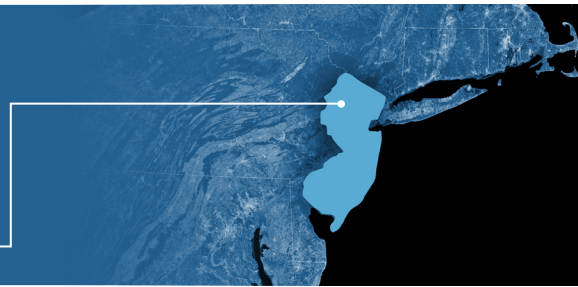


AEROFLEX-ANDOVER AIRPORT (12N)



AIRPORT INFORMATION

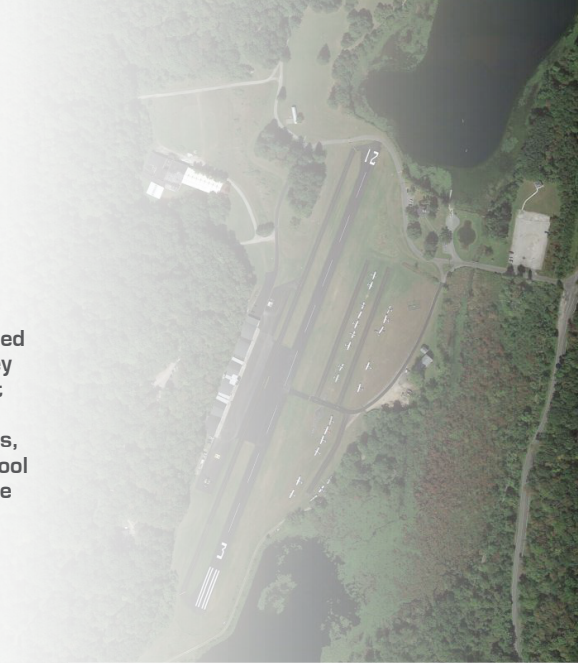
NON-NPIAS*:	GENERAL AVIATION
RUNWAY 3/21:	1,981' X 50'
TOTAL GA OPERATIONS:	24,826
TOTAL BASED AIRCRAFT:	41
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

LAKE AEROFLEX ROAD
ANDOVER, NJ 07821
973-786-5100
SUSSEX COUNTY
ELEVATION: 583' MSL
ACREAGE: 12
41-00-31.0N / 74-44-16.9W

Aeroflex-Andover Airport (12N) is a non-towered general aviation airport. This facility is owned by the New Jersey Department of Environmental Protection and operated by the New Jersey Forest Fire Service. 12N is not included in the NPIAS. Originally privately owned, the airport was acquired by the State in the mid-1990's. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, major airframe and power plant services, flight training, aircraft rentals, and charter flights. The airport also has an on-site flight school specializing in tailwheel airplanes. During the fire season, the New Jersey Forest Fire Service uses 12N as their base for wildfire suppression.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 24,826

Percent Itinerant: 40%

Itinerant GA Operations: 9,930

Estimated True Transient Arrivals: 1,640

Estimated GA Visitors: 3,770

Estimated Length of Stay: 1.5 days per visitor

Total Annual Number of Days Stayed: 5,660

Annual GA Visitor Expenditures: \$385,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 7
Secondary: 10
Total: 17

VISITORS EMPLOYMENT
Direct: 4
Secondary: 2
Total: 6

TOTAL EMPLOYMENT
Direct: 11
Secondary: 12
Total: 23

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$732,800
Secondary: \$613,100
Total: \$1,345,900

VISITORS PAYROLL
Direct: \$147,900
Secondary: \$107,100
Total: \$255,000

TOTAL PAYROLL
Direct: \$880,700
Secondary: \$720,200
Total: \$1,600,900

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$2,541,400
Secondary: \$1,922,300
Total: \$4,463,700

VISITORS OUTPUT
Direct: \$385,200
Secondary: \$293,800
Total: \$679,000

TOTAL OUTPUT
Direct: \$2,926,600
Secondary: \$2,216,100
Total: \$5,142,700

2003 GA Total Output: \$2,908,700

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

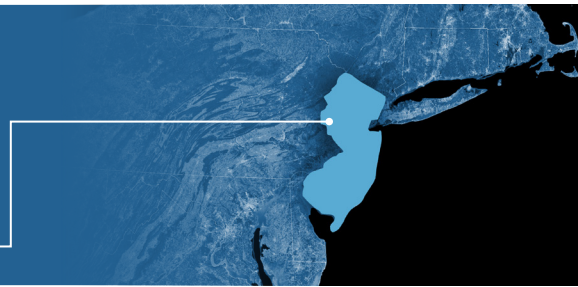
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

