

Zooming Air Travel Straining Airports

PA Forced to Expand

By ALBERT M. SKEA

An avalanche of 15 million air travelers in the metropolitan area this year is pushing the Port of New York Authority into early development of the new major airport proposed for New Jersey.

The project would involve the investment of hundreds of millions of dollars by the Port Authority for the acquisition of land and the construction of runways and the vast complex of terminals and hangars needed to handle the demands of the jet age.

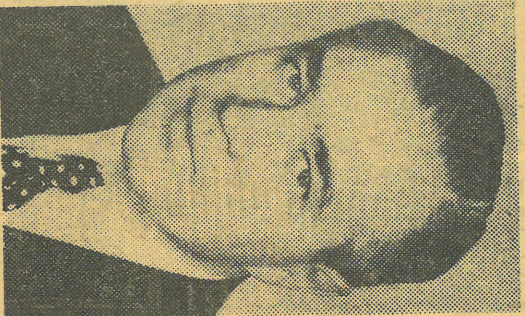
Newark Airport is being strained to the limit to handle its share of the traffic demands. As an airport with but one instrument runway, its capacity is rated at 40 planes an hour. This is the maximum which can be handled here in bad weather.

Yet one day last month the airport handled a record 694 aircraft landings and takeoffs. The inescapable conclusion is that Newark air traffic in the not too distant future will reach a saturation point.

Situation Widening

When that happens, New Jersey vacationers and businessmen traveling by air cannot be diverted readily to the other two major terminals. The avalanche is pressing equally on LaGuardia and Idlewild airports.

By the end of this month New-



AUSTIN J. TOBIN
Promises Some Details

ark will have handled more than three million air travelers in 1959. This is a new record, a rise of 18 per cent over 1958. And that was a record year, too.

Indicative of the growth anticipated at Newark Airport, the Port of New York Authority estimates that in five years 6,400 persons will be earning a total of more than 51 million dollars at the airport. This compares to the present 3,550 persons earning 25 million dollars a year. The totals do not include Port Authority employees.

The Port Authority has invested 38 million dollars in Newark Airport since it took over the terminal in 1948. Prior to that the federal government had spent over 15 million dollars and the city

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Morris Data Awaited

Mayors in three counties today declined to turn thumbs up or down on the jet age airport which the Port of New York Authority proposes to construct on Morris County swamp land.

Vehement opposition was voiced by some officials in Morris County, but otherwise, the general reaction was: Let's have more details before we decide one way or another.

The Port Authority has stated it will supply some of the details within 10 days. Austin J. Tobin, PA executive director, confirmed yesterday that the agency is planning another major terminal.

As a prelude to the meeting at which the bistate agency will unveil its new airport blueprint, Gov. Meyner today said he will make an aerial inspection over the area sought by the Port Authority for a multi-million-dollar jet terminal.

To Use Swamp Area

Meyner declined to reveal the location of the site under consideration. Other state officials who have consulted with the PA aviation staff, report it involves the Great Swamp lowlands region or Morristown Municipal Airport.

The Great Swamp lies between Summit and Bernardsville. A circle with a six-mile radius, drawn around the heart of the lowlands, would touch parts of Morristown, Madison, Chatham, Summit, Westfield, Plainfield and Bernardsville.

Morristown Airport is located in Hanover Township, about four miles east of the heart of Morristown. Columbia Rd., an extension of South Orange Ave. forms the southern border of the airport.

Asks Hearing

Rep. Florence Dwyer (R-NJ) said she would ask the Federal Aviation Agency to halt any appropriations for the project until a public hearing is held.

"The Port Authority's proposal would mean intolerable noise levels in Berkeley Heights, New Providence and Summit," she declared.

She said the plan "disregards every law of safety and every right of our citizens to enjoy the security and peace of their homes."

Mayor Bernard Pfeiffer of Chatham Township termed the proposal "the most serious prob-