVERNOR MEYNER: No, your three minutes are up.

MR. PETRINO: Let me speak on the airport.

[Laughter]

GOVERNOR MEYNER: Your three minutes are up. I've got to conclude this.

MR. PETRINO: Let me speak on the airport.

GOVERNOR MEYNER: No, your three minutes are up.

[Applause]

MR. PETRINO: This is not a free state. You won't let me speak.

GOVERNOR MEYNER: I'm told that there are five or seven or eight minutes left, and I am told that the Federal Aviation people want to leave. I think I will call just two others.

J O S E P H   J O H N S O N :

GOVERNOR MEYNER:    I understand that you are from the Washington Office of the Federal Aviation Agency.

MR. JOHNSON:        That is correct, sir.

GOVERNOR MEYNER:    I would like the benefit of your experience as to the location of airports with reference to the time interval between the center of population and the location of the airports.

MR. JOHNSON:        Well, Mr. Bakke talked briefly on that point, I believe. We have found as a matter of experience over some 20 years in planning and developing airports that when you exceed - [Shouting by a member of the audience]

GOVERNOR MEYNER:    Any more outbursts like that and I will ask the people to leave - please.

MR. JOHNSON:        I will start again, sir. We have found as a matter of experience over some 20 years in the airport development program that we administer that when you exceed a travel time on the ground by common carrier; that is, a common automobile -

GOVERNOR MEYNER:    I think you should speak louder. Spmebody should turn that up.

MR. JOHNSON:        I'll try again. We have found as a matter of experience over some 20 years of planning and developing airports that when you exceed a ground travel time of more than 60 minutes in a large metropolitan area such as the one you are talking about, you then begin to

defeat the purpose of travel. It's a simple matter of arithmetic that when you have to travel an hour at each end of your flight, for example, to fly two hours in the air, you should take some other mode of transportation. So it is our guide, so to speak, that we would not recommend exceeding 60 minutes on the ground in an area such as the one you are talking about here.

GOVERNOR MEYNER: This isn't on the basis of what you recommend but what you can get the investor to invest in or get the public to patronize; isn't that it?

MR. JOHNSON: Exactly. You would not expect public acceptance of a ground travel time more than that length of time.

Now, at smaller cities where the airline distance might be shorter than 500 miles, you would expect that to be even a more critical element on the ground. Where it's a 200 mile haul, we have found that you lose passengers after they have to travel a distance of 15 minutes on the ground, or roughly 10 miles.

So this is a graduated sort of thing. It varies and differs with the size of the cities that you are dealing with.

GOVERNOR MEYNER: Thank you very much.

MR. JOHNSON: Thank you, sir.

GOVERNOR MEYNER: Mr. Buechler, Air Traffic Control Specialist.

So that we can expedite the closing of the one side of the case, or at least changing the pattern - you

have heard the testimony, I think from the beginning, this morning with reference to air space upstairs.

WALTER BUECHLER: Yes, I have.

GOVERNOR MEYNER: I would assume that this is your specialty, is it not?

MR. BUECHLER: Yes, sir.

GOVERNOR MEYNER: What possibility do you see of our being able to alter the conclusion that was given by Mr. Bakke; namely, that there isn't much chance of locating an airport from a point from Stockton to Summit to Greenwood Lake, anything east or south of that, in the reasonably near future? Is there any chance that by some sudden discovery or some sudden research you could change the pattern and dip down into Burlington or some other place than this North Jersey section?

MR. BUECHLER: I'll say, speaking with regard to the South Jersey area you mention, I have made a study of it, and in specific reply to your question - no, I do not foresee a possibility of developing an airport in this area which could adequately serve the metropolitan area, because of primarily the contiguous airway system serving the New York-Washington area. If one area were relocated, it would cause a chain reaction and affect every airway in the area. I do not see the development of aids at this moment that would enable us to reduce perhaps the width of our airways. As a matter of fact, as we go into the faster and heavier jet type aircraft at the higher altitudes, the widths of our airways are increasing rather than decreasing.

GOVERNOR MEYNER: There has been some talk to the effect that if you built an airport with better than a 2-mile runway and better than a 2-mile buffer zone, parallel runways in a north-south direction and east-west direction, the customary ones, that this would not be suitable for Mach 2 and Mach 3 operations that might be coming along some day. What is your thought about that?

MR. BUECHLER: Well, I believe, sir, I am a little out of my area of responsibility when we talk about aircraft performance. As I say, I am primarily concerned with and deal directly with the control of air traffic, and we are now talking in the area -

GOVERNOR MEYNER: Well, you do have some military planes that go into this pattern and you have to give them permission, don't you, in certain areas?

MR. BUECHLER: Well, military aircraft in what patterns are you referring to, Governor?

GOVERNOR MEYNER: Cross country.

MR. BUECHLER: Military aircraft operate in and out of our metropolitan areas of the type that are similar to the carrier -

GOVERNOR MEYNER: But not the Mach 2 or 3.

MR. BUECHLER: We don't have the fast aircraft that you speak of operating in our civil airports.

GOVERNOR MEYNER: You mean, we've got enough problems for the next 10 years without that.

MR. BUECHLER: We sure do, yes, sir.

GOVERNOR MEYNER: Do you want to add anything

to the discussion here or do you want to comment on any points that you have heard raised?

MR. BUECHLER: I have some information which might be of some value in your consideration. I would just like to run down a list of typical day operations in the New York - Philadelphia area with direct respect to the traffic generated at the airports involved.

At LaGuardia Airport, a typical day's operation is something in the neighborhood of 950 flights or one operation on and off that airport every one and a half minutes. Idlewild is comparable to the LaGuardia figure and rapidly increasing almost to the point where both of these airports are near saturation. A peak-day count, a top count at both these airports has exceeded 1100 operations. At Newark, this figure is 600 on a typical day - this is not a peak-day figure - or one operation every 2.4 minutes. And in the Philadelphia Metroplex, 500 is a typical daily count.

For whatever value that information might be, Mr. Governor, I thought I would mention it.

GOVERNOR MEYNER: Thank you very much.

A VOICE: Will he answer a question?

GOVERNOR MEYNER: I asked you to submit questions if you have any. [Question handed to Governor Meyner].

Are you sure this isn't a commercial?

[Reading] "If the FAA accepts the airplane traffic control system designed by General Precision Equipment, would the airway traffic control problem be changed? This system is currently being evaluated by the FAA. Lloyd Edwards."

MR. BUECHLER: I am not familiar with the GPE system. As far as I understand, the system has not yet been evaluated.

GOVERNOR MEYNER: Thank you very much.

I want to express my appreciation to the Federal Aviation Agency for having sent their people here and for their frankness in giving us their views.

MR. SHANLEY: Are they here, Governor, in their official capacity?

GOVERNOR MEYNER: They are here in their official capacity, I would assume. I wrote a letter and I called Halaby's Office, and I was assured by his assistant that they felt that, in view of the fact that the Governor called them and asked them to send a representative who would give their views, they should respond. And I also want to point out to you that there was no effort made to get their opinion in advance, and the first time I saw Mr. Bakke was this morning at about quarter of ten, and the first time I saw the other gentleman was when they came in here this morning. So there was no effort to try to get an opinion in advance or to try to get the testimony warped and biased or favorable.

It is now time to go to the opposition again, or the people favorable to the signing of the bill.

Sister Hildegarde-Marie, I think, has to get away.

I want to congratulate you, Sister Hildegarde, you brought your lunch, I see - you have more foresight than I have.

S I S T E R   H I L D E G A R D E   M A R I E:   No, I didn't bring it. Somebody was very charitable.

I am President of the College of Saint Elizabeth and Chairman of the Institutions Committee of the New Jersey Jetport Site Association. I have listened with a great deal of interest, Governor, to the presentations, and I would hope, as I feel sure you do, that this will be handled in a rational way and decided on the basis of argument. It's a highly complex question and one which is of considerable import to New Jersey, in which it is important to consider not only the desirability of a jetport in relation to the progress of New Jersey but what would be damaged in the proposed areas of its location in relation to the benefits to be derived, and also the technical feasibility of its perhaps being located at some other site.

Now I am speaking in behalf of the schools, colleges and universities in the area that would be affected by the location of the proposed jetport. There are five institutions of higher education. There are 110 public elementary schools. There are 22 public high schools. There are 20 Catholic parochial elementary schools. There are two Catholic diocesan regional high schools and there are 11 private schools, some of them conducted under Catholic auspices, some under Protestant auspices, and some that are non-church related and independent schools.

Now, so far as the public schools are concerned, the municipalities in the area, in taking official action against the location of a jetport in Morris County, I think have expressed the attitude of the public schools and they have protected, as they see it, the interest of the public schools. So I am speaking now for the 20 parochial elementary schools in the area, the two diocesan regional Catholic high schools, namely, Bailey-Ellard High School in Madison; Morris Catholic Regional High School; and then the following 11 private schools which authorized me to express their opposition. And if you will permit me, Governor, I will read that list so that I won't omit anybody that asked to be mentioned.

First of all, the Academy of St. Elizabeth at Convent Station; Del Barton School in Morristown; the Far Hills County Day School in Summit; the Gill School in Bernardsville; Kent Place School in Summit; Oak Knoll School of the Holy Child in Summit; Our Lady of Grace Training School in Morristown; the Peck School in Morristown; St. John the Baptist School in Mendham; and Short Hills Country Day School in Short Hills.

I am speaking also, as I said, for the five institutions of higher education. They are, namely, Drew University; Fairleigh-Dickinson University; Assumption Junior College; Villa Walsh Junior College; and the College of St. Elizabeth.

I think, Governor, you are well aware that official spokesmen for the Board of Education and other official bodies in New Jersey have during recent years been emphasizing the shortage of facilities for higher education in this State and the necessity of doing something about it. To me, it would be rather sad that, through any governmental action, damage would be done to existing facilities for higher education in the State

by locating a jetport in Morris County unless it is absolutely necessary. And I must say, from what I have read and from what I have heard here today, I myself do not believe that it is necessary. [Applause]

I would like to say a word about each of those institutions of higher education: Drew University at Madison. Drew University is one of the leading institutions of higher education, operated by the Methodist Church of the United States. It has been located at Madison since 1867. Dr. Fred Hollaway, former President of Drew University and now Methodist Bishop of West Virginia, was co-chairman with me of the Institutions Committee of the Jersey Jetport Site Association. His recently-appointed successor, Dr. Robert Fisher Oxnam, has agreed to continue in that position held by his predecessor, and he has reaffirmed the opposition of Drew University to locating a jetport in Morris County.

Fairleigh-Dickinson University is well known as one of the fastest growing institutions of higher education in New Jersey and in the nation. It is non-sectarian institution. A representative of the university has informed me that he has been authorized to state that Fairleigh-Dickinson University joins with its sister institutions in opposing a jetport in Morris County, and that the Board of Trustees of the University has adopted a resolution to that effect.

Assumption Junior College and Villa Walsh Junior College are junior colleges operated by congregations of teaching Sisters of the Catholic Church. - The Sisters of Christian Charity and the Religious Teachers-Filippini. They are operated for the education of their own members - for the early college years at least of

that education - for their own members who later will teach in the parochial schools.

The College of St. Elizabeth, of which I am President, is a four-year liberal arts college which is operated by the Sisters of Charity of St. Elizabeth. The Sisters of Charity Mother House has been at Convent Station, which is in the Borough of Florham Park and within Morris Township - the ground lies within the township and borough - has been located there for over one hundred years. It has contributed to and has been part of the orderly growth and development of that area. The College was founded over 60 years ago on the grounds of the Sisters of Charity of St. Elizabeth and was the first college for women to be established in the State of New Jersey - the first, therefore, to offer the opportunity for higher education to women in this State. Its lay graduates are to be found in every sphere of life - in teaching, in law, in scientific research, in medicine, in social work, in dietetics, holding public office, and in the very comparably important role of wife and mother in the family circle.

The Mother House of the Sisters of Charity of St. Elizabeth, however, I think has even greater importance in relation to this problem. The Mother House of the Sisters of Charity is a place of formation and training of the Sisters who staff 104 parochial elementary schools, 28 secondary schools, 7 hospitals, 5 schools of nursing, and other institutions, the majority of which are located in the State of New Jersey.

In the last school year, 1960-61, there were over 65,000 students in the schools conducted by the Sisters of Charity in this State. In the past 10-year period, there were over 85,000 graduates of the schools that they conduct in this State, both

elementary and secondary.

Now, this vast educational effort has been made possible without one penny of tax support through the dedicated lives of the teachers who staff the schools and through the voluntary financial sacrifices of the Catholic people who maintain them. And these people are concerned about what will happen to the Mother House of the Sisters of Charity of St. Elizabeth. I do not in any way hide the fact, Governor, that there is a special interest involved, but an interest that I feel is of great importance to the well-being of this State.