ALEXANDRIA FIELD (N85)



AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 8/26:	2,550' X 60'
RUNWAY 13/31:	1,804' X 100'
TOTAL GA OPERATIONS:	18,459
TOTAL BASED AIRCRAFT:	90
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

63 AIRPORT ROAD
PITTSTOWN, NJ 08867
908-730-9223
HUNTERDON COUNTY
ELEVATION: 480' MSL
ACREAGE: 75
40-35-15.3N / 75-01-09.9W



Alexandria Field (N85) is a non-towered general aviation airport. This facility is privately owned and operated by Alexandria Airpark, LLC and open to the public. N85 is not included in the NPIAS. The airport opened in the 1940's. In 1995 the airport sponsors received the Fred L. Wehran Aviation Achievement Award for being in business for 50 years as well as providing the site for a major east coast balloon festival. The Magic of Alexandria Balloon Fest was held from 1989 through 1998. Today's aviation services and facilities at the airport include aircraft rentals, aircraft sales, hangar and tie-down rentals, aircraft fueling, major airframe and power plant maintenance, flight training, and skydiving. N85 also offers educational services that include a summer aviation camp, aerospace club, leader's empowerment workshops, emergency maneuver training, and airport engineering and general interest tours.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
18,459

Percent Itinerant:
40%

Itinerant GA Operations:
7,381

Estimated True Transient Arrivals:
1,219

Estimated GA Visitors:
2,800

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
4,210

Annual GA Visitor Expenditures:
\$598,800

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 37
Secondary: 54
Total: 91

VISITORS EMPLOYMENT
Direct: 7
Secondary: 3
Total: 10

TOTAL EMPLOYMENT
Direct: 44
Secondary: 57
Total: 101

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$3,873,300
Secondary: \$3,240,900
Total: \$7,114,200

VISITORS PAYROLL
Direct: \$229,800
Secondary: \$166,500
Total: \$396,300

TOTAL PAYROLL
Direct: \$4,103,100
Secondary: \$3,407,400
Total: \$7,510,500

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$13,433,300
Secondary: \$10,161,000
Total: \$23,594,300

VISITORS OUTPUT
Direct: \$598,800
Secondary: \$456,700
Total: \$1,055,500

TOTAL OUTPUT
Direct: \$14,032,100
Secondary: \$10,617,700
Total: \$24,649,800

2003 GA Total Output:
\$4,010,300

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

ATLANTIC CITY INTERNATIONAL AIRPORT (ACY)

AIRPORT INFORMATION

NPIAS* ROLE:	SMALL HUB
NPIAS SERVICE LEVEL:	PRIMARY
RUNWAY 13/31:	10,000' X 150'
RUNWAY 4/22:	6,144' X 150'
TOTAL COMMERCIAL OPERATIONS:	14,505
TOTAL GA OPERATIONS:	26,280
TOTAL BASED AIRCRAFT:	58
ENPLANEMENTS:	532,108

LOCATION INFORMATION

101 ATLANTIC CITY INTERNATIONAL AIRPORT #106
ATLANTIC CITY, NJ 08234
609-645-7895
ATLANTIC COUNTY
ELEVATION: 74.8' MSL
ACREAGE: 5,000
39-27-27.3N / 74-34-37.8W

*NPIAS: National Plan of Integrated Airport Systems

Atlantic City International Airport (ACY) is a towered joint civil-military airport. This facility is publicly owned by the South Jersey Transportation Authority and operated by AFCO AvPORTS Management LLC. ACY is included in the NPIAS and is categorized as a small hub primary commercial service airport. The airport originally opened in 1942 as the Naval Air Station Atlantic City. Additional development includes the construction of the terminal building, parking garages, and Airport Rescue and Fire Fighting building. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, ground handling, customs and immigration, deicing, air charters, major airframe and power plant maintenance, concierge, and catering. The airport regularly serves multiple domestic destinations and seasonal flights. Also located at the airport are the New Jersey Air National Guard, New Jersey Coast Guard, and the Federal Aviation Administration William J. Hughes Technical Center. ACY offers educational tours of the airport and is the host airport for the Atlantic City Airshow which occurs every year in August.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
26,280

