

Ocean County

Robert J. Miller Airpark - Toms River

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General

The airport is owned by Ocean County and occupies 856 acres of county-owned property, 450 acres of which are devoted to the airport's operations area. The airport is located seven miles southwest of Toms River and about 75 miles south of New York City. It averages over 100 operations per day, but is much more active in the summer months due to its proximity to ocean resorts. The airport supports 116 based aircraft and 37 T-hangars. There is a long waiting list for T-hangar space and the county proposes to build more as soon as possible. It currently has a single runway, 6/24, that is 5,949 feet long x 80 feet wide and is asphalt paved.

Pursuant to Pinelands Commission regulations, in August 2007, the airport completed its one year Habitat Assessment. This assessment is necessary to carry out ongoing infrastructure improvements such as the construction of the cross-wind runway and a new terminal / operations building. This Assessment, underwritten by FAA funding, is a requirement of ongoing Pinelands permits. The airpark is a grandfathered use in the Pinelands agreement. A section of the agreement states, however, that the airport's infrastructure can only expand by fifty percent.

It was indicated that some owners of smaller aircraft were concerned that they would be pushed aside in favor of higher-return corporate aircraft. In response to this concern, the airport has assured these tenants that small aircraft operations would be allowed to both continue and flourish. As a demonstration of the airport's commitment to smaller aircraft, tie-down fees are being held at only \$75 per month for single engine aircraft.

In the June 2006, edition of *Aviation International News*, writer Jack Elliot reports that Robert J. Miller Airpark has several advantages over most business aviation airports. There is no noise problem since there are no homes nearby. The airport is surrounded by government-owned land which has very limited potential for development given its protections under the Pinelands Commission's preservation and protection mandate. Another advantage of the Airpark is the fact that clearances are issued by McGuire AFB, which is not as overburdened as the New York Air Traffic Control Center, resulting in fewer operational delays.

Future

Permits are being sought to construct a 3,400 foot long "cross-wind" runway, which the FAA will finance as a safety related improvement. This runway has been in the planning stage for a number of years and would bi-sect the present 5,949 foot long runway. It will provide an extra degree of safety for smaller aircraft which are much more sensitive to cross winds. In addition, it will help to address concerns over smaller aircraft using the same landing pattern as much faster jet aircraft.

The Ocean County Planning Board is also awaiting Pinelands approval to proceed with the new airport terminal / operations building to replace the present one. Funds have been set aside and the project is expected to begin in late fall of 2007.

As to the future of airport operations, the county sees the popularity of the VLJ and fractional ownership growing. The airport management sees a possible change from piston aircraft to the VLJ among corporate and recreational users as the cost comes down. They also forecast an increase of jet aircraft usage for corporate clients in the region, but not at the expense of the recreational flyer.

Access and Wayfinding Issues

The airport is accessed from the north and south by way of the Garden State Parkway. The Parkway is often congested during the summer months due to shore traffic, especially on weekends. As a result of development in the Toms River area, rush hour

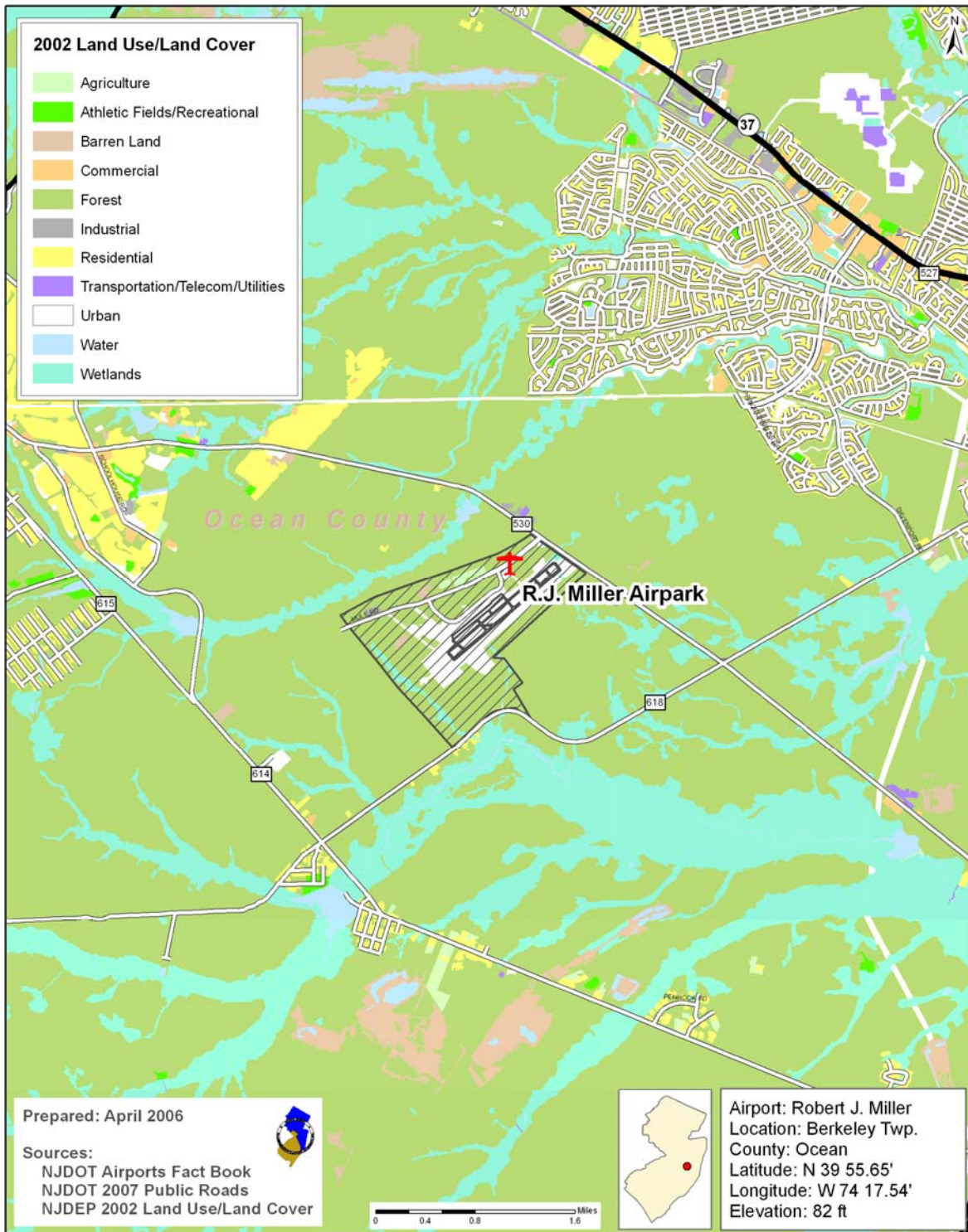
traffic in the vicinity of the airport is problematic. Otherwise, access is relatively unhindered.

Airport signage is required on the Garden State Parkway approaching Exit 80 southbound and Exit 77 northbound. Additionally, signage is required about one-quarter mile from the airport on CR 530 West. The County was recently successful in getting the state to erect clearer signage on CR 530 East, departing the airport. Previous signs left the motorist with the impression that the Parkway could only be accessed in a northbound direction.



Robert J. Miller Airpark (MJX)
Toms River, NJ

NJTPA Core Airports



NJTPA Core Airports

Two way - 24 Hour Traffic Volume for Surrounding Roads