We made known to the parents of the students in the schools in a very simple way that we felt there was an issue here that was of considerable importance. We also asked those who have been served by the institutions we conduct - the five hospitals we conduct in the State of New Jersey - to indicate their opposition to the location of a jetport in Morris County. Now, frankly, we would have been gratified, I think we would have expected that we would receive about 20,000 signatures. We would have been very highly gratified if we had received 50,000. But I tell you I was overwhelmed when signatures just poured in from Bergen, Essex, Hudson, Mercer, Middlesex, Monmouth, Morris, Passaic and Union Counties to the number of 94,000. [Applause] Now, these we were very happy to add to the 30,000 signatures that had been gained primarily through the efforts of the Women's Committees in the municipalities. They were presented to Senator Farley at his hearing a few weeks ago and, through the kindness of Senator Farley, they are present in the chambers here today, Governor, in case you would

care to consider them, and I believe, at the direction of your counsel, they are back of the desk there.

Now, it is my belief that the distinguished members of the New Jersey Assembly and Senate have assessed well the attitude of the people of New Jersey, and that they have acted in the interest of New Jersey in the Bill, Senate 218, which they have passed. And it is my hope, Governor, that you will use the authority of your office to sign it into law. [Applause]

GOVERNOR MEYNER: Thank you.

Well, I had hoped that we could finish this hearing early this afternoon. I think there is one other person I see who wants to speak on it, Frank Bohren.

Do you want to be heard now, Mr. Bohren?

F R A N K B O H R E N: Yes, sir.

GOVERNOR MEYNER: May I suggest that you be brief?

MR. BOHREN: I'll be very brief. You don't mind if I stand, do you?

GOVERNOR MEYNER: You don't want it in Hunterdon, is that right?

MR. BOHREN: I just wanted to be here to speak in behalf of your signing S-218. It might be dangerous to say this, but Lloyd Wescott was here this morning and I would like to think that we were here speaking to you as a friend. They are rather scarce here today. The Democrats are rather scarce here today.

I got into this Citizens Jetport thing about a year ago and, of course, we are very much opposed to it and I wouldn't have taken even a moment or two except that you did allow Hunterdon County to be heard trying to convince you to veto the

bill. When Counsellor Hauck can have as much time as he had to speak for six people, I feel that I should have a minute or two to speak for 15,000 people. [Applause]

GOVERNOR MEYNER: Maybe you can do in one minute what he couldn't do in six minutes.

MR. BOHREN: You betcha. He admits it's 75; excuse me. However, you missed one little question you should have asked him. Did he own any land and who was he paid by, and so forth [Applause].

GOVERNOR MEYNER: I didn't have to ask him. He said he was being paid.

MR. BOHREN: But he didn't say by whom.

GOVERNOR MEYNER: Well, by his clients, I'm sure.

MR. BOHREN: A hundred to one shot, it's Mr. Solberg.

MR. HAUCK: I deny that.

MR. BOHREN: Congressional immunity, or whatever it is - legal immunity - precludes me from saying how I know this, but it's being paid for by Mr. Solberg.

GOVERNOR MEYNER: All right. Now let's get on to the issue.

MR. BOHREN: All I wanted you to consider was - in the expression in a game of poker, "if you're beat on the board you fold up." So, theoretically, as Wayne Dumont and all these experts have testified today, you are beaten on the board because of the legislative stand. In that case, as a friend could we ask you in Hunterdon to get us out from under the cloud in this thing. And we realize from all this conflicting testimony it will be five to ten years before any action is taken. In the meantime, our little county - and I guess Morris

equally as well and all the others - are under a cloud which can be dispelled only by you signing this bill. I'm not sure that you could put it through the Legislature in the next two or three years.

Ray was here this morning speaking, and since I got into the jetport thing I am now also - either Ray Bowkley or myself are going to be in the Senate come November, come January. So that adds one more vote that is going to be against the jetport. So it is not very probable that you could put it through, and I would consider it a friendly gesture to get us out from under the cloud of this thing. When you stop to consider that your Morris County site is 28 miles from New York, no one mentioned it today, but McGuire Field is 50 miles from New York and, as they have told you time and time again you sit and wait half an hour or an hour at the airport, so time hasn't seemed to be that much of an essence. According to the Wall Street Journal, Lockheed is now building a monorail system for Japan for a mile, and if it's successful, which they believe, they are going to build one for 80 miles - I believe the story said just last week. Consequently, with the rapid changing of the picture scientifically and all, it would appear that a little delay of four or five years is going to come about anyway. Then let us out from under this cloud.

GOVERNOR MEYNER: Well, I didn't create the cloud.

MR. BOHREN: I know you didn't create it, but you can let us out from under it. [Applause]

GOVERNOR MEYNER: I have a lot of requests from people who want to talk. I would hope that we can limit it.

[Addressing Mr. Shanley] Can you limit it?

MR. SHANLEY: Limit it on a time basis?

GOVERNOR MEYNER: Well, on the people themselves, because a lot of it is going to be repetitive. I want to give you a chance to clean up on yours. Can you persuade anybody on this list to be modest in time consuming?

MR. SHANLEY: I have promises from each one of them that they will take no more than 3 minutes. I am just speaking about our group.

GOVERNOR MEYNER: All right. Mr. George Bushfield.

Let's try to keep every statement to three minutes now.

G E O R G E B U S H F I E L D: Well, Governor Meyner, I know your mind is made up, but still you are interested in one thing.

GOVERNOR MEYNER: How do you know my mind is made up?

MR. BUSHFIELD: Because The New York Times announced it, and I believe the New York Times.

GOVERNOR MEYNER: Well, the New York Times had no basis from my mouth at least for that statement.

MR. BUSHFIELD: All right, I still know one thing though, from what I know about you, that you are interested sincerely in the welfare of the State as a whole and that you really believe that this jetport is going to help New Jersey as a whole. Now, I am not an officeholder -

GOVERNOR MEYNER: I stated that as a tentative conclusion and I want to hear from you.

MR. BUSHFIELD I have no political ambitions but I do have some facts, and I think you still are interested in facts that concern the State as a whole. I don't know that I can do this in three minutes, because I have devoted some time to

research in this matter, and I hope to bring up some new material. Maybe you'll be interested in it. If you're not, I'm willing to sit down. But in this country today and in this State, there are certain important trends which have to do importantly with a jetport and where it goes.

The 1960 census, for example, shows that this country is going through the biggest population boom in history - 18.5 per cent increase; 28,000,000 new people - the biggest increase since 1910. Now, New Jersey is doing even better. New Jersey's increase was 25-1/2 per cent. It added about a million and a quarter people.

GOVERNOR MEYNER: Much more than our neighbors in New York or Pennsylvania.

MR. BUSHFIELD: Now, if that ratio of increase is kept up in this country, by the year 2050 - and some people alive will live to see it - the population in this country is going to be one billion people.

GOVERNOR MEYNER: When?

MR. BUSHFIELD: In 2050, 90 years from now. New Jersey is not small. We shouldn't think of it as small. It has today 6,066,000. We are eighth in population in the country. But, strangely enough, with this boom that I speak of, more than half of our counties in this country lost population over the last decade. The big cities, the big industrial cities, have been losing population. Your 12 largest cities in rank in 1950 - 11 of those lost population, all but Los Angeles.

Now, the question arises, Governor, if we have added 28,000,000 people, where did they go to if they didn't go to the big cities, if half our counties have lost population?

Where are they? And this is where we get to New Jersey -

GOVERNOR MEYNER: Exurbia, or suburbia.

MR. BUSHFIELD: They are in the suburbs, as you know, which have been three times faster than the national -

GOVERNOR MEYNER: Well, up to this point you have given me facts that I already have. Now, what's the new research, or what's the new point, please?

MR. BUSHFIELD: All right, I'm coming to a point of view. Not by accident, it's the two states that stand for outdoor living, for good living, that have had the biggest burst. That's California and Florida. They have added 5,000,000 and 2,000,000. They're two little towns, or they were little towns, out in Arizona - Tuscon and Phoenix - that were way down on the list. They have just gone crazy - 369 per cent and 311 per cent increase, which is just phenomenal.

GOVERNOR MEYNER: What has that got to do with a jetport in Northern New Jersey?

MR. BUSHFIELD: What that has to do with a jetport in New Jersey is this: The people today want living space, breathing space; they don't want to stay penned up, and neither does industry. And industry is moving out and wanting green acre sites and you, up to now, have been one of the proponents, for which we have honored you, of the green acres idea.

Now, much has been written about this famous megalopolis, from Boston down through Baltimore and Washington - a continuous strip of smokestacks and traffic lights. Well, it's interesting that within that megalopolis there are 48 cities of 50,000 population and above - and it's interesting that 28 of those cities have lost population in this last census. I'm leading up to something here, I hope. The same point -

GOVERNOR MEYNER: You talk about the green acres. Conceivably, you could get an area of 35 or 40 square miles set off for airport use and conservation use.

MR. BUSHFIELD: All right. Let's get down to New Jersey now. New Jersey has an encircling circle of industrial cities too, with Jersey City, Elizabeth, Newark, Camden, Trenton -

GOVERNOR MEYNER: All losing population.

MR. BUSHFIELD: New York, Philadelphia, Easton, Bethlehem - they have all lost population; you're right, and even the famous little town in the County of Warren by the name of Phillipsburg lost 417 people.

GOVERNOR MEYNER: And ten years before, they lost.

MR. BUSHFIELD: Now, New Jersey has this same megalopolis along the Pennsylvania Railroad tracks - our show window for years, has given a terrible picture of New Jersey to hundreds of thousands of travelers. Fortunately, however, this is offset by the fact that we do have this corridor of living space across the center of New Jersey, and I am not talking about Hunterdon now - I am talking about a corridor of three contiguous counties - Morris, Somerset, and Hunterdon, which have got this combination that people have talked about today, including Mr. Wescott, of villages, small towns, hills, rivers, green acres.

GOVERNOR MEYNER: Well, it has an onslaught now of people pushing out trying to buy property and trying to build homes there, isn't that true?

MR. BUSHFIELD: Well, I point out -

GOVERNOR MEYNER: I mean, even the experts who made the studies for Morris County and the two townships point out that this surge is coming there, and they want to resist some of it by zoning; they want to try to preserve their way of life.

MR. BUSHFIELD: I want to build up - I am not someone who simply owns some acres and "don't disturb me" - I am building up here as sincere an interest as you have, Governor, in the prosperity and welfare of this State as a whole.

Now, this three-county area has a value - I'm talking economics, which I assume is what you are interested in. We have heard all about the jobs today and the money. Let's talk a minute about what else this area means that we are going to need vitally. There is no place else where people can go, with this bulge that I am talking about. In this area today, that is, the three counties, we have 460,000 people. By 1975, only 14 years off, the Port Authority themselves say it's going to double to a million people without any jetport. Now, this area - there's been kidding about the facts - it's not a wealthy area; it's an area, as we've heard, of schools and colleges and homes.

GOVERNOR MEYNER: Well, somebody said the income is well above the average. I'm sure it's middle income and it's probably better than average middle income.

MR. BUSHFIELD: It is.

GOVERNOR MEYNER: Well, let's not say it's not fairly well-to-do; it is. It's better than average.

MR. BUSHFIELD: Certainly, and so is New Jersey's. [Applause] The tax value - the true value ratables in this corridor, this living corridor that I am talking about today, is almost three billion dollars. It's two billion seven hundred and eighty-one million, to be exact.

GOVERNOR MEYNER: But they are keeping it for the tax assessor.

MR. BUSHFIELD: Well, it amounts to \$6,051 for every man, woman and child in the area, and, as our labor brother says, "That's ain't hay."

Now, there's one obvious question: Why do I link Hunterdon, Morris and Somerset as one group? Well, there's an obvious answer, because the Great Swamp - and I haven't heard this said before by the FAA or the Port Authority or anybody, but all you've got to do is look at the map - the Great Swamp is exactly 15 airline miles from the Solberg-Hunterdon site. Now, 15 miles is a matter of seconds in a modern jet airplane. We don't dispute and I don't dispute that a jetport is a good idea somewhere in New Jersey, and this is not again a question of putting it in the other fellow's backyard. I'm talking about the economy of the State, and I do maintain that this blockbuster should be placed with as much attention and care for human values as has been paid to engineering values. [Applause]

Now, these new jobs, Governor, that you talk about and the new structures that are built, and I'm down the home stretch.

You didn't look at your watch during the first two hours.

GOVERNOR MEYNER: Well, I was trying to give you a break the first two hours.

MR. BUSHFIELD: Well, thank you. Give me a break -

GOVERNOR MEYNER: After all, you haven't said anything up to this point that we haven't heard before or that isn't in your report. No, really.

