

# Airport Expansion

(Continued From First Page)

had kicked in 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 1947. Since then the bistate agency has shelled out another 248 million dollars. This includes but part 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 confined to Idlewild. La Guardia and Idlewild have split most of the "blue-ribbon" non-stop domestic service to distant points pretty much between them.

Until lately this has been a sore point among New Jerseyans faced with the choice of boarding a plane here scheduled to make a series of whistle-stops or of bucking traffic during a haul by car or bus to Idlewild or LaGuardia.

## Situation Improved

Diversion of flights from La Guardia to Newark in recent weeks has improved the situation. Traffic is being reduced at La

Guardia while the airport is being rebuilt in stages.

While the Port Authority declined to comment today on what type of service the new airport would offer, airline sources speculated that it would be capable of handling long range jetliners. Thus, what is now swampland in Morris County would within a few years, if the project is approved, be converted into a gateway to the world.

Land costs would be a major item in the proposed new airport. The reason for this would be a need for vast acreage in behalf of aircraft noise abatement, a cause which the Port Authority has been vigorously promoting, even to the discomfort of its tenants, the airlines.

Jet airport operators around the world have found that the new transports have compounded the noise abatement problem. Mechanical suppressors on the jet exhausts have helped, but not enough. Changes in flight paths have provided relief in some areas but not in others.

## Problem Solution

Many persons in aviation firmly believe that the ultimate solution is strict zoning of land for miles around new airports. This would include cleared land at the end of runways and creation of "buffer zones" where construction would be limited to industry.

As an example, the Dulles International Airport at Chantilly,

Va., 25 miles from Washington, will be ringed by a junior-sized forest 1,000-feet deep.

While Newark Airport's expansion is restricted by lack of open land, the Port Authority is adding facilities to maintain it as a major terminal. These include a four million dollar cargo center which was dedicated earlier this week and a two million dollar control tower which will be ready next month. The agency also is negotiating with Eastern Air Lines on the construction of a multi-million dollar maintenance center.

## Airline Headaches

In purchasing jets at five million dollars a copy, the airlines also bought a lot of heartaches.

Item. Jets must be "fed" rapidly into airports because they consume fuel at an outrageous rate if forced to circle at low altitudes awaiting landing clearance.

Item. Jets carry more passengers in less than five hours. Somehow New Jersey passengers get a little upset when the trip to and from Idlewild adds up to two hours and sometimes more to the overall travel time.

Item. Jets can carry more passengers faster than the piston planes now do. It is estimated this combination will increase the passenger-carrying capacity of the airlines by about one-third. This means that many more seats must be sold.

Air travel is steadily increasing in the New York-North Jersey area. The passenger total of 15 million this year is a 13 per cent hike over 1958. Newark has been leading the airport parade with its rise of 18 per cent in passenger traffic so far this year.

With the growth of both passenger and cargo business, airports have become major contributors to the economy of the areas which they serve.

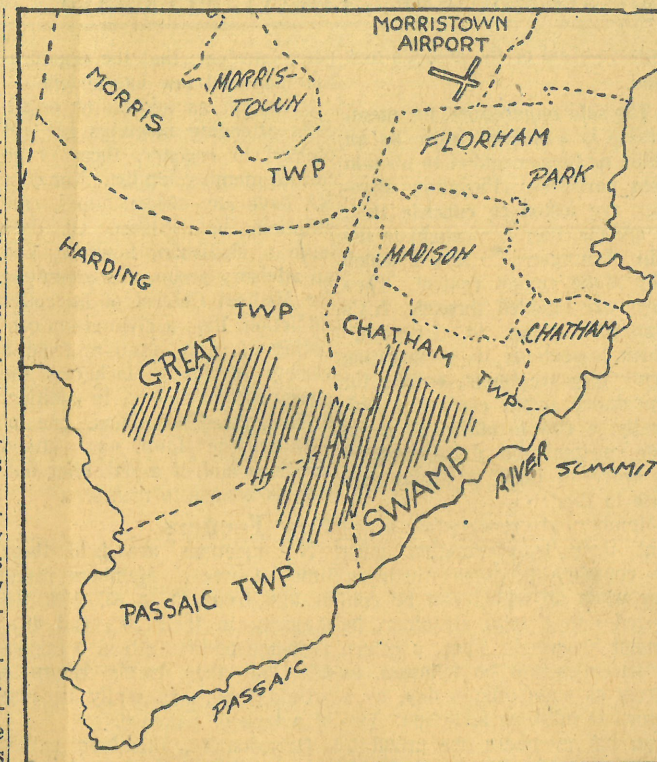
Idlewild's 22,726 airline and concessionaire employees earn a total of 53 million dollars annually. By 1965, the Port Authority estimates, 32,000 people will be working there. The predicted payroll: 260 million dollars.