Percent Itinerant:
78%

Itinerant GA Operations:
20,416

Estimated True Transient Arrivals:
3,372

Estimated GA Visitors:
18,550

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
35,240

Annual GA Visitor Expenditures:
\$10,324,700

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
ON-AIRPORT TENANT EMPLOYMENT	ON-AIRPORT TENANT PAYROLL	ON-AIRPORT TENANT OUTPUT
Direct: 107 Secondary: 157 Total: 264	Direct: \$11,201,100 Secondary: \$9,372,300 Total: \$20,573,400	Direct: \$38,847,800 Secondary: \$29,384,400 Total: \$68,232,200
VISITORS EMPLOYMENT	VISITORS PAYROLL	VISITORS OUTPUT
Direct: 121 Secondary: 50 Total: 171	Direct: \$3,963,000 Secondary: \$2,871,100 Total: \$6,834,100	Direct: \$10,324,700 Secondary: \$7,875,000 Total: \$18,199,700
TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Direct: 228 Secondary: 207 Total: 435	Direct: \$15,164,100 Secondary: \$12,243,400 Total: \$27,407,500	Direct: \$49,172,500 Secondary: \$37,259,400 Total: \$86,431,900 2003 GA Total Output: \$49,929,100

COMMERCIAL SERVICE IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 4,976 Secondary: 7,291 Total: 12,267	Direct: \$520,902,000 Secondary: \$435,854,600 Total: \$956,756,600	Direct: \$1,806,603,900 Secondary: \$1,366,512,900 Total: \$3,173,116,800 2003 Commercial Total Output: \$828,918,100

TOTAL AIRPORT IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 5,204 Secondary: 7,498 Total: 12,702	Direct: \$536,066,100 Secondary: \$448,098,000 Total: \$984,164,100	Direct: \$1,855,776,400 Secondary: \$1,403,772,300 Total: \$3,259,548,700 2003 GA Total Output: \$878,847,200

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

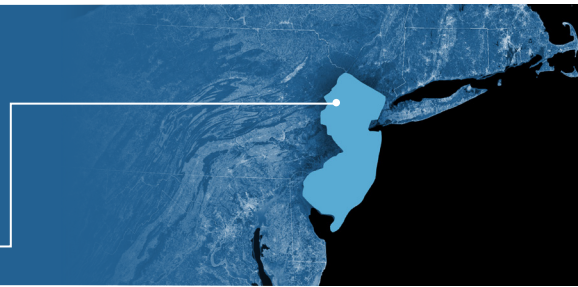
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

BLAIRSTOWN AIRPORT (1N7)



AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 7/25:	3,088' X 70'
TOTAL GA OPERATIONS:	19,790
TOTAL BASED AIRCRAFT:	144
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

36 LAMBERT ROAD
BLAIRSTOWN, NJ 07825
908-362-8965
WARREN COUNTY
ELEVATION: 372' MSL
ACREAGE: 151
40-58-16.1N / 74-59-50.9W

Blairstown Airport (1N7) is a non-towered general aviation airport. This facility is privately owned and operated by J.D. Air Inc. and open to the public. 1N7 is not included in the NPIAS. Previously known as Lake Susquehanna Airport, this facility was first licensed in 1951. Aviation services and facilities provided at the airport include flight training, aircraft rental, scenic air tours, 24-hour self-service fueling, hangar and tie-down rentals, on-site restaurant, and major airframe and power plant maintenance. 1N7 is also a significant glider airport with non-powered glider rides, rentals, and instructions provided on-site.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
19,790

Percent Itinerant:
40%

Itinerant GA Operations:
7,916

Estimated True Transient Arrivals:
1,307

Estimated GA Visitors:
3,010

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
4,510

Annual GA Visitor Expenditures:
\$642,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 26
Secondary: 38
Total: 64

VISITORS EMPLOYMENT

Direct: 7
Secondary: 3
Total: 10

TOTAL EMPLOYMENT

Direct: 33
Secondary: 41
Total: 74

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,738,600
Secondary: \$2,291,500
Total: \$5,030,100

VISITORS PAYROLL

Direct: \$246,400
Secondary: \$178,500
Total: \$424,900

TOTAL PAYROLL

Direct: \$2,985,000
Secondary: \$2,470,000
Total: \$5,455,000

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$9,498,100
Secondary: \$7,184,400
Total: \$16,682,500