MR. BUSHFIELD: Well, maybe not, but you said you had a

new idea. GOVERNOR MEYNER: But you said you had a new idea.

MR. BUSHFIELD: If this is a sounding board, I've spent a good many years in planning and zoning from my area in

New Jersey, and I think there is a reason for a sounding board for a certain viewpoint here, which is the one which you have been a proponent of up to now - which is the green acres idea. All of a sudden we are now talking about the money -

GOVWRNOR MEYNER: I didn't say abandon green acres. You can still have green acres and expand.

MR. BUSHFIELD: All right. I think, Governor, these jobs and these new structures are fine if <sup>they</sup> are pure gain, but if they destroy and depreciate more than they create, they are no bargain for New Jersey. [Applause]

Now, Governor, we've heard a lot today about crying poor, unemployment. You know as well as I do that New Jersey is a prosperous State. Our per capita income according to the last commerce report -

GOVERNOR MEYNER: I have all that.

MR. BUSHFIELD: - was \$2,006, and we rank 8th of all the 50 states of the United States in our income. I say that New Jersey does not have to take this jetport at any price. It does not have to take it and dump it in the middle of one of New Jersey's finest living areas, regardless of what it does to people or their homes or ~~their~~ standards or their human values, or the character of the entire area.

GOVERNOR MEYNER: In other words, you are against the jetport and you would accept a lower rate of economic growth. Is that correct?

MR. BUSHFIELD: I am against it, and I want to make two quick comments and then I'm at my conclusion. I want to comment on one of the appearances here - the airline pilot ~~many~~ who, of course, is representing his Union, which he has a right to do.

I am associated and live with at least 24 pilots in Hunterdon County. I met with a group of them at the Court House in Flemington a year ago; they passed a resolution; they sent a member officially to our public forum, and every one of those pilots - I wish you'd get their viewpoint - they moved out here to get away from a jetport and they don't mind commuting to Idlewild and they hope -

GOVERNOR MEYNER: You get their reaction and send it to me, will you, please?

MR. BUSHFIELD: All right, I'm just giving it to you.

GOVERNOR MEYNER: Why should I?--

MR. BUSHFIELD: Now, you asked several questions today about ownership of land. This is not meant in an unfriendly way with Tony Hauck, for whom I have regard, but it also happens that his client, Mr. Solberg, lives in the same township that I do; I know him; he's a good solid citizen, but he happens to have - he's paying taxes on, in the middle of the Solberg airport, 865.75 acres right this minute, and across the line he owns enough to bring it up to 1,000 acres in Somerset County - talking about some of our men here and how much acreage they own.

GOVERNOR MEYNER: Well, he's one who wants to sell his and the others don't want to sell theirs.

MR. BUSHFIELD: Now, I'll close by making a quote and a prediction, and the quote is from the July 6, 1951, editorial in Engineering News Record - a top professional journal in the field - and they say, speaking of the Port Authority: "And hopefully the court will remind all such authorities that their existence stems, not from their investors, but from the citizens whose representatives created them under the law.

Their bosses are the elected representatives of that public."

And now for the prediction that I promised: I predict if the decision is ever made to put this jetport in Morris or Hunterdon County, it will rank with two other famous decisions or actions. The first is that of the Chinaman who burned down his house to get a roast pig, and the second is the farmer who killed the golden goose to reap all the golden eggs.

Thank you for your patience. [Applause]

N O R M A N J. G R I F F I T H S.

GOVERNOR MEYNER: Will you stick to three minutes?

MR. GRIFFITHS: Governor, I speak for the people of Morris County and I would like to read this. I don't expect to take much more than that. It is three pages, double space.

GOVERNOR MEYNER: I don't want you to read it.

MR. GRIFFITHS: This is a summary of a report.

GOVERNOR MEYNER: If you intend to read it, I'll have to call on the next person. I can read. If you'll give it to me, I'll read it.

MR. GRIFFITHS: I would like to read it.

GOVERNOR MEYNER: We're at a rather late hour. Some of these people want to get home. I am making the rules. I say, let's try to get through.

MR. GRIFFITHS: Did you discuss the rules with anybody? You just made them arbitrarily. I'd like to read this and give you some figures, and I think I have a right to as a citizen of New Jersey and as Director of the Board of Freeholders of Morris County.

GOVERNOR MEYNER: All right, if you people want to stay.

MR. GRIFFITHS: [Reading]

As Director of the Morris County Board of Chosen Freeholders and as a member of the Morris County Planning Board, I am appearing to support signature by you of Senate Bill No. 218.

In December of 1959, when word of the proposal by the Port Authority to locate a major jet airport in Morris County first leaked out, the Morris County Board of Chosen Freeholders recognized that such a facility would have a tremendous effect on its surrounding area and on the County as a whole. With this in mind, an appropriation was made in the 1961 County budget to have an objective study made of just what the economic and social effects of such an airport would be.

This study, made by United Research, Inc. of Cambridge, Massachusetts, makes the important point that different possible sites for a major jet airport vary in their suitability to receiving such a facility--that an airport might be entirely appropriate and creative to its surroundings in one case, and highly unsuitable and destructive to the surrounding area in another. If such a facility were to be located in an area with no intensive development already in existence, the future use of the land for miles around the site could be appropriately planned to fit the high noise levels and congestion such an airport would bring. If such a facility were to be located in the middle of an area already having a considerable amount of intensive development, however, this would not be possible, and as a result many tens of thousands of persons would suffer--not once or occasionally, but every day and night.

The area proposed for a jetport in Morris County has been referred to as the Great Swamp, implying that it is a large area of little or no development. Actually it is an area that is surrounded on many sides by a high concentration of desirable residential development. Within 5 miles of the center of the proposed site, there is a population of more than 70,000; in the area within  $7\frac{1}{2}$  miles there are over 195,000 persons, and within 10 miles, over 400,000.

It is these people who would have to bear the brunt of the disrupting effects that an enormous jetport would have if it were located at this site--the noise of low-flying jets, the traffic congestion on highways, the increased demands for more intensive development of all kinds, and the increased pressures on already hard-pressed municipal budgets. In short, for the outer part of this area, a new major airport would mean only a great intensification of the very trends and conditions that most of the residents moved into this area to escape. For much of the area within 5 to 7 $\frac{1}{2}$  miles, however, it would mean a complete change of community character from what now exists and from what is sought by the present residents. Within the closest part of this immediate area, some 10,000 to 16,000 persons at their homes, churches or schools would be subjected to noise levels far above what is considered to be an acceptable maximum for residential areas; this number would be in addition to the approximately 2,500 residents who would be displaced from the site itself.

It is obvious that the imposition of such a facility on a site such as this would be completely contrary to the intent of the Legislature in its adoption of planning legislation that grants to each municipality the powers to shape its own destiny in terms of land use and physical development. It would also be contrary to the objectives of the 60 million dollar Green Acres program that is slated to be on the ballot this year, since this is a conservation and wildlife area that is unique in size and type to the entire northeastern seaboard, and especially since it is one of the largest remaining green areas within the Metropolitan Area close to population centers.

True value of ratable properties in only those municipalities lying entirely within a 10 mile radius of the center of the proposed jetport amounts to over one billion eight hundred and ten million dollars. Of this value, 72.6%, or more than 1.3 billion dollars, is attributable to residential properties.

Air operations from the proposed jetport are conservatively estimated at 550 take-offs and landings per day. These movements would be concentrated between 8:00 AM and 10:00 PM when they would occur on an average of every 1½ minutes! At night between 10:00 PM and 8:00 AM, they would average one every 7 minutes!

The report estimates the jetport would generate in the vicinity of 36,000 vehicle movements per day. Such a volume of vehicles would cut deeply into the capacity of the proposed freeways which have a projected total capacity of just 60,000 to 90,000 vehicles per day each.

In addition to these factors and the serious traffic load that would be added to the local road system in the area, a jetport at this site would produce unbearable noise levels over Jockey Hollow National Historical Park and over the adjacent Lewis Morris Park, a key area in our County Park system. A major airport at this site would also interfere with the plans of the U.S. Corps of Engineers for providing flood control protection for the entire Passaic River Valley.

It has been argued that Northeast New Jersey will suffer in its economic growth if a jetport is not built in this general area. However, without the jetport, among the 21 counties, Morris has jumped in estimated value of industrial plan approvals from 12th in 1959 to 4th in 1960 to 2nd in the first third of 1961, according to New Jersey Department of Labor and Industry statistics. The Port Authority's own report on the economic effect of a new major airport quotes a projected population growth without the proposed jetport of 54% for Northeast New Jersey between 1956 and 1980, and an employment growth of 66% in the same period. In the "Outer Belt" in which Morris County is located, these growth figures are 172% for population and 165% for employment in the twenty-four year period. In terms of population, this would represent a 1960-1980 numerical increase of nearly double the 1940-1960 increase for all of Northeast New Jersey; in the outer ring it would mean a numerical increase of well over three times the 1940-1960 rate.

For Morris County itself, a 1985 population of 730,000 is projected; a size that was exceeded by only 24 counties in the entire United States in 1960. I submit that this area does not need any further economic stimulation--we have all the growth we can handle right now.

In conclusion, the Morris County Board of Chosen Freeholders supports Senate Bill No. 218 for the following reasons:

1. At the Morris County Site, a major jet airport would be extremely disruptive to an area that already has a very extensive amount of desirable residential, research laboratory and industrial development and that is already contributing its full share to the Northeast New Jersey Metropolitan Area;
2. Such a facility in this area would be entirely contrary to the efforts of both the legislative and executive branches of the State Government to stimulate future planning on the local level, and in conflict with the objectives of the new Green Acres program;
3. Responsible projections of both population and employment indicate that the economic stimulation that would be brought by such an airport is entirely unneeded in this part of the State.

For these reasons, the Morris County Board of Chosen Freeholders strongly urges you to sign into law Senate Bill No. 218.

And I predict, Governor, that if you don't sign it, when the Port Authority makes its application for extension, there will be somewhat more against it and they will never get it, and I hope that you will sign the bill.

GOVERNOR MEYNER: Thank you. So that there will be an orderly termination of this hearing, I am limiting any further statements to three minutes each. And please do not read - talk into the microphone

and the rest of the people will hear you.

F R A N K P H I L L I P S: My name is Frank Phillips of the Jersey Jetport Site Association.

Joel Jacobson would have us believe that the prosperity and growth of this State has sagged under your administration, Governor, but I know that you and I are both happy and proud that it hasn't, and I noted that on the presentation on Channel 13 you made note of that on page 27 and 28, and again on your TV Program on Sunday night.

The only new point that I have to bring out is as I have shown you on page 3 of the memo, and its a question of the southern counties versus the northern counties. We have had tremendous growth but it's all in our northern area and it's going to continue, but the southern counties are lagging very badly.

GOVERNOR MEYNER: No, we've had a tremendous growth in Burlington and Camden and Gloucester. There's no question about it, and Delaware Valley is one of the most rapidly growing areas.

MR. PHILLIPS: Notwithstanding Delaware Valley, I have all the figures on counties and I will be glad to go over them with you privately. There are building or built in this State 120 some industrial parks - the newest phenomenon in the State; 108 of them are in the northern counties; 13 are in the southern counties. [Applause] And in population, in retail sales, in covered employment, in new manufacturing establishments, the northern counties are far ahead and the southern counties are not holding up.

GOVERNOR MEYNER: Well, I don't know why it is. You've got "Covered Employment, Increase 1959 over 1950 - northern counties 146,000; southern counties 46,000." You've got a ratio of about four to 1. You've always had. They are increasing proportionately.

MR. PHILLIPS: And the areas are equal. Now, to have this prosperity continue in our State, we've got to have the southern counties do their bit, which they're not doing.

GOVERNOR MEYNER: They are. Proportionately, they -

MR. PHILLIPS: They are not proportionately. Their areas are the same.

GOVERNOR MEYNER: I've looked at the census for the last 10 years.

MR. PHILLIPS: Well, this information comes out of your Department of Conservation and Economic Development, Governor.

GOVERNOR MEYNER: I think you're getting to a conclusion I can't get to on those facts.

MR. PHILLIPS: But we can have our prosperity and our growth; we can have our good residential sections; we can create our own growth-generator right in this State that New York, Philadelphia and Pennsylvania will patronize instead of it being a connecting link -

GOVERNOR MEYNER: How?

MR. PHILLIPS: A port in South Jersey will be accessible to all New Jersey cities: Atlantic City, Vineland, Camden, Trenton, Asbury Park, or even Passaic and Paterson via highways. Let's build for New Jersey, not to glorify the Port of New York [Applause] but to improve New Jersey.

