

## **Morristown Municipal Airport - Morristown**

Bob Bogan, Deputy Director; Scott McMahon, Facilities Manager; and Maria Renner, Government Affairs Manager

### **General**

This publicly owned airport is operated by DM Airport Developers, Inc., under a long-term lease with the town of Morristown.

Where Teterboro is operating near its limits in terms of available airspace and parking for based aircraft, Morristown, Essex County Airport, and to some extent Monmouth Executive Airport are picking up the corporate jet overflow. Morristown is the third-busiest northern New Jersey airport, behind Newark Liberty and Teterboro, with more than 600 operations per day. Operations at Morristown include many smaller aircraft, whereas Teterboro still handles the largest number of corporate jets in the state.

Morristown's main runway, runway 5/23, was lengthened to 6,000 feet in 1971 to accommodate jet traffic.

The airport's present location dates back to 1931. Morristown's greatest concern is lack of space. It is surrounded by wetlands, Route 24 and Route 10. Although the airport property encompasses 638 acres, only 175 acres are usable, which represents only one quadrant of a roughly square parcel. The balance is considered flood plain (wetlands). Management estimates that present environmental regulations, while necessary, double the operating cost of the airport. The airport operates 24 hours a day, 7 days a week, though night operations are minimized in response to community noise concerns. There are three flight schools operating at the airport.

### **Future**

The progression to an increasing number of corporate jet operations will continue. Small aircraft technologies will increasingly make use of GPS, allowing greater flexibility in routing aircraft to and from the airport and precision all weather approaches to additional runways.

The airport manager does see a big future for VLJ's. The thinking is that growth will come through the increase in more advanced corporate aircraft, air control systems and in fractional ownership of business aircraft. At the same time, airport management sees itself as a "home-based" airport, with its revenue stream being mainly supported by based tenants.

### **Access and Wayfinding Issues**

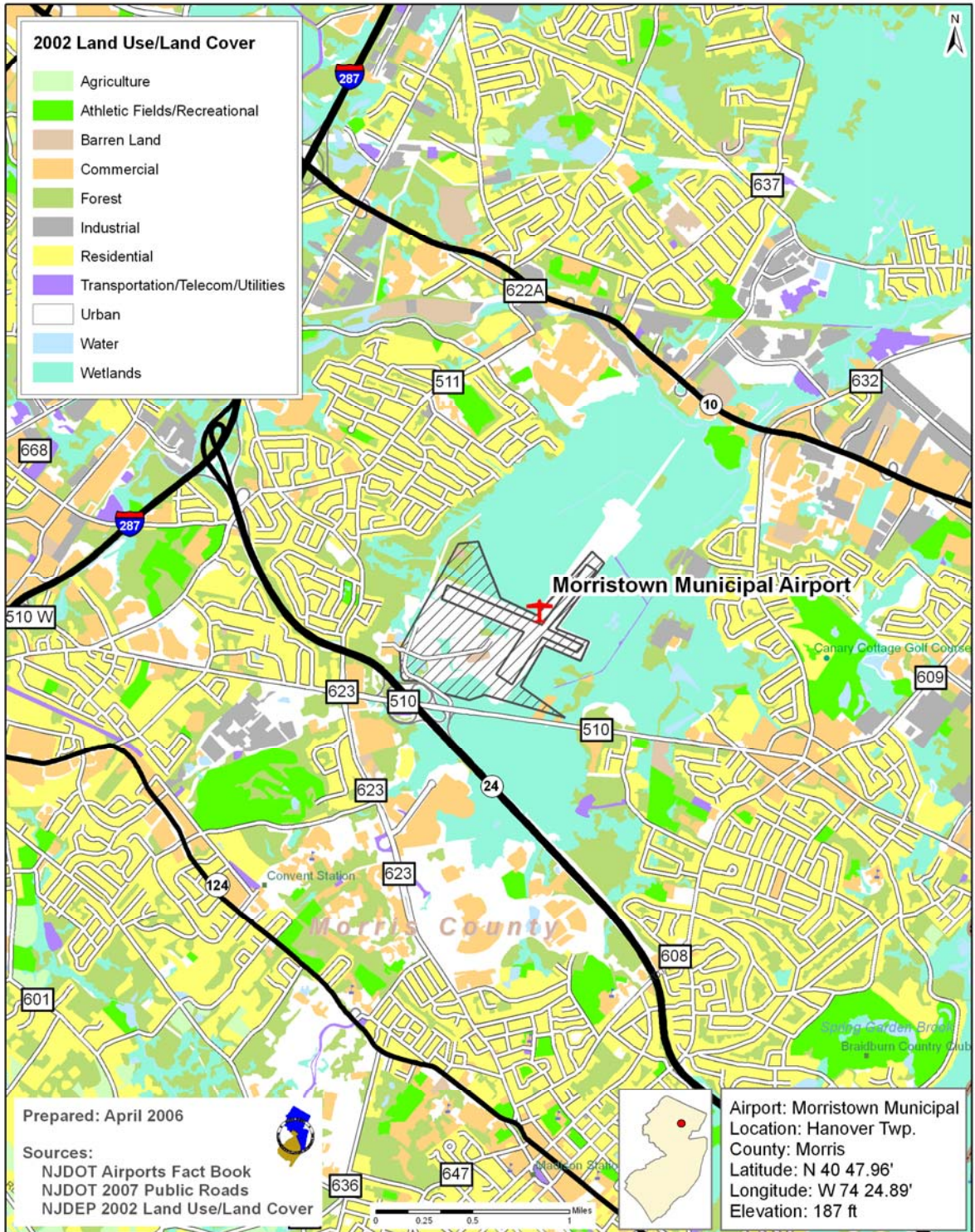
A big issue is peak hour traffic congestion resulting in traffic queues of over a mile in length on Route 24 onto I-287. The reason is lack of capacity (one lane) on the Route 24 ramp leading onto I-287 North, which is utilized by airport patrons. Improvement of this ramp would lessen the queue, which at times backs up past the interchange with CR 510 that provides access to the airport. Airport signage is recommended on Route 24 and CR 510 due to apparent lack of any wayfinding for visitors. Even on CR 510, which passes the airport entrance, the only signage apparent relates to airport- related businesses.

Morris County recently issued a report on aviation related issues. The report included a recommendation that the county explore the feasibility of a bus route to the airport serving airport employees.



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Morristown, NJ

# NJTPA Core Airports



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Two way - 24 Hour Traffic Volume for Surrounding Roads

