

# 11 Areas in N.J. Glad to Skip Jets

The Port Authority listed reasons yesterday for rejection of 14 sites in favor of the Great Swamp in Morris County as its choice for a jet airport.

Simultaneously, most officials in the rejected areas heaved sighs of relief at the exclusion of their communities from the PA plans.

To the anguished cry of area residents, "Why here?" the port authority has provided this answer: Morris County is not only the best, it is the only one possible.

## 11 Sites in N. J.

Eleven of the 15 sites considered are in New Jersey, the rest in New York. The sites turned down, with the port authority's reasons for their rejection and comments by local officials, follow:

The Caldwell site (5) in Essex County includes Caldwell-Wright Airport. It would necessitate relocation of the proposed Bergen County Expressway and Rt. 46, and would disrupt Passaic River flood control.

Mayor Milton T. Dedrick of West Caldwell said: "While we are concerned about the noise and nuisance that would come from any jetport activity in the area, I would like to visit a jetport and learn first hand what conditions are."

"Until then, I do not think I could comment intelligently on the advantages and disadvantages of even a nearby airport for jets." He said he would attend a meeting of mayors and officials from four counties in Chatham. A section of Caldwell-Wright Airport is in West Caldwell.

## Wouldn't Like It

"I wouldn't like that very much," replied North Caldwell Mayor Allen R. Bach. Bach said he might not object to an airport 15 or 20 miles away, but that the noise and vibration of an airport nearby would create major problems for the community. He said a cross-section of townspeople that he had spoken with were opposed to the airport.

Caldwell Mayor Donald Lockward said he was "completely neutral" on the matter. He said, however, "that the jet age has arrived and if we value that form of transportation we must expect what goes with it." Experience, he said, has shown that property values near LaGuardia and Idlewild Airports have not decreased since advent of the jet age. Lockward said a representative of the borough would attend the Chatham meeting.

Mayor Graeme Reid of Essex Fells said: "We would find the plan very objectionable. You might as well junk the West Essex High School if you placed a jetport nearby."

"We carefully considered present site of the school because of the limited air traffic at the

Caldwell-Wright Airport in Caldwell Township and were assured there would be little disturbance. I'm sure a nearby jetport would be obnoxious to many people who live in this area."

## Seen Detrimental

Montclair's Mayor William L. Dill Jr. said he wouldn't like to comment until he had more facts, but he said that he couldn't think of anything that would be more detrimental to a residential community than having a jet airport four miles away.

Cedar Grove Mayor Nicholas Albano Jr. said he would be unalterably opposed to the installation and "would fight it to the end." Albano questioned the right of the Authority to extend itself this far into the state.

Mayor Willard E. Dodd of Verona declined to comment.

An official of Caldwell Township, where the Caldwell-Wright Airport is located and where large open areas border along the Passaic River in Big Piece Meadow, said the Port Authority would be confronted with rising land costs if it began moving on its Essex County proposal today.

## Land Values Cited

Land along industrial-zoned Fairfield Rd., near the Curtiss-Wright Corp. propeller division is selling between \$5,000 and \$6,000 an acre, Frederick G. Van Pelt, township clerk said.

Land to the south of the propeller plant and the municipal building is about \$3,500 an acre. However, Van Pelt said, land in the Beverly Hills-Greenbrook Rd. residential section to the east of the airport, which would be incorporated in any jetport, costs \$5,000 for one-third of an acre.

The Curtiss-Wright plant itself has an approximate value of 12 million dollars, according to John Jorgensen, township collector.

Township Mayor Robert Shaw, however, declined comment. He said he would require more information before he could make comment on a hypothetical situation. "As I said before (when asked about the Morris County site), it would depend on the type operation at the jetport."

## Meadows Rejected

A meadows site west of Secaucus (6) was turned down because it is crossed by five railroads, Rt. 3 and the Turnpike. Its air space would conflict with Newark Airport plane traffic and, being only 9,000 feet wide at its widest point, could not accommodate east-west jet runways.

Mayor James Moore of Secaucus said he would have been against a jet airport "here or even in the vicinity."