GOVERNOR MEYNER: Well, how do you answer the suggestions of the experts that there is no room upstairs in those areas? Do you just say goodbye, or "you're crazy," or -

MR. PHILLIPS: May I answer that, Governor? I have heard the experts speak. I have talked to several pilot friends of mine. They say that this immovability of the airways is "for the birds." Every week they get bulletins and maps that they are shifting the airways. [Applause] And they said that surely in ten years -

GOVERNOR MEYNER: Maybe that's exactly why they are pilots and not employed by the Federal Aviation Agency. [Boos]

MR. PHILLIPS: Well, the pilots also say that they won't fly into Morris - it's a soup-bowl, it's a hazard. They have to worry, not when things are all right, but when they've got an engine out or something of that sort, and those hills are bad, but the-worst hazard of all is the mental hazard of town after town after town all around the clock. If they miss, they know they are going to plow into a town, and they don't like it.

GOVERNOR MEYNER: Well, how about Long Island and Idlewild? If they miss, they know they are going to hit a town.

MR. PHILLIPS: I am not speaking for any pilot, Governor; I am speaking for Captain J. D. Smith, Safety Chairman of the ALPA, of the whole ALPA, not a regional man. And I did not hear this man say he was authorized to speak for his membership; he represented them. I know dozens and dozens of pilots.

GOVERNOR MEYNER: Well, they didn't -

MR. PHILLIPS: All right. I won't quibble with you.

But they don't like this site. And the airways can be moved certainly in 10 years. The pilots are getting changes every day. [Applause]

GOVERNOR MEYNER: Thank you, sir.

J A M E S M. H E N D E R S O N: Your Excellency Governor Meyner: I am James M. Henderson, Mayor of the Borough of Chatham in Morris County, and Vice-Chairman of the Jersey Jetport Site Association.

I wish to bring to you the expression of a number of the Mayors of directly-affected municipalities by the proposal of the Port Authority that a jetport site be set up in Morris County and urging you to sign into law Senate Bill 218.

[Reads the following letter]

June 26, 1961

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

Dear Governor Meyner:

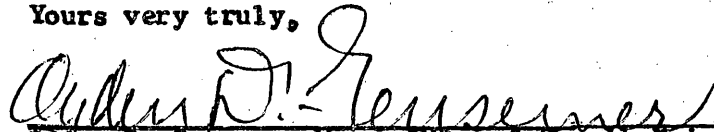
This letter is to reaffirm our strong, positive conviction that there should be no major jetport constructed in Morris County or contiguous counties, and that every possible means be furthered to consider the feasibility of a jetport location in southern New Jersey.

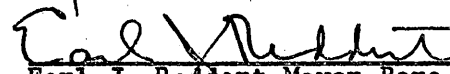
We, the undersigned as Mayors of communities which we feel would be adversely and even disastrously affected by a jetport, firmly believe in preserving the orderly planning which has characterized these communities through the years, and in the well-conceived planning for their future development.

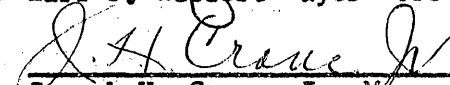
Professional authorities evaluate our areas as having increasing economic importance in planned growth, and we believe that this, coupled with the necessity of preserving our Green Acres and their conservation values, makes it imperative that the present and projected character of these areas be maintained.

Your sincere interest in the growth of New Jersey and in the preservation of its remaining Green Acres is widely known and is highly commendable. Therefore, for the reasons which have been expressed, we most sincerely urge that you give your deepest consideration to the effect on our communities and the entire area encompassed in the Senate bill 218 which we trust you will approve.

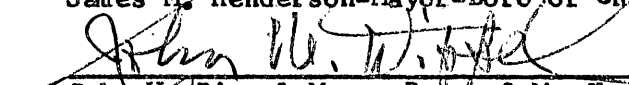
Yours very truly,

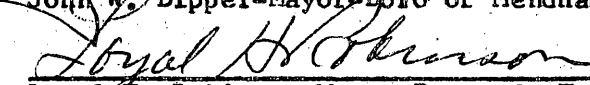
  
Ogden D. Gensemer-Mayor-City of Summit-Union County


  
Earl J. Reddert-Mayor-Boro of Madison-Morris County

  
Joseph H. Crane, Jr.-Mayor-Boro of Florham Park  
Morris County

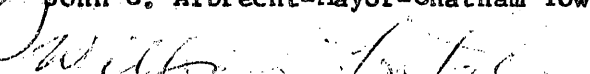
  
James M. Henderson-Mayor-Boro of Chatham-Morris County

  
John W. Dippel-Mayor-Boro of Mendham-Morris County

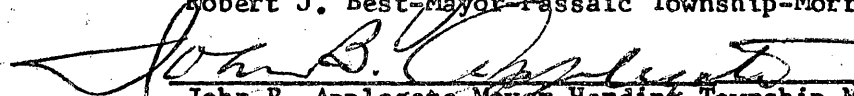
  
Loyal H. Robinson-Mayor-Bernards Township-Somerset  
County


  
Michael J. Nervine-Mayor-Boro of Bernardsville-  
Somerset County

  
John C. Albrecht-Mayor-Chatham Township-Morris County

  
William Fritze-Mayor-Hanover Township-Morris County

  
Robert J. Best-Mayor-Passaic Township-Morris County

  
John B. Applegate-Mayor-Harding Township-Morris County

  
J. R. Manahan-Mayor-Town of Morristown-Morris County

*David H. Sutton*

David H. Sutton-Mayor-Parsippany-Troy Hills Township  
Morris County

*John W. Ginty*

John W. Ginty-Mayor-Morris Township-Morris County

*John Roach, Jr.*

John Roach, Jr.-Mayor-Town of Dover-Morris County

*Alfred C. Storer*

Alfred C. Storer-Mayor-Mendham Township-Morris County

*George T. Loman*

George T. Loman-Mayor-Township of Berkeley Heights  
Union County

*Frank T. LeBart*

Frank T. LeBart-Mayor-Boro of New Providence  
Union County

*John E. Duetsch*

John E. Duetsch-Mayor-Township of Livingston  
Essex County

*W. B. Gero*

W. B. Gero-Mayor-Township of Millburn-Essex County

*Alfred J. Hartung*

Mayor, Borough of Mountainside

GOVERNOR MEYNER: You took five minutes.

May I make one plea, - please do not read; tell me what you want to tell me; and let's get it over with.

R E V. T H O M A S S. M U T C H: My name is Mutch; I'm a Presbyterian Minister in Morristown, and I am speaking for twenty-two ministers whose pastorates are either in the airport site or adjacent to it.

GOVERNOR MEYNER: And the twenty-two ministers do not want the airport.

MR. MUTCH: We are, naturally, very much concerned about it and we ask you this: 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 do ask you that human values should have at least as much to do with determining its location as purely technical and economic considerations.

I am giving you this statement for your consideration.

[Applause]

GOVERNOR MEYNER: I now have even a higher regard for the ministry. [Applause]

Who else wishes to be heard?

Please state your name for the record.

J O H N W. N O L A N, J R.: I am John W. Nolan, Acting Mayor, Chatham Township. The Mayor is away on vacation and I am filling in for him today at this hearing.

As a member of the Township Committee and as a member of the Planning Board, the jetport does not in any way fit into the plans of Chatham Township as they have been formulated over the last 20 years. I would represent to you that, if

this goes into effect, it will destroy half the ratables of Chatham Township. We will not be able to survive. It will be a bankrupt community.

At the present time, some six thousand people are living in the community and they like the way they are living at this time. They would like to maintain it and, as their representative, I ask you to sign Senate Bill 218.

[Applause]

FREEHOLDER JOHN B. DONOHUE: I am Freeholder John B. Donohue representing Union County. At the last meeting of the Union County Freeholders we passed a resolution unalterably opposed to the jetport in Morris County, but we were more interested in Newark Airport. We do not want jets there. We have been sprayed by airplanes in Newark or the Elizabeth area for the last several years and many hundreds of lives have been lost due to this and we feel that the area for a jetport should be in southern Jersey and we are so on record. Thank you.

ROBERT G. BOYD: Governor Meyner, I am Robert Boyd, Administrator of Morristown Memorial Hospital. I represent three hospitals in and around Morristown, namely: All Souls', St. Clare's and Morristown Memorial Hospital. In addition, Morris View Hospital has taken a position against the jetport and urges that you sign S218. But they have stated their position in a separate letter.

I have a letter here, but I will leave it with you. It states as the major reasons of these hospitals against the jetport, the matter of noise, psychological distress, especially to sick people, neighborhood congestion and adverse changes in the character of the community.

I thought it might be helpful to find out what has happened in hospitals that have been under the jetport gun and therefore I talked to two of my colleagues who are administrators of hospitals in such a situation. One is William Cosma, administrator of Peninsular General Hospital, Edgemere, in Rhode Island. Their hospital is about seven miles

east of Idlewild. He stated to me that his greatest concern is that one of these days one of the jets may crash right into their hospital. He says he has been up on top of their hospital ---

GOVERNOR MEYNER: That hazard is less of a hazard than you might have from the motor car or the railroad. (Demonstration by audience.) Statistically it hasn't been refuted.

MR. BOYD: I am sure that is correct, Governor Meyner, in terms of statistics. I think we have a special group of people in the hospital who merit special consideration, namely, they are sick and they are helpless.

GOVERNOR MEYNER: Well, would you suggest, for instance, the U. S. Naval Hospital at St. Albans, Doctors' Hospital in Queens, St. Joseph's Hospital, Rockaway Beach Hospital, Mary Immaculate Hospital, Jamaica Hospital, U. S. Naval Hospital, Massachusetts General Hospital, Holton General Hospital, City Hospital, Massachusetts Institute of Technology Hospital - all of whom are closer to airports, to Idlewild and Boston, - be relocated or we close down the airports?

MR. BOYD: I wouldn't advocate that, sir, but I would not advocate getting in their situation if at all possible.

(Applause)

The most serious thing that Mr. Cosma told me was that the doctors and personnel complained repeatedly because he said the noise of the jets is such that you can't talk and it interferes in patient care.

There is another serious aspect of this - and I am sure you are aware of it - and that is, the quality of patient care

in a hospital has a direct relationship to the extent of teaching in the institution. And I can certainly appreciate this administrator's statement that it interferes with teaching in the hospital - student nurses, lab technicians, x-ray technicians, internes and residents.

The other administrator to whom I talked had one other significant thing to say. He is Francis C. Loophold, administrator of Jamaica Hospital, which is located three miles, he tells me, approximately, from Idlewild.

GOVERNOR MEYNER: What hospital?

MR. BOYD: This is Jamaica Hospital, Long Island.

GOVERNOR MEYNER: Well, it is 4.2 miles.

MR. BOYD: 4.2. He stated more or less the same things as Mr. Cosma, but he said one other thing that I thought was very significant. He said "You know we have been complaining about these things for years and we don't get any place." Now, to me that is very significant because it shows either that the P.A. brazenly disregards the complaints of a substantial number of the citizenry or else is unable to do anything about it. (Applause)

MRS. C. T. DOWNEY: Governor, I am Mrs. C. T. Downey from the Borough of Chatham. I wish to present to you some 125 resolutions that have been received by the Jersey Jetport Site Association from various organizations within the directly-affected area. These resolutions protest the building of a jetport in North Jersey. I hope you will sign bill S 218. (Applause)

GOVERNOR MEYNER: Thank you.

MR. GEORGE K. BATT: Governor, I am George Batt, Chairman of the Citizens Committee of the Jersey Jetport Site Association. Governor, we have called that by that name rather than the Anti-Jetport Association because from the start we wanted to be constructive. We wanted to feel that we were working for the interest of the entire state, not just one part of the state.

On our fourteen-page report to you, sir, we had quotes from Secretary of Interior Udall on the matter of conservation and its importance.

We quote from Senator Williams who recently in his amendments to the Federal Airport Act was speaking on conservation. We have a quote from the FHA to their various regional supervisors on the inability to make loans in areas adjacent to an airport, and also, Governor, from 14,000 miles away, an article from Kenya, Africa, on jets or wildlife.

But, Governor, we think that the best reference of all on the question of people versus the modern airplane was made by you yourself in 1960 in Dallas, Texas, in which you said, Governor, in a speech before the Wildlife Management Institute - and I am quoting: "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 and that of all the people of New Jersey could have been made than your statement in that Dallas speech.

We of the Jersey Jetport Site Association and the tens of thousands of people who support our views and your thoughts as set forth in that Texas speech thank you and pray that you will sign S 218. (Applause)

GOVERNOR MEYNER: You were applauding me, weren't you?  
(Rumble by audience)

JOHN B. APPLGATE: Your Excellency, this is a bad spot to follow in after that very warm welcome.

GOVERNOR MEYNER: Didn't you research my speeches too?

MR. APPLGATE: No, I didn't.