VISITORS OUTPUT

Direct: \$642,000
Secondary: \$489,700
Total: \$1,131,700

TOTAL OUTPUT

Direct: \$10,140,100
Secondary: \$7,674,100
Total: \$17,814,200

2003 GA Total Output:
\$2,008,600

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

CAMDEN COUNTY AIRPORT (19N)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 5/23:	3,094' X 45'
TOTAL GA OPERATIONS:	5,230
TOTAL BASED AIRCRAFT:	32
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

817 WATSONTOWN ROAD
BERLIN, NJ 08009
856-767-1233
CAMDEN COUNTY
ELEVATION: 149' MSL
ACREAGE: 75
39-46-42.4N / 74-56-52.1W

Camden County Airport (19N) is a non-towered general aviation airport. This facility is privately owned and operated by Albion Airport, Inc. and open to the public. 19N is not included in the NPIAS. Originally known as Albion Airport, 19N was founded in 1929 and first licensed in 1955. Aviation services and facilities provided at the airport include airport management, aircraft fueling, hangar and tie-down rentals, hangar sales, passenger terminal and lounge, major airframe and power plant maintenance, and aircraft modifications.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
5,230

Percent Itinerant:
35%

Itinerant GA Operations:
1,830

Estimated True Transient Arrivals:
302

Estimated GA Visitors:
700

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
1,040

Annual GA Visitor Expenditures:
\$71,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 26
Secondary: 38
Total: 64

VISITORS EMPLOYMENT

Direct: 1
Secondary: 0
Total: 1

TOTAL EMPLOYMENT

Direct: 27
Secondary: 38
Total: 65

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,721,800
Secondary: \$2,277,400
Total: \$4,999,200

VISITORS PAYROLL

Direct: \$27,300
Secondary: \$19,700
Total: \$47,000

TOTAL PAYROLL

Direct: \$2,749,100
Secondary: \$2,297,100
Total: \$5,046,200

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$9,439,700
Secondary: \$7,140,100
Total: \$16,579,800

VISITORS OUTPUT

Direct: \$71,000
Secondary: \$54,200
Total: \$125,200

TOTAL OUTPUT

Direct: \$9,510,700
Secondary: \$7,194,300
Total: \$16,705,000

2003 GA Total Output:
\$2,658,900

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

CAPE MAY COUNTY AIRPORT (WWD)

AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 1/19:	5,003' X 150'
RUNWAY 10/28:	4,998' X 150'
TOTAL GA OPERATIONS:	30,000
TOTAL BASED AIRCRAFT:	47
ENPLANEMENTS:	0

LOCATION INFORMATION

375 FORRESTAL ROAD
RIO GRANDE, NJ 08242
609-886-8652
CAPE MAY COUNTY
ELEVATION: 21.3' MSL
ACREAGE: 996
39-00-30.6N / 74-54-30.9W

*NPIAS: National Plan of Integrated Airport Systems

Cape May County Airport (WWD) is a non-towered general aviation airport. This facility is publicly owned by Cape May County and is operated by the Delaware River and Bay Authority (DRBA). WWD is included in the NPIAS and is categorized as a regional general aviation airport. The airfield opened during World War II in 1943 as Naval Air Station Wildwood (NASW). Following the war, the airport was turned over to local government for public use. Aviation services and facilities provided at the airport include charter, restaurant, military aircraft, aircraft rental, fixed base operator services, aircraft fueling, and hangar and tie-down rentals. NASW Aviation Museum is located at the airport and includes a number of aircraft, engines, special exhibits, and educational interactive displays. The Forgotten Warriors Vietnam Museum is a second museum facility located on-site. In addition, WWD hosts an AirFest every year over Labor Day weekend as well as other events throughout the year.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
30,000

Percent Itinerant:
73%

Itinerant GA Operations:
22,000

Estimated True Transient Arrivals:
3,633

Estimated GA Visitors:
19,990

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
37,980

Annual GA Visitor Expenditures:
\$11,126,100

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 12
Secondary: 18
Total: 30

VISITORS EMPLOYMENT
Direct: 130
Secondary: 54
Total: 184

TOTAL EMPLOYMENT
Direct: 142
Secondary: 72
Total: 214

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$1,256,200
Secondary: \$1,051,100
Total: \$2,307,300