He cited this community as having undergone a tremendous residential and industrial growth in the last decade.

The Morris County site is (7). Solberg Hunterdon site (8) in Hunterdon, is too small and too far from the center of the region. New Brunswick site (9) conflicts



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State Commissioner  
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LEROY D'ALOIA  
Essex Assemblyman  
"Tobin Was 'Tremendous'."

with air patterns at Newark Airport and McGuire AFB, and the Matawan site (10) conflicts with the Newark, LaGuardia and McGuire AFB traffic patterns.

## Traffic Conflict

Hightstown-Jamesburg site (11), in Middlesex, and the Lakewood site (12) again are too close to traffic for Newark Airport and McGuire AFB.

Mayor Milton Cunningham of Hightstown said his approval of a jetport located in the Jamesburg-Hightstown area would have depended on its proximity to Hightstown. Had the airport been located near Hightstown, he said:

"We'd feel the same as the people in Newark and Elizabeth." He favors location of the airport in Burlington County, where it would be convenient to both the New York and Philadelphia metropolitan areas.

A more positive attitude to the project was adopted by Mayor William J. Sprinkle of Lakewood. "The construction of a jetport near here would help the local economic situation immensely," Sprinkle said, "but I wouldn't say I'd favor such a plan until I found out how the residents feel."

Sprinkle recalled the opposition of egg farmers to a similar plan several years ago on grounds that the noise would frighten the chickens and cut egg production. However, he added, the egg industry is not as important to the area's economy as it was then, and other economic factors would have to

be considered if such a plan were proposed again.

## Other Disadvantages

The three remaining sites: Burlington (13), Toms River (14) and Mount Holly (15), have "common prohibitive disadvantages" from

the standpoints of air traffic conflicts and distance from the metropolitan area, the port authority claims.

In Burlington County Mayor G. Edward Koenig Jr. of Bordentown said, "I wouldn't want the jetport in my backyard, but if it

were to be built in the area laid out by the Burlington County Planning Board, I think it would be of great benefit to the people of the county."

The Planning Board has earmarked a 75,000-acre area of pine country in the north central part

of the county for a jetport, but the board has thus far been unable to interest anyone in the idea, he said. "I guess we're about the only county that actually wants a jetport and has set aside the space for one," he said. Koenig last month was elected to the State Assembly.

Dover Township Mayor John Woods, whose term expires Jan. 1, is in Florida. Township Committeeman John J. Dalton said, "There's no question that we're in the jet age, but the idea of building a jetport near here would have to be investigated in the light of local development plans and local opinion before it would receive my support." He, too, recalled that plans for a similar airport project a few years ago were vigorously opposed by poultry farmers.

Westchester County Airport (3) would be confined by developed areas on three sides and by conflict with existing air traffic patterns.

## Obligation Cited

Camden Mayor Alfred R. Pierce said he was unable to make an appropriate comment on the announcement that an area near the city had been considered for the jetport. He said the jetport might be a sign of progress, but added, "Government owes an obligation to the majority of the people, and they should have a chance to express themselves before any such plan is considered."

McArthur Airport (1) in Suffolk County, L.I., would require about 90 minutes travel time from the center of the region. Air traffic to and from this site would conflict with existing air traffic patterns, and part of the Long Island railroad as well as Sunrise and

Veterans Memorial Highway would require relocation.

The St. James site (2), also in Suffolk County, is crossed by three major highways, has the same problems of air space and distance from New York as McArthur.