I am John Applegate, Chairman of the Harding Township Committee, which is at the core of the site, and I would like to get to the core of the problem which you so kindly invited me to assist with, namely, what should your disposition be as to signing or not signing S 218.

I think the thing got off the track a way back in my humble opinion. I am not good at reading all these surveys, although I have tried to struggle through them, your Honor, and I know what a task you must have had because you have had more of them than I have had to go through. But through careful planning, I believe, the fundamental issue was forgotten about and we jumped into the third, fourth and fifth stage of this rocket journey without examining the first stage. And I think the Port Authority very carefully calculated us to do just that.

Today, as I sat here, I have heard much about money,

economics, profits and jobs and so forth, but until Sister Hildegarde took the microphone, I heard very little about people. (Applause)

There are only two reasons that I can offer as suggestions to assist in this difficult decision. One reason is that the equities call for this. You and I know what those terms mean. This is not a legal problem. Obviously, from everything I read in the press, it is not a political problem. It is, therefore, a weighing of the equities. And, Governor, all of these fine things about profits and this economy and this great prosperity that I don't think we can afford - (Laughter) - it has to be weighed against something. Everybody is for progress, but at what price and to whom?

Now, before I finish - and I am mindful of my time - I must get this over because it seems to have been overlooked by so many people. The Port Authority is not suggesting the taking of our land in the northern counties for a water supply for the City of Newark or the City of Jersey City if they needed it. It is not like the gentleman mentioned here about what happens when highways are needed and are taken.

GOVERNOR MEYNER: One of the experts said that ---

MR. APPLGATE: Governor, I want to abide by your rule. I want to rush through. (Applause) The one thought I must get over is that the Port Authority, as I understand their whole report and their project ---

GOVERNOR MEYNER: You're not fighting the Port Authority. We're talking about the issue of an airport at this moment. (Rumble by the audience.)

MR. APPLGATE: So am I. The airport, however, I agree, wherever they are suggesting it, any one of fourteen places -- the airport, however, will be utilized by commercial airlines. I may sound naive ---

GOVERNOR MEYNER: For private business corporations.

MR. APPLGATE: -- for private business corporations. And that is where I say the equation has got to take place, Governor. The people have to be weighed not against a city, for instance, that is starving or dying of thirst and needs my water. I'll have to move out; I've got to give way. But I respectfully suggest that I don't have to get out of my house for one of the airlines to make a profit and run an affair there if the rest of the people don't want it that way. (Applause)

I will conclude with this, your Honor. I'll try very hard to remember, but I did want to make one other statement. I think you ought to sign this 218 for another reason. I think it will do the most good for the cause of the jetport in New Jersey and even for the program of my beloved friends in the Port Authority. And I say that because if you don't sign it, your Honor, and the matter sits in limbo, the Port Authority will persist - they never give up - they will persist in the idea that they can put one in northern New Jersey. Whereas, if your Honor signs this bill, it, at least, while it won't bind - I realize this full well - all future legislatures or governors, but it will for the time being make the recalcitrant servant turn away and go to seek something somewhere else and perhaps find some of the things that these other gentlemen technologically have suggested to us.

Finally, my qualifications, sir - I find no fault with your questions, I own a little plot of ground and a simple home up in New Vernon and I would like to at the same time suggest to your Honor that Mr. Wiley or somebody - I can't quote this, but I think it should be looked at - the qualifications of the sponsoring party in this embracing project - I would look to see the Port Authority's experts or their experience in these things, their degrees of success. And finally I have been informed by reliable sources - and this only goes to the reason you asked the question - namely, whether there is bias or not on any part of the witnesses - that somewhere along around 1947 an amendment was made to the compact, as I understand it, that required that if the Port Authority had any air terminal facilities unpaid for or unliquidated, they did not have to forfeit or do away with the tolls on the tunnels and the bridges. Now, I submit, your Honor, if this question of bias gets into the picture, if that be true, this might be a very good reason why they are so persistent in putting this thing in a place where they could control it and have facilities still unpaid for.

GOVERNOR MEYNER: Do you believe that? Do you really believe that?

MR. APPLGATE: I could believe it as well as I could that I am prejudiced because I own a little plot.

GOVERNOR MEYNER: Thank you very much.

MR. APPLGATE: Thank you. (Applause)

GOVERNOR MEYNER: I would hope that honest people could have honest differences and I think we have to have the presumption

that six representatives of the Port Authority from New Jersey go to that agency and try to present the view of what they think is right for New Jersey. I would hope that that attitude might be perpetuated. I don't say to any of you "You don't have a right to come here and express your view." I think any one of you have a right to come here. But let's not make accusations unless we have some foundation on which to base the accusations.

MR. WILLIAM J. DOYLE: Governor Meyner, my name is William J. Doyle, Public Relations Chairman for the New Jersey Junior Chamber of Commerce.

I appreciate having the opportunity to appear at this public hearing today to represent 41 chapters from across the State of New Jersey. These chapters have adopted the position of endorsing the pending legislation, Bill 218. As spokesman of the New Jersey J.C.'s let me assure you that our organization with over 5500 members from across this state represent a very important segment of public opinion with respect to a jetport in New Jersey.

Our members are young, between the ages of 21 and 35, all vitally interested in the future of New Jersey. One of our primary objectives of the New Jersey J.C.'s is the encouragement of orderly industrial growth in the state.

GOVERNOR MEYNER: No commercials. You are against it, right?

MR. DOYLE: Yes.

GOVERNOR MEYNER: What else have you to say?

MR. DOYLE: We feel that the proposal that a new jetport be established in New Jersey presents an unparalleled situation

for the State of New Jersey, and accordingly, these J.C.'s will support any effort to bring a jetport to a suitable location in New Jersey.

Our organization feels that the facility should be located in an area where growth is most needed. The present legislation which is now awaiting your signature will serve to exclude a jetport in the northern counties of New Jersey and these J.C.'s stand in favor of the legislation since we feel that New Jersey has the most suitable undeveloped region for the location of a proposed jetport. We favor the location of this facility in the Burlington-Ocean County area. We feel that the vast pine barrens in these counties offer the best site for a jetport. If a jetport will bring economic development in the area where it is located, it makes sense to place it where economic aid is most needed.

GOVERNOR MEYNER: What do you say to the expert opinion that has been given today, namely, that it has to be in North Jersey and it has to be within commuting distance? Are you just going to ignore that?

MR. DOYLE: I would say I would agree with the gentleman who spoke previously that most of these things - and I read the New York Port Authority report - are based on assumption and this is the way I accept it.

Now, I see it this way. I have seen the area. I look at it. I am not an engineer, but I am a citizen of New Jersey and this is the way I see it and this is the way the 41 chapters of the New Jersey Junior Chamber of Commerce see it.

GOVERNOR MEYNER: Thank you very much. Next. (Applause)

MR. DOYLE: Governor, if you don't mind ---

GOVERNOR MEYNER: Your three minutes are up.

MR. DOYLE: I don't think my three minutes are up.

GOVERNOR MEYNER: Well, I have ruled they're up. Thank you very much. (Rumble by audience.)

WILLIAM LEWIS ARTHUR: Governor, I represent the Morris County Park Commission. We support your green acres and we hope that you will support our green acres. Many times we have helped with the Department of Conservation and Economic Development in supporting your many programs to keep the State of New Jersey open, not only in Morris County.

Now, I do have some facts of which I don't think you are aware. Conservationists back as far as 1955 were interested in preserving this Great Swamp as a heritage to the future.

Now, a small start was made with a few acres gathered. Due to the sudden turn of events, we find that in the past year - and I would like you to make a note of these figures and I will submit this for you - 1100 people from thirteen states have contributed approximately \$400,000 to keep this place an open area. Now, this is not done in sight of a jetport, this is done in sight of the fact that there are people in the United States and in the State of New Jersey who believe that this space should be kept as a conservation area.

I will go one step further. On July 21, 1961, a letter was received from the Boston Regional Office of the Department of Interior from the Fish and Wildlife Service and I will quote just a portion of that letter:

"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 in this country."

He further stated that "These efforts for preserving the Great Swamp have the full support" of the Department of Interior.

Now, I would like to allude to your statement before that you made in Dallas. If you really believe in preserving these wildlife areas, please sign the bill. (Applause)

MR. HARRISON WEMETT: Mr. Governor, I am Harrison Wemett of Berkeley Heights - the Union County version of the anti-jetport site association. Our condition over there is entirely different from what it is in Harding Township. We are distinctly a middle-income, middle-class community. We are on the edge of the green belt. We are very fortunate in that we have a great deal of research and scientific development in that area. Murray Hill is in our township where Bell Laboratories are located and we have Air Reduction and other laboratories in the vicinity. A great many of our residents are young scientists. They live in those hills because they want to get away from their slide rules, test tubes and scientific instruments.

GOVERNOR MEYNER: Or the results of their research.

MR. WEMETT: -- or the results of their research. And I might say that all of them are unalterably and many of them bitterly opposed to the location of this monstrosity of transportation in the Great Swamp.

Incidentally, you do not seem to be familiar with the fact that the terrain over there for an airport could hardly

be worse. You probably know that the Great Swamp is the bed of a glacial lake.

GOVERNOR MEYNER: I have flown over it a number of times.

MR. WEMETT: You have gone over it; you have seen the mountains and you know what the area is. Well, I stand corrected as to that.

My point is this: --

GOVERNOR MEYNER: As a matter of fact, I flew all over it trying to find some site.

MR. WEMETT: You did?

GOVERNOR MEYNER: Yes.

GOVERNOR MEYNER: You couldn't find it. Well, it will have to be created by bulldozing those hills down into the bed of the swamp, of course. And I personally don't think the P.A. is interested in the Great Swamp so much as it is that beautiful rolling country in Harding Township. So we are not in Harding Township, but we have a great deal of sympathy with them.

We have institutions of religion and educational institutions in our town. We have a great many middle-class residents. Our people feel that we would be affected just as seriously as the people in Harding Township.

GOVERNOR MEYNER: In other words, you are "agin" it?

MR. WEMETT: Yes, and 90 per cent of my fellow townsmen are the same way.

GOVERNOR MEYNER: Thank you.

MR. WEMETT: The point I would like to make is this:

We feel about it so keenly that in spite of our sympathy for the unemployed of other areas of the state, we don't intend to be displaced to make way for a one hundred and fifty thousand construction job if we can help it.

There is one other thing that I would like to call to your attention. The way of life up there, Mr. Meyner, has been in the making for two hundred years and the lives and the fortunes of a great many men over the past two centuries have been going into the way of life that exists in that area. And it has been in creation since the time that General Washington was up at Jockey Hollow. That you know also. We see no reason to tear down the existing values for the panoply and confusion that goes along with an international airport.

Now if I have any time left, I would like to yield it to Mr. Basham of our organization. (Applause)

GOVERNOR MEYNER: You have none left. Thank you.

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C H A R L E S B A S H A M: Governor Meyner, my name is Mr. Basham and I am a Captain on one of the airlines.

GOVERNOR MEYNER: That's about the way they start when you're about to take off.

MR. BASHAM: Well, anyway, I would like to challenge some of the experts' statements. I believe you are relying on them, so I would like to tear some of their points apart, if I may.

GOVERNOR MEYNER: Well, now, how about the Federal Aviation Agency?

MR. BASHAM: Are they here or have they gone?

GOVERNOR MEYNER: Well, what difference does it make?

MR. BASHAM: I hope it doesn't make any difference, but I would like to have them here and listen in on this.

But anyway, just before I go into the airway part -

GOVERNOR MEYNER: You have three minutes from now.

MR. BASHAM: I'll try to keep it short.

The Port Authority made a statement in their report that, for instance, an area called Jamesburg is 81 minutes to Manhattan and then they further make the statement that it takes 6 more minutes from Manhattan to Idlewild in the same report. Now I have travelled between - rather to Idlewild many times and I have never been able to make it from Manhattan to Idlewild in 6 minutes. This I think is an error that anybody can see and it doesn't take an expert.

Now as far as the airways are concerned, Mr. Clay who is from Boston - it is questionable whether he represents the airline pilots because this type of thing should be on an agenda and it hasn't been.

Secondly, Mr. J. B. Smith's name was brought up, who is our safety chairman for the airline pilots, and of anybody, I imagine he would have more right to speak in their behalf. I'm speaking in my behalf.

Now I probably have more room to gain from this than anybody else. I will not probably be affected by the noise as greatly as the other people and I'd be fifteen minutes from work. But, nevertheless, as a pilot, these airways can be moved. As a matter of fact, we have questioned their movement sometimes as a "make work" condition because we do have numerous changes every month in every map in every locale. So these airways can be changed. As a matter of fact, I attended an A.T.C. meeting yesterday and in there the new measuring devices to be brought out can and will change the airways by 1962 and why these are not brought into this discussion by these so-called experts, I do not know.