VISITORS PAYROLL
Direct: \$4,270,600
Secondary: \$3,093,900
Total: \$7,364,500

TOTAL PAYROLL
Direct: \$5,526,800
Secondary: \$4,145,000
Total: \$9,671,800

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$4,356,800
Secondary: \$3,295,400
Total: \$7,652,200

VISITORS OUTPUT
Direct: \$11,126,100
Secondary: \$8,486,300
Total: \$19,612,400

TOTAL OUTPUT
Direct: \$15,482,900
Secondary: \$11,781,700
Total: \$27,264,600

2003 GA Total Output:
\$13,990,800

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

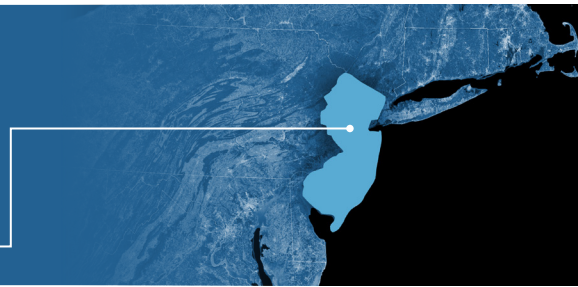
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

CENTRAL JERSEY REGIONAL AIRPORT (47N)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 7/25:	3,510' X 50'
TOTAL GA OPERATIONS:	24,300
TOTAL BASED AIRCRAFT:	111
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

1034 MILLSTONE RIVER ROAD
 HILLSBOROUGH, NJ 08844
 908-526-2822
 SOMERSET COUNTY
 ELEVATION: 86' MSL
 ACREAGE: 119
 40-31-27.9N / 74-35-53.8W

Central Jersey Regional Airport (47N) is a non-towered general aviation airport. This facility is privately owned and operated by Central Jersey Airport Services Inc. and open to the public. 47N is not included in the NPIAS. The airport was originally licensed in 1961 and was previously known as Kupper Airport. Aviation services and facilities provided at the airport include 24-hour fueling, tie-downs, rental cars, aircraft rental, flight schools, and major airframe and power plant maintenance. The airport is also home to several flying clubs, banner towing organizations, and the Civil Air Patrol.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
24,300

Percent Itinerant:
30%

Itinerant GA Operations:
7,290

Estimated True Transient Arrivals:
1,204

Estimated GA Visitors:
4,330

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,500

Annual GA Visitor Expenditures:
\$925,300

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 14
 Secondary: 21
Total: 35

VISITORS EMPLOYMENT

Direct: 11
 Secondary: 4
Total: 15

TOTAL EMPLOYMENT

Direct: 25
 Secondary: 25
Total: 50

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,465,600
 Secondary: \$1,226,300
Total: \$2,691,900

VISITORS PAYROLL

Direct: \$355,200
 Secondary: \$257,300
Total: \$612,500

TOTAL PAYROLL

Direct: \$1,820,800
 Secondary: \$1,483,600
Total: \$3,304,400

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$5,082,900
 Secondary: \$3,844,700
Total: \$8,927,600

VISITORS OUTPUT

Direct: \$925,300
 Secondary: \$705,700
Total: \$1,631,000

TOTAL OUTPUT

Direct: \$6,008,200
 Secondary: \$4,550,400
Total: \$10,558,600

2003 GA Total Output:
\$6,152,500

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

CROSS KEYS AIRPORT (17N)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 9/27:	3,500' X 50'
TOTAL GA OPERATIONS:	22,825
TOTAL BASED AIRCRAFT:	47
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

1531 NORTH TUCKAHOE RD
WILLIAMSTOWN, NJ 08094
856-629-3033
GLOUCESTER COUNTY
ELEVATION: 162' MSL
ACREAGE: 280
39-42-19.7N / 75-01-58.8W

Cross Keys Airport (17N) is a non-towered general aviation airport. This facility opened in 1954 and is privately owned and operated by Cross Keys Airport Inc. and open to the public. 17N is not included in the NPIAS. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, major airframe and power plant services, flight training, aircraft rentals, charter flights, and skydiving schools.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
22,825

Percent Itinerant:
35%

Itinerant GA Operations:
7,988

Estimated True Transient Arrivals:
1,319

Estimated GA Visitors:
4,750

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
7,130

Annual GA Visitor Expenditures:
\$1,013,900

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 19
Secondary: 28
Total: 47

VISITORS EMPLOYMENT

Direct: 12
Secondary: 5
Total: 17

TOTAL EMPLOYMENT

