

Jetport Plan

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"buffer zones" at the ends of the takeoff runways. These zones, in which residential homes would be barred, would extend five miles from the point at which the jets would begin their takeoffs.

The PA plans call for four runways, each 12,000 feet long. The layout would consist of two pairs of runways; with one runway in each set parallel to another in the

other set. The passenger terminal area would lie between the runways.

The effect of the "buffer zone" would be to enable jets in takeoff to be at a minimum altitude of 2,200 feet in passing outbound over the airport bower. The minimum altitude for inbound jets in crossing the order would be 650 feet.

By comparison, at Idlewild, a jet on landing would have to de-

scend as low as 150 feet over the closest homes to the airport.

Under the PA anti-noise plan, there would be no flights in the immediate area between Madison and the airport. A similar ban would be in effect southeast of the airport in the direction of Plainfield.

These restrictions, backed by the buffer zones, would translate the noise of jets from excessive to "tolerable" levels, Tobin said.

Tobin said there is sufficient natural fill material in the surrounding area to raise the runways four or five feet above the present

swamp land. He also stressed that construction of new drainage channels and ponding areas within the airport would reduce flooding conditions there and in adjacent areas. This, he suggested, would be a step toward solving the Passaic Valley flood problem.

The Port Authority dangled a few financial plums in describing its proposed airport. It noted that 34,000 people are working at the present airports and that their wages total 233 million dollars annually.

"The salaries generate several times this amount in new regional earning," the PA reported. The new airport, it was said, would bring similar gains to Morris and surrounding towns.

The new airport, Tobin stated, would mean a "tremendous increase in the prosperity of the

Breakfast to Lunch

The Port of New York Authority yesterday gave a special breakfast preview on its plans for a jet terminal in Morris County to the presidents of eight airlines serving the metropolitan area. The plans then were unveiled before New Jersey legislative leaders at a luncheon in the Essex House.

whole area." He also termed it vital to the continued growth of the entire Northern New Jersey area.

'Only Site'

Tobin said that the three-year preliminary study had determined that the Great Swamp was the "only possible appropriate" site for the airport. Fourteen other possible sites in New York and New Jersey had been evaluated and discarded because of such factors as land space limitations, distance from the metropolitan area and position in relation to airways in the area.

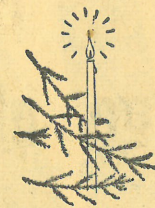
The study, he explained, had been prompted by a determination that by 1965 Newark, LaGuardia and Idlewild Airports would be inadequate to handle the air traffic forecast for that year. He estimated the passenger total in the metropolitan area would be about 25 million, double the 1958 volume.

The PA had no immediate explanation today of how the "inadequate" airports would manage to handle the traffic between 1965 and 1970, the earliest "practical" date by which it is suggested the Morris airport could be in full operation.

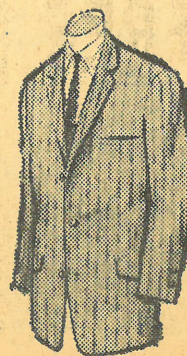
He reiterated the Port Authority's conclusion that commuter service cannot be self-supporting, therefore the PA by statute is barred from getting into the rail-



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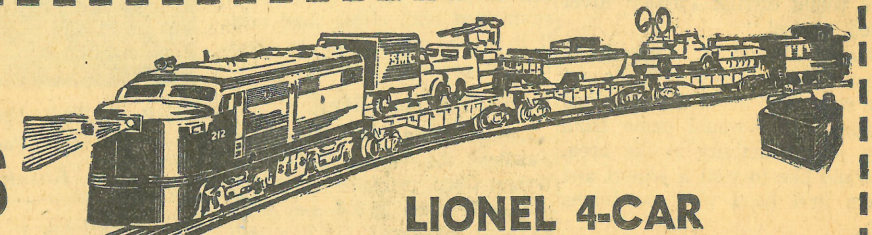
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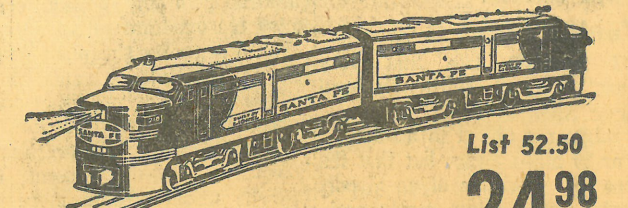
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