(Applause)

GOVERNOR MEYNER: The engineer on the railroad always can run the railroad better than the president.

MR. BASHAM: Now, wait a minute. I don't necessarily feel that I am only qualified as an engineer, so to speak, in comparison because I am willing to challenge my knowledge and ability to theirs and that's the reason I was hoping they were here.

GOVERNOR MEYNER: What other position did you ever hold ?

MR. BASHAM: What's that?

GOVERNOR MEYNER: What other position did you ever hold besides pilot?

MR. BASHAM: Well, I don't think that position is everything in life all the time. Knowledge, I think, has a little bit more to do with position if you can refute the statement with certain facts.

Now, for instance, they have been stating that Victor Three would not be affected or the airways will least be affected. Victor Three by A.T.C.'s own admission is one of the busiest airways in the country, which goes directly over Solberg, which goes directly over the Morris County airport site.

GOVERNOR MEYNER: They said you needed an additional Jetport in northern New Jersey. Do you dispute that?

MR. BASHAM: Yes. I don't think we need it in northern New Jersey and I don't think the airways are necessarily confined to put this thing there. For instance, ---

GOVERNOR MEYNER: You're convinced that despite all of the expert testimony in these reports, we don't need an extra Jetport in northern New Jersey as part of the New Jersey-New York area.

MR. BASHAM: You've made the statement here -- you are wording these things so that they infer that it is not needed. I don't say that. I say this Jamesburg site which is just as close

which is flat, level country, is not surrounded by mountains in a bowl and predominantly covered by fog when the foggy weather is around - I say this place is considerably better. I am not saying you are not going to get employment -- you are going to get employment; you are going to get an airport and you're going to get it within fifteen minutes of the other one on a super highway that's already in. This is what I don't see. The bordering position is the New Jersey Turnpike on the west, Route 18 on the north, Route 9 on the east and Route 33 on the south. It is four times the size of the Great Swamp.

I repeat and I can't emphasize enough ---

GOVERNOR MEYNER: In other words, you like Jamesburg?

MR. BASHAM: It is obviously the best place for an airport, including the airways. Thank you. (Applause)

MR. BECKER: Governor, I am here representing the Summit Nature Club.

MR. SHANLEY: May I just say that we concluded our presentation with Mr. Batt. Not to disavow the other witnesses, but I'd like to make that statement.

MR. GEORGE BECKER: I am here representing the Summit Nature Club and the Conservation Council of New Jersey.

What I am most interested in bringing out is that it seems to me that we haven't given enough attention to these human values.

In the December 17th issue of the Saturday Evening Post, Joe Alexander Morris points out that the eyes of the Nation are on New Jersey to see whether an enraged public can preserve

its heritage against the continuing pressure of big business and the quick buck.

Now what I want to point out is that as we go along we are gradually losing these various recreational areas. We have in New Jersey, which I don't think is altogether realized, about 100,000 members of organizations of conservation societies and many thousands more who are not organized into such societies who are interested in matters of conservation. All of these people do not get their recreation out of the theater, the television, radio or the bridge table that they can get in a few minutes in unspoiled open spaces where their tensions are resolved, their frustrations shrink and mental balance is restored which is needed for efficiency on the job. (Applause)

If we are not to become a phalanx of goose-stepping robots, marching for the moloch of materialism to a tune piped by those torchbearers of the quick buck and industry, we will have to see that our blueprints for the future take cognizance of the needs of human nature itself. (Applause)

GOVERNOR MEYNER: Three minutes.

MAYOR ROBERT J. BEST: Governor Meyner, I am Robert J. Best, Mayor of Passaic Township in Morris County.

GOVERNOR MEYNER: I have had a lot of communications with you.

MAYOR BEST: Our resolution was the first you received on December 2nd, 1959, I believe. We are hardworking people; we are not millionaires; we are not foxhunters, believe me. But there is one question that I would like to ask you:

Do you really believe that these holding patterns cannot be moved?

GOVERNOR MEYNER: I think that there is considerable evidence that you must go to the west of this point indicated by the Federal Aviation Agency. They made the statement, based upon many years of experience and studies that they make, that if you have a jetport, and you do need one in northern New Jersey, it would have to go somewhere west and north of a point starting at Greenwood Lake, down to Summit and then over to Stockton. Now, I think you have to give a lot of weight to that - I really do.

GOVERNOR BEST: Well, Governor, my only question is this then: If Morris County is the only site for a jetport in northern New Jersey, where are you going to build the next one we need? There is no place to build it. Let's build that next one now. (Applause)

Those holding patterns can be moved. They can hold over the ocean. The man from the Federal Aviation Agency said they could do this, but they don't like to do it because of the familiar landmarks that they use for this holding pattern.

GOVERNOR MEYNER: I am afraid you are just rushing off and saying they can. Now, you have a lot of traffic that travels north and south. You have a lot of traffic that travels east and west. You have trans-Atlantic traffic and you have New York and Washington. And I would love to find a solution by which nobody would have to worry - everybody could sit back.

MAYOR BEST: Burlington is the solution and we can all sit back. (Applause)

GOVERNOR MEYNER: I want to find those solutions based on facts, not on wishful thinking, not on hysteria, but rather based upon actual facts that engineers can present.

MAYOR BEST: Governor, the gentleman from the F.A.A. who was the first speaker for the F.A.A. and the opponents to this bill stated that they could hold over water, but they had to have certain instrumentation which was not developed as yet. He is telling us this when we have had polar crossings of submarines by instrumentation. You mean to say that they cannot hold a flying pattern over the water? They don't have to use the Esso, Bayway Tanks as a point to hold over.

GOVERNOR MEYNER: All I can say to you is that I have found that mayors can build better roads than the Highway Department on the basis of the mayor's assertion and I think many public officials think they can build better airports than the people who are skilled and trained in this area. Now, there are certain responsibilities a public official has. He has to depend upon the facts and some experts.

MAYOR BEST: Well, Governor Meyner, I appreciate I am sure I have gone past my three minutes, but I would just like to close with this: I am sure that if you sign Senate Bill 218 denying anyone the permission to build a major jetport in northern New Jersey - I am quite sure that both the Port Authority and the F.A.A. are not going to come to you and say "We won't build this in Burlington County."

GOVERNOR MEYNER: Somebody else might though.

MAYOR BEST: They will build it in Burlington County. You tell them that they must build it in Burlington County. (Applause)

MRS. JAMES W. HAND, JR.: Governor Meyner, my name is Mrs. James W. Hand, Jr. I am a resident of Green Village. I am speaking as a member of the Summit Nature Club, an organization of 300 adult members interested in the appreciation and conservation of wildlife and other natural resources. We submit that the people of New Jersey must look to the state to provide for a diverse set of needs, such as transportation facilities, education and a host of others. An important requirement of all people, however, is the opportunity to be refreshed by the beautiful - the beautiful in nature.

We have in the Great Swamp a small, but well preserved, sample of that natural beauty. It is ours now to enjoy. We hope that it may be preserved for future generations, for it is one of the last of such areas in the East. Once it is cleared or altered it is gone. Money could never buy it back or restore it.

We need this green oasis. Only one of our twenty-eight national parks, Acadia, is in the Northeast, and only six are east of the Mississippi where half of the people live. The most densely populated of these eastern states, our own New Jersey, needs the Great Swamp left green for the enjoyment and mental health of its people, their children and their children's children. Thank you. (Applause.)

DR. ROBERT F. OXNAM: Governor Meyner, my name is Robert F. Oxnam. I am President of Drew University in Madison, New Jersey.

May I first say, sir, I admire your patience. Although university presidents are not noted for terminal facilities, I assure you I will finish in less than three minutes.

Our Board of Trustees, sir, is on record in opposition to the location of a jetport adjacent to our campus. Here you have, sir, a one-hundred-year-old, nearly one-hundred-year-old institution of higher learning, consisting of a college of liberal arts, a school of theology and a graduate school.

I am not an engineer; I am an administrator of an academic institution. It is my firm belief, sir, that the location of this airport adjacent to our campus would damage irreparably the educational process conducted on our campus.

Drew University has about one hundred and thirty acres. Its replacement value currently is between eighteen and twenty millions of dollars for land, equipment and buildings. We think far beyond the value of the plant, equipment and land that educational institutions are of considerable real value to our country - to the State of New Jersey as well, that these institutions make a significant contribution to the intellectual and research power of our state and our country. I thank you, sir. (Applause)

MR. EDWARD P. REID: Governor, my name is Ed Reid and I am here as a citizen and independent voter from Madison.

I was puzzled by the need of the hearing, as I am sure many of these people have been puzzled by it. It had seemed to me that the elected representatives of Madison and of all the other counties in the state and all the other cities had expressed on two occasions, quite eloquently, what the wishes and desires of the people of New Jersey were.

Notwithstanding, I wouldn't have missed it here for the world because having spent thirty-five years growing up on the

sidewalks of New York and having finally made it to northern New Jersey, I don't like to see it lost so soon.

I would like to comment on the position taken by the people in the F.A.A. As an engineer and as a private citizen, I feel I have a lot more faith in what they can accomplish than they have indicated themselves. I have personally dealt with the F.A.A. during the last couple of years. I have found that they have on many occasions been able to increase the safety of the airways, change their ways of handling air traffic, and I am confident that in ten years' time they can accomplish what you feel to be the major obstacle to putting the airport down in Burlington County, which is relocation of the air traffic patterns.

As far as travel time is concerned, I assume that our desires here today are those of the people of the State of New Jersey. I for one as an air traveler think I speak for the majority of people in northern New Jersey in saying I would be most willing to spend the time to travel to Burlington to take advantage of those facilities. (Applause)

GOVERNOR MEYNER: Thank you very much.

MADELEINE BAITER: I am Madeleine Baiter, Madison, New Jersey, fifty years a resident of New Jersey, twenty-nine being spent in Madison. I didn't want to come up here, but I have a load of notes which I am not going to read because everybody before me has taken up all the subjects I wanted to speak upon except two.

There was no mention made of the destruction of one of our very oldest churches which is in New Vernon and of one of

the brand new ones which has only been completed a few months which will be a stone's throw from that which is going to be bulldozed out for the runway. That was one thing I wanted to mention.

Another thing, I haven't heard anybody ---

GOVERNOR MEYNER: I think there are a lot of people up there who would like to hear you. I can hear you, but I think they would like ---

MRS. BAITER: Can you hear me?

GOVERNOR MEYNER: A little louder.

MRS. BAITER: What are you supposed to do with this?

GOVERNOR MEYNER: Well, just get within an inch of it.

MRS. BAITER: All right. We'll try again.

The other thing was that I did not hear any mention made of the Bell Laboratories in Murray Hill and over here in Whippany. Those are very important installations for our government and they could not work on the instruments - if you asked anybody who works over there, they'll tell you the same thing that I am saying - they could not work on their instruments with the flights of jets over them.

Another thing I was going to deal with was the name of your famous, so-called Great Swamp. It should have been Wild Haven. It never should have been Great Swamp. It isn't any more of a great swamp than any of the woodlands you go in in New Jersey. They are all just as bad. They have swamps, yes, but they are not great swamps.

And the thing that I think a great many people whom I have talked to from here to California resent is the fact that

when the news came out, nothing was ever mentioned except that the Port Authority was going to develop the Great Swamp, saying nothing of the three towns they were going to demolish and the thousands of people they were going to throw out of their homes. Now, I feel sorry for those little fellows who have come out to Jersey, bought houses, raised their families and probably paid one or two installments on the price of the house. Those are all American citizens who raise their children, who go into the Army to fight for our freedom and why in the world should they have to fight the enemy within our fold? That's what I can't understand.

GOVERNOR MEYNER: Do you feel the same sorrow, for instance, for the several thousands that are going to be displaced by reason of our building the Bergen-Passaic Freeway or the Essex Freeway?

MRS. BEITER: That isn't one community. You are going to spread it along. It's quite different.

The development in Morris County - they have spoken of the hospitals and the colleges - we have a tremendous amount right within the radius of about seven miles.

GOVERNOR MEYNER: The cost of progress in any community ---

MRS. BEITER: Oh, progress, my eye. Excuse me. That's the way I feel about progress.

GOVERNOR MEYNER: Well, that's the issue: Do we have that kind of progress or don't we?

MRS. BEITER: Well, there are plenty of other places for this jetport. It's perfectly silly that they can't go down to Burlington County for the simple reason you can't tell me if

Walt Disney can build a monorail out in Disneyland that the Port Authority can't build one down to South Jersey. (Applause)

I have lots more to say, but I won't. I am not reading a paper.

GOVERNOR MEYNER: It's just like arguing with my mother or my wife or my sister. (Laughter)

MRS. BEITER: Well, there is no argument as far as I am concerned. I do feel sorry for the people who are going to lose their homes. I wish you would ask me how much property I own. (Laughter and applause)

GOVERNOR MEYNER: I would rather not have you display your wealth.