## Reaction

(Continued From First Page)

lem to face this community since its incorporation." He said a major airport in the township would create "an intolerable situation."

The Great Swamp, a nearly impenetrable remnant of a prehistoric lake, covers four of the township's nine square miles and extends about another six square miles into neighboring Harding



**SITES CONSIDERED**—Reported as alternative locations considered for major jet airport planned by Port of New York Authority are Great Swamp area of marshland surrounding Morristown Airport in Hanover Township.

Harding Township would not comment officially, but stated, "I believe the residents would be violently opposed to an airport because Harding has a large share of the highest residential rateable property in the county."

Mayor Fred J. Schaan of Passaic Township, however, is "not inclined to be opposed." He will "stand with the people of the township if they're opposed."

## To Fight Plan

Chatham Borough "will use every means at our disposal to prevent the construction of an airport," Mayor James M. Henderson said. Henderson said, "We'd be unalterably opposed and we'll take all steps possible to fight it."

Morris Township Director John Roach Jr. declined to comment until he learns more about the plan. He pointed out, however, that the swamplands in the county are dedicated to parks, water supply, flood control and wildlife preserves.

## Hillery Doubtful

Senate Majority Leader Thomas J. Hillery (R-Morris) said he doubted that Morris County residents would welcome a jet airport in their midst.

He said, "I don't know if people would tolerate a new airport or not. It's worth noting a group in East Hanover is already organ-

be constructed "farther out," Lorentz noted that eastern Morris County and Union County have been built up "tremendously" in the last several years.

Jones criticized the Port Authority for using money on a new airport instead of railroad facilities.

"It's going to make one hell of a racket" was the reaction of New Jersey with "staff people" from the Port Authority. He said he would oppose it "most strenuously" especially if it were used for purposes other than passenger service.

Robert Shaw, Caldwell Township mayor, said he wanted to learn more about the PA plan, but that he would oppose any airport which would pose a hazard to residential areas in the township.

## 'Wow!'

The first reaction of West Caldwell's Mayor Milton T. Dedrick to the proposed airport was "Wow—a jet airport!" He said he would have to study the proposal before commenting further.

Livingston Councilman William H. Clark suggested that the PA consider reclaiming the Hackensack or Passaic River meadows for an airport. "It's a much more desirable location, better than the heart of a residential area," he said. The PA proposal is "transferring the problem from Newark and Elizabeth to our section."

Roseland Mayor Richard M. Ebersbach exclaimed, "Oh, man, here we go again—the same problem as Newark. I want to look at it and see what they're talking about."

Cedar Grove's Township Manager Kennedy Shaw said he favored such an airport because of its accessibility from Cedar Grove. He said, however, that he hoped the airport area would be zoned to provide adequate protection for homes.

Mayor Leo P. Carlin of Newark said he could not comment until he has more information about the proposed airport.

## Withhold Comment

Among others who said they would withhold comment until learning more, were executives of Berkeley Heights, Livingston and Verona, and legislators in Millburn, Roseland and Summit.

A State House source said the former Civil Aeronautics Administration five years ago suggested the Parsippany area in Morris as an airport site. The agency's report stressed the availability of north-south instrument runway facilities there.

Jet plane noise, zoning restrictions, and future needs for rec-

reational sites and water storage land were listed by Meyner yesterday as problems which must be considered before a modern airport is permitted in a residential area.

Meyner confirmed that he has discussed the possible construction of a major airport in northern New Jersey with "staff people" from the Port Authority. He raised questions about the proposal.

"I want more facts," Meyner said. "I am not going to endorse development."

any proposal for an airport until I get more facts."

He said he is not optimistic about the project "in view of the Meyner declared: 'I'm not going to experience at Newark and Idlewild.'" He said airlines have been violating the minimum noise standards set at Idlewild.

ing to perpetuate a nuisance in this state without some reassurance that any plan is not going to ruin neighborhoods and their plans for sound and sensible development."