Airport Expansion

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kicked in from another eight million dollars.

Small Potatoes

All this would be small potatoes compared to the hundreds of millions of dollars which would have to be spent to establish a true jet age major airport today.

Consider Idlewild, for example. New York City spent 60 million dollars on it up to 1962. Since then the bistate agency has shelled out another 28 million dollars. This includes half of the $150 million dollars the PA is spending on a "Terminal City" at Idlewild. The latter features an international arrivals building and individual passenger terminals for the domestic and foreign airlines.

All international air traffic has been transferred to Idlewild.

Guards and Idlewild have split most of the "blush-oxygen" nonstop domestic service to distant points pretty much between them. Until now a lot of traffic between New Jersey and Idlewild has been a service point among New Jerseyans faced with the choice of hundreds of plans being scheduled to make a variety of different flights of varying lengths. The PA's new airport would make such service unnecessary.

Several New Jersey passengers get a little upset when the trip to and from Idlewild adds up to 90 minutes or necessitates two or more roundtrips.

Idlewild jets can carry more passengers faster and at a lower cost than the smaller planes now in use. This means that many more services can be offered.

Air travel is steadily increasing in the New York-North Jersey area. The PA says it would be at least 35 percent up from 1966's 8 million passengers a year in 1980. The passenger-carrying capacity of the PA's proposed Idlewild could be doubled, the PA says.

With the growth of planes and cargo, business and leisure travel will become a routine of the people of the areas which they serve.

Idlewild's 28,776 air and transportation employees earn a total of 57 million dollars a year, the PA says. New York City's 1961 port authority employed 22,000 people earning $72 million. The precipitated payroll in 1966.

Reaction

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to face the consequences of its incorporation," he said. A major airport in the township would create "an intolerable situation."

The Great Swamp, a nearly impervious remnants of a historic lake, could be isolated from the township's nine square miles and extend another five miles into neighboring Hardwood Lake and a 100-foot strip north of the town. This could mean a 30-year battle for zoning laws in the township and a possible airport on a state park.

"I don't know if people would object to it. It's worth noting a group in the township has already begun a movement to create a state park to protect the swamp."

Suggesting that new airports be constructed "further out," the state and county officials said they were interested in the proposal.

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