MRS. BEITER: Well, my wealth consists of not that much territory in the State of New Jersey (indicating). I am fighting for my fellowmen, by gosh. I don't like to see them put out of their homes.

GOVERNOR MEYNER: More power to you. (Applause)

You see, there are many who want to repent.

MRS. BEITER: Many who what?

GOVERNOR MEYNER: Many who want to repent or express their views.

MRS. BEITER: Well, I am going to get off, don't worry. But I do hope that the person who has or the people who have the final decision on this question will weigh on the scale of justice the jetport and the few people it's going to benefit - they'll have just as much labor if they go down to South Jersey - against the people who are going to lose their homes.

I read a very famous article when I was a child. And,

believe me, I was a child once. It seems a long way off. There were seven words that made a great impression and I would like to quote those words: "Life, liberty, and the pursuit of happiness." I would hate to live to see those words changed to "Strife, slavery, and the loss of happiness." (Applause)

FATHER FALLON: Your Excellency, I am Father Fallon, the pastor of Christ, the King, Church in the area which would be directly affected by the jetport and so I have a very selfish interest in the matter.

However, my only comment today would be this, that I think that your job of making a decision about whether or not to sign the bill, 218, has been greatly simplified by this hearing today. Inasmuch as the will of the people has been expressed so unanimously in favor of the bill, it appears to me that if you should sign the bill and if history should prove that it was a mistake for the State of New Jersey, it would not be your mistake, but the mistake of the people of the State of New Jersey. (Applause)

GOVERNOR MEYNER: I do want to caution the remainder of the speakers - I've sat here since ten o'clock without interruption - but someone in my absence several weeks ago set up a reception at the Governor's residence at four o'clock. Now, I don't expect that I can get up there at four o'clock, but I would like to get there before the guests go home. So would you accommodate me and be very brief in your statements, please?

MAYOR J. H. CRANE, JR.: Thank you for the three minutes, Governor. I won't take that long.

My name is Crane. I am Mayor of the Borough of Florham Park on the periphery of this proposed airport. I sometimes thought that the port will have but little effect on a community such as mine, which is, as I said, on the periphery and a distance of four or five miles from the core. However, in our Borough in Florham Park we have had planning for some twenty years, a planning board, and we have had a master plan for ten years - a master plan which, by the way, has received special commendation from the State Board as being outstanding as a document of that type.

I would ask you what would happen now to all our planning - the hours, the money, the effort, the sweat that has gone into the making of the planning for the Borough of Florham Park?

I represent but some seven thousand people, incidentally all of whom have been solicited as to their opinion of the establishment of this installation, and only four per cent of whom have favored it. I am wondering what we could say to these people and how we are to take them out of the problems and the things that are suggested here which according to our engineers are going to result in cost to us in the addition of new drainage facilities, new roads, new services, the requirement of new schools because of the influx of new citizens, and other services, which they tell us can very well bring us into the realm of bankruptcy? What of planning now? What of all these years?

I ask you to give consideration to this as Florham Park, I believe, to be representative not only of communities throughout Morris County, but throughout your entire state. Thank you.  
(Applause)

MAYOR JOHN ROACH, JR.: Governor, I am Mayor John Roach, Jr. of Dover, New Jersey. I have waited here all day just to get a few moments.

I would like to say, first, that I think that this hearing could have been a little more convenient and a little more comfortable for people held some place else. Every indication pointed, when it was planned, that there would be a large delegation. I think people have suffered and have been very uncomfortable here today. They have been over in the Senate Chamber, they have been in the hallways, they have been in the stairways, and I, myself, didn't get a seat until about fifteen or twenty minutes ago.

GOVERNOR MEYNER: Well, if you were being sworn in as Senator from your county, you would find it quite convenient, I would think.

MAYOR ROACH: I have no desire to be sworn in as a Senator, Governor. I have had mine, which you probably know about. I am about finished, not by choice either. (Laughter)

I think you have been a little rough on the people who wanted this bill. You have interrupted their speeches when they have been talking when you didn't agree with their subject. Instead of making notes ---

GOVERNOR MEYNER: Are you for or against the bill?

MAYOR ROACH: Never mind. You are interrupting me now.

GOVERNOR MEYNER: Are you for or against the bill?

MAYOR ROACH: I am definitely for the bill all the way, and you know it.

GOVERNOR MEYNER: You can go out in the hall and call a

press conference and tell them anything you want about me, but the purpose of this hearing ---

MAYOR ROACH: I am not calling any press conference at all.

GOVERNOR MEYNER: Are you for or against this bill?

MAYOR ROACH: I have something I want to say about the bill, briefly. I want my three minutes.

GOVERNOR MEYNER: All right. Address yourself to the bill or you will be ruled out of order.

MAYOR ROACH: I want my three minutes.

GOVERNOR MEYNER: All right. You'll get your three minutes, and let's have it on the bill.

MAYOR ROACH: Let me say this to you, sir, that I think that New Jersey is large enough to find some area rather than in a congested area like they are going now. I have faith in our scientists and our engineers and when I hear these men stating that this is it - that it can't be changed and that the whole future of this government of ours must live in a certain flight pattern for the rest of their days, there is something wrong with the thinking of people somewhere.

I want to say to you it's going to disrupt the tax structure of Morris County; I mean, on a county level, as well as on a municipal level. You can't wipe out the ratables that you are wiping out and take them away from the county tax structure without causing a shock to that tax structure, and you know that because you made a study of government.

This picture doesn't show completely what the damage is going to be. It's a catastrophe to the State of New Jersey.

Some way, some how, you've got to find a way to build a jetport other than in the area where it is going now. (Applause)

I want to say to you that I don't think the Port of New York Authority or the State of New Jersey or New York State is responsible for all the international traffic being routed into a small area of land and that it must accept the growth of the whole United States and handle it through this area. I believe that the flights today, the distance you can take, that they don't have to be on the shore. They could build hotels and they could service these facilities and I think they must come to it.

I believe that there is a solution to our air problems and I believe we should find it and we need help. We need time to get this thing. We are not done in this country yet. I mean, our thinking and planning is not done. And when these experts say to us here today that this is it and labor says we are going to be destroyed because we don't get this certain thing - that's not so.

GOVERNOR MEYNER: I have been looking for an answer for eighteen months.

MAYOR ROACH: Let's keep on looking for it then. We have a tremendous standard of living in Morris County. We have in Morris County the highest family payroll of any county in the United States or very close to it. I don't think you have to worry about Morris County. I think Morris County will take care of itself and contribute much to government. In our fiscal policy, you throw the biggest part of the load on the municipalities and

on the counties more than they do in other states - not your fiscal policy, but the planning of the past. We have no plan for the operation of the legislature or the governor in the State of New Jersey. (Applause)

GOVERNOR MEYNER: Thank you very much, Mayor Roach.

MR. HENRY MANN: My name is Henry Mann. I represent only myself. I am a member of the Bell Telephone Laboratories. I live and work in Berkeley Heights. I moved to that area from New York City right out from underneath a landing pattern onto LaGuardia and was very happy for a few years until this jetport issue came about.

GOVERNOR MEYNER: You haven't got any noise overhead yet, have you?

MR. MANN: Yes, I do. I have lots of noise and I complain all the time to the Port Authority. I am probably the only one who does. Airplanes come overhead

GOVERNOR MEYNER: You are the only one that does?

MR. MANN: I think I am. (Continuing) --- at an altitude of 2000 feet and shake the house apart.

GOVERNOR MEYNER: This bothers you.

MR. MANN: Sure. I like to work at home at night in peace and quiet and I don't think I could tolerate 60 or 100 planes ---

GOVERNOR MEYNER: At 2000 feet, it bothers you.

MR. MANN: Did you ever hear an airplane gunning its engine at 2000 feet, trying to climb, or 1500 feet?

GOVERNOR MEYNER: Very frequently.

MR. MANN: Well, in any event - maybe I am just a sensitive

soul - but I think that there is something more to life than just breathing kerosene and having your eardrums pounded by airplanes. I like a little peace and quiet.

GOVERNOR MEYNER: What research are you engaged in?

MR. MANN: I am now working on a satellite project.

GOVERNOR MEYNER: Aren't you making some smoke there?

MR. MANN: No, no, it's very quiet where I am. (Applause)

(William F. Blanchard comes to the microphone.)

GOVERNOR MEYNER: We are not prejudiced toward or against bankers.

MR. BLANCHARD: I don't know what you'd do without them.

GOVERNOR MEYNER: I don't know what to do with them.

MR. WILLIAM F. BLANCHARD: Governor, I am here at the request - and I am going to be exceedingly brief and simply leave this with you - I am here at the request of a group of industries and businessmen from Morris County. There has been intimations and insinuations that many of the business people of Morris County, in fact, the majority, might be for the airport, but they are afraid to say so on the theory they might lose customers, etc.

I have there a statement which is supported, as you will see when you read it, by many businessmen in Morris County, proving that they are very much against it. And I mean Morris County businessmen - I am not talking about a man who lives in Morris County and works in Newark or anything like that.

One thing - there is on the back there, which I just realized is not thoroughly identified - that is a map that was prepared by the Bell Laboratory people showing where everybody

in their Murray Hill office plant lives. The first ring - I think there is a ring, isn't there? - the first ring is within five miles and the second ring within ten miles, and I think there are something like 8500 people involved in that thing. They have made it pretty clear that they are very much disturbed not only as to their operations in the center, but all these scientists and laboratory technicians in this violent area - and the center of the ring is the center of the proposed airport. Thank you very much. (Applause)

GOVERNOR MEYNER: Thank you very much.

MR. RALPH S. WILLIAMS: Governor, my name is Ralph Williams. I am a resident of Harding Township.

Prior to this meeting, you asked for facts. This morning you asked a question to which you got no adequate answer.

It so happens that in a prepared statement I have a partial answer to that question. I have one fact which I can present - additional fact - which I can present in about thirty seconds.

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 affected by the proposed jetport in Morris County, I am confident the public reaction would be one of overwhelming opposition.

One further fact: 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 is our money and we don't want it spent for our destruction.

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. (Applause)

GOVERNOR MEYNER: Just a moment. We have now had two hours of "pro" again. Now, if there is some opposition to this bill, I think they are entitled to be heard. Are you opposed?

MR. DONALD J. WILFORD: Yes, sir.

Governor, I have lived in New Jersey all my life. Eighteen years I have lived up on the side of a hill overlooking the Great Swamp area. To me this jetport is an economic necessity to not just the area that will be directly involved, but to the many millions of people in the metropolitan area. It is going to hurt some people unquestionably. But I haven't heard one tear shed for the 4,000 families being displaced by the Narrows Bridge today and a home in the run-down section of Brooklyn may be just as important to that man as an estate out

in New Vernon or some other area.

I like the green belt, but I don't believe that the installation of this jetport will eliminate all green belts in New Jersey.

As far as the criticism of the jetport - or the Port Authority going beyond its territorial jurisdiction, these same people are requesting the Port Authority to take over commuter service. The jetport will be supported entirely by tolls. And yet these same people who object to it want state subsidies to buy their commutation tickets. This to me is inconsistent. And when you have said people are afraid in the county, you are absolutely right because for a year and a half I have been talking to them. When this thing first broke, I wrote you a letter and I requested you personally to take your time and study it carefully, not as it affected me or the people in this room, but everyone concerned. I think you have done so and I think you are continuing to do so.

I am a conservative Republican who has never voted Democratic in my life, but in this case I think you are acting very carefully and very surely. And, sir, I think it would be a crime to approve a bill which would eliminate the northern counties of New Jersey from a facility which is absolutely needed.

GOVERNOR MEYNER: Have we your full name?

MR. WILFORD: Donald Wilford.

GOVERNOR MEYNER: Thank you very much. Some more opposition? You are opposed to the bill? Give your full name and your position.

MR. LEONARD MASSEY: My name is Leonard Massey. I am

Business Representative of Labor's Local Union 472, which covers the State of New Jersey. We represent close to 10,000 laborers in this state and we went on record to appear before Governor Meyner today to ask him to please not sign the bill for many, many reasons which have been stated before by the previous speakers. I think they all gave you the facts. I would only be taking up more of your time. Thank you.

GOVERNOR MEYNER: Are you opposed to the bill or are you for the bill? Anybody else opposed to the bill? Does anybody want to speak against the bill? (No response) All right, we will hear those for the bill and please make it quickly. You have had double the time of the other side anyway.

MR. DAVID B. NORRIS: I will leave my statement with you, Governor, and comment only on one or two phases that I feel have not been made clear. I, too, am a conservative ---

GOVERNOR MEYNER: Did you give your full name?