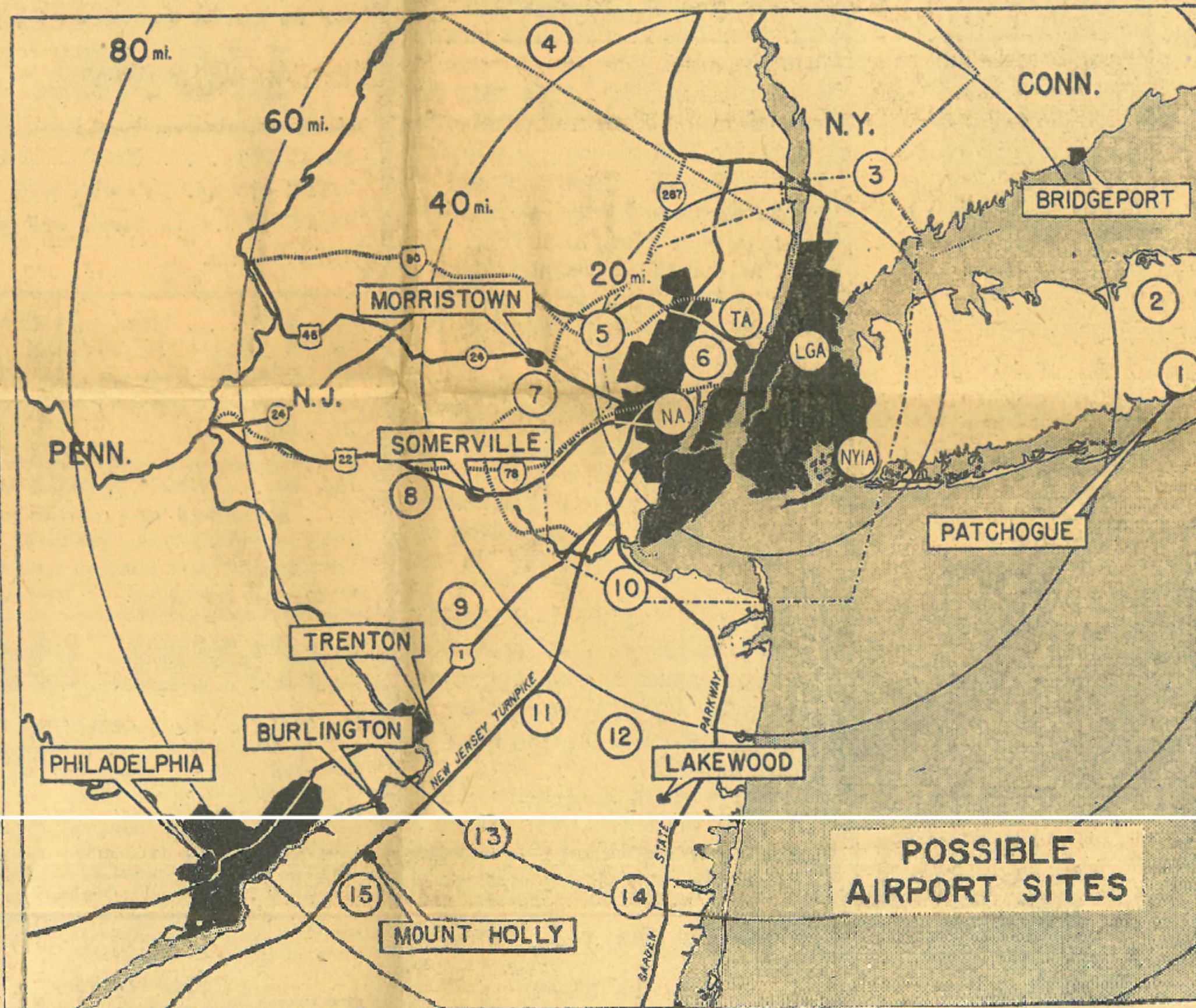
Pine Island (4), southeast of Middletown, N.Y., is more than 50 miles from Manhattan, is not served by any highways, is too small and has hazardous air approaches over high terrain.

On the other hand, the Authority said, the Morris County site will be served by a variety of major highways within the next five years and will be approximately a 35-minute drive from Manhattan.

The site is not too close to Newark Airport and is large enough for a major air facility as well as sufficient sound buffer zones to protect area residents.

"The proposed site in Morris County . . . meets all of the requirements for a new major airport to serve the New York area," the Port Authority declared, "and it is the only potential site which does so."

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ONLY ONE WILL DO - Port Authority checks sites marked by circle numbers for a location for proposed new airport. Only Morris County (7) met all the stipulations.