MR. NORRIS: David B. Norris. I too am a conservative Republican and represent labor union people as well as all classes of people.

I am representing today 17,000 citizens of the county seat of Morris County, Morristown. I am Chairman of the Legislative Committee of the Morristown Board of Aldermen.

GOVERNOR MEYNER: How do you happen to represent 17,000 people?

MR. NORRIS: Because, Governor, for once our entire Board representing this amount of people is unanimous and has taken polls, very careful polls, on this matter and we know what

our town thinks. We are but 2.9 square miles and therefore we are able to keep in close touch with our constituency.

I have other things that I would like to have said, but they have been said perhaps more ably by others before me. So may I just comment on the one factor that I feel is of most importance to our community.

Frankly, we have a tremendous congestion of traffic on the streets of Morristown and I know that towns surrounding us have the same situation. We feel very strongly - and speaking for the Planning Board too - that this installation would certainly bring about the influx of literally millions of automobiles in this area. There can be only one obvious result. We have had it partially already, and that is, a compounded congestion which we feel can have nothing but a strangulating effect on the business and the residential area in which we live.

We don't want this jetport. We don't intend to have it foisted upon us. We, therefore, would like to urge you, Governor, to sign this bill already overwhelmingly endorsed by both Houses of the Legislature and by the citizens in the affected area. (Applause)

MR. ALBERT PIERSON: I am Albert Pierson from Warren Township, Somerset County, and I am representing the Chairman and the group of us that belong to the Jetport Site Association in Warren Township.

I only want to ask two questions, Governor. I would be more ready to accept today that this Morris County site is the only site that can be had - I do raise a question: Is it possible

in following the experience with many of your authorities that they decide a thing is so and then you find experts that will support that? I do ask this: Where are the studies? What are the results of studies that have been made on the other sites that have been under consideration? They have not been mentioned today. I have not seen any specific information or heard any discussed today saying that none of these other sites are possible of use or consideration.

GOVERNOR MEYNER: I think they were given equal consideration. I think some of them where they were completely out of the distance probably were not given as careful a consideration, but I feel sure that they looked at all of them.

If you have any evidence to indicate that the Port Authority consists of a scheming, contriving, conspiring ---

MR. PIERSON: I am sorry. I realize it may have sounded that way. I do ask and emphasize again ---

GOVERNOR MEYNER: Well, we have loads of this material and any time you want to get in touch with Personal Counsel and look it over, I'd be glad to unload ---

MR. PIERSON: Is the Port Authority presenting also in this study that they made that none of these other sites can be used? Have they presented that opinion to you?

GOVERNOR MEYNER: No. After all, they were so abused that they have gotten to the point now where they say "Here is the study. Now, you make the decision." So far as I know there is no active propaganda effort being made by the Port Authority at this moment.

MR. PIERSON: I don't mean propaganda effort. I mean,

have they given you a definite statement that these other sites are not utilizable as a jet airport to serve this same purpose?

GOVERNOR MEYNER: Well, I can read. I read the report. Get a copy of this (indicating). They give a summary of it.

MR. PIERSON: I intend to do so. If they have not said that these other sites are not utilizable as a jetport site, then that would indicate, if they have not done so, that these sites are not out of the question for use. That's the only point I am trying to make.

GOVERNOR MEYNER: All I am pointing out to you is - I'm trying to get to the point: They point out all the sites.

MR. PIERSON: Yes.

GOVERNOR MEYNER: They offer the conclusions of the experts and I looked them over as a reasonable being and I add up one, two, three, four in that order, and I say the Morris County site is the best one according to these reports. Now, shall we have it or shall we not?

Then we get the Federal Aviation Agency that says you have to have it something north and west of this line drawn from Stockson to Summit to Greenwood Lake. Are they right or are they wrong?

MR. PIERSON: I would ask one other question, and that is: Whether or not your State Highway Department in its considerations of Route 78 and when there was a discussion several years ago of the realignment of Route 78 going through Warren Township, whether one of the major factors that they gave as far as realignment was that they did not want to

put Route 78 or a part of a major highway through on a clay base such as an old glacial lakebed? This glacial lakebed which extends over across through the Passaic Valley there - this same type of terrain also lies over in our area.

GOVERNOR MEYNER: This is my impression and Commissioner Palmer can correct me if I am wrong. I understood that Routes 24 and 78 had more or less been tentatively established at the time the Port Authority was first looking at this site. So far as I know there was no alteration made to accommodate the site.

MR. PIERSON: I only raised the question why ---

GOVERNOR MEYNER: I am sure Commissioner Palmer would be glad to talk with you. We have nothing to hide in this thing.

MR. PIERSON: I didn't say you were, sir. I raised the question as to why ---

GOVERNOR MEYNER: I didn't say you necessarily had the suspicions that other people have.

MR. PIERSON: Believe me, I am just trying to raise the question. I just raised it on the basis that the State Highway Department did not wish to go across this clay base which you have extending down 45 to 50 feet geologically in this area. That's all. Thank you.

MISS BARBARA STOESSER: Barbara Stoesser, resident of Green Village.

Governor Meyner, ladies and gentlemen: You are undoubtedly interested in hearing how the youth of the State of New Jersey feel regarding the jetport situation. I participated in the Youth in Government Program both in 1960 and in 1961. This

program is statewide and is sponsored by the "Y".

In 1960 a bill was passed by the Senate, House, and signed by the Youth Governor to the effect that the Great Swamp should be created into a state park.

Gentlemen, if a cross-section of the youth of the State of New Jersey feel such a strong need for recreation areas and the conservation of available tracts of land, certainly their foresightedness should act as a guide to your decision. Thank you. (Applause)

GOVERNOR MEYNER: Thank you. I'm sure with youth.

MRS. JOHN R. PIERCE: Mrs. John R. Pierce from Berkeley Heights, New Jersey.

I speak for myself alone, but I think I represent a type of individual who has not been heard here today. I don't think I am particularly anti-progress. I have been flying since I was fifteen in both private and commercial planes. My husband is the father of this little Echo satellite, which is not exactly an unprogressive sort of thing.

The people in my family use the airports and use the jets continually. And I am quite happy to allow three hours to drive to Idlewild in order to permit them to take them, although sometimes it means my son gets to school literally and is in bed in the Midwest before I get home. I am willing to do this so that he will have a place to come home to when he comes for vacation. My husband feels, I am sure, quite the same.

In my community of Berkeley Heights we have had a burgeoning growth which has tripled our population within less than ten years. We have no need for economic growth, but rather we are desperately

in need of measures for controlling the growth which we have.

I have heard much mention today on the side of those who are for the jetport, all of which seems to boil down to vested interests of a commercial nature, whether these are jobs or whether they are corporation profit interests. It still comes down to a corporate interest, whether it is labor federation or whether it's a corporation of some other kind which hopes to have a general economic growth.

GOVERNOR MEYNER: Is there any other way to get a living except through some of the corporate interests?

MRS. PIERCE: But you can't eat dollars, sir, and you can't bask in the sun ---

GOVERNOR MEYNER: You can't exercise your personality without something to eat either, can you?

MRS. PIERCE: Quite true, but we are not suffering particularly in Morris County. The people who cited the great figures on unemployment did not mention Morris County; they mentioned Essex County - they mentioned some of the other counties. Also some of the people spoke of the great burden the people would have ---

GOVERNOR MEYNER: Yes, but I have to consider the whole state too.

MRS. PIERCE: Precisely. But people, if they came to Morris County, for construction jobs - many of them would have to move from other areas. They could just as easily move where the jobs are. I have every sympathy for the fellow who is without a job, including you, sir, since you will be unemployed

after January 1st.

GOVERNOR MEYNER: Well, I appreciate that sympathy. If you hear of any openings, let me know.

MRS. PIERSON: I helped you get a job in 1957 and I contributed to your ante. I hope it wasn't a mistake. But I hope you won't pull a chair out from under me in my getting a job. I happen to be one of the few people here today who is a Democrat and who is running for office. And if I am successful in that venture, I will have many of these township problems on my hands. I hope you won't make it any harder for me. Thank you. (Applause)

GOVERNOR MEYNER: You're welcome.

MR. CHARLES A. NORRIS: Governor, my name is Charles A. Norris and I am also here as an independent citizen.

I live on the fringe and there seems to be an impression that the people over on the eastern side of the county are indifferent about this. I am here to tell you that we are not. As a life-long resident of Morris County, I am very definitely opposed to this airport for the reasons which have already been stated.

GOVERNOR MEYNER: You are for the bill?

MR. NORRIS: I am definitely for the bill.

GOVERNOR MEYNER: Thank you very much, Mr. Norris.

MR. NORRIS: And also I am a regular listener on Channel 13 at 6:30 Sunday nights and I was delighted last Sunday night to hear your comments in your interview towards the end of the program about the need in New Jersey for open spaces because, if I remember correctly, Governor, you said that you

hoped that the people who come in the future to Jersey to live will be able to look out, not on other buildings, but on green pastures, if I remember correctly. I think you have a made-to-order opportunity to go through with these suggestions of yours by signing this bill, and we respectfully recommend you do so. (Applause)

GOVERNOR MEYNER: Thank you. Please let me go home soon.

MR. MICHAEL FUREY: My name is Michael Furey. I live in Berkeley Heights and work in Linden. I represent only myself this morning, although many other people feel as I do.

New Jersey is unique in having a concentration of research and scientific endeavors and if you look around, you find that most of the engineers and scientists are not from New Jersey. They come from all over. They do this because it offers the potentiality of going into New York and still living in a nice residential area.

Now, people coming to New Jersey for the first time, seeing the Newark entrance - the Newark-New York area - are generally quite disappointed until they go into the area that we are talking about now. If we decide to build a jetport in Morris County, I think it will only accelerate the transition of this area to a Newark-New York type complex and we will be losing out on a rather large percentage of people who are not fox hunters, who are not members of a labor union, who do not own a lot of land, and who do not own business interests. Thank you. (Applause)

MR. L. ARLINGTON WAITE: Governor, my name is L. Arlington Waite.

GOVERNOR MEYNER: What is it?

MR. WAITE: Waite - W-A-I-T-E.

GOVERNOR MEYNER: Wait, that's what we have been doing.

MR. WAITE: I would like to get in the last word, if possible.

GOVERNOR MEYNER: Don't you think I ought to be able to get that in?

MR. WAITE: I'm going to let you get the last word in, but I'd like to get in next to the last word because I put in the first word nine months before the news broke. I protested the possibility of a jetport in Morris County. Now, it was so fantastic to think about anything like that that I had to use a crystal ball in order to look and see this future jetport. Our politicians from Morris County absolutely would not believe anything that I saw in that crystal ball. Of course, today they know different. But I did not see anything in that crystal ball pertaining to this hearing. Now, you can have the last word. Thank you. (Applause)

GOVERNOR MEYNER: I think we have exhausted all of those people who had the endurance and the patience to want to stay in order to be heard. I think there have been just two people that I have precluded from making any statements and those were the representatives of both gubernatorial candidates. I said to them that I felt that they could make their statements at some other place than in a hearing such as this on whether or not I should sign a bill.

Obviously, I have had the benefit of your views and I want to say to those of you who were patient and persevering enough to stay this long, thanks for being here.

Sometimes when you hear views, you can capture a flavor and have some understanding that doesn't come from the printed word or from just some factual material you look at.

Now, the question is whether I sign the bill or not. The question will go to the constitutionality and any information you have with respect to that or any group has with respect to that, I'll be glad to look at.

Secondly, if I sign it, that doesn't settle the question once and for all; and if I don't sign it, it doesn't settle it once and for all.

The most unfortunate part of this whole program is that there is - and has been for eighteen months - a bit of uncertainty in the neighborhood - a considerable amount of uncertainty in the neighborhood because people don't know what is likely to happen. I don't know how to eliminate that uncertainty. Of course, some of you would say "Sign the bill and it will be eliminated." I say an issue of this sort is likely to last for quite a while.

I am going to look at all of the facts and I am going to make a decision not in terms of whether it is going to help the Democratic Party or the Republican Party, not in terms of whether it is going to be best for my dear friends in Morris or Somerset, but in terms of what I firmly believe to be the best interests of all of the citizens of New Jersey. Whatever I do, I can be wrong or I can be right, according to your respective

opinion, but I hope that you will respect me for having decided what I think is best.

I would hope that in campaigns of this sort, we can get away from a little of this vilification that goes on. There are a lot of people in public office who are working hard and arduously - many people in civic endeavor who are working hard and arduously - and to contend with them or to argue with them or to combat arguments with them, it is not necessary to call them names or to attribute to them some unwholesome motives.

I have enjoyed the hearing today even though I haven't had lunch or I haven't gotten out of this chair since ten o'clock. Thanks for coming and you will hear from me in due course. (Applause)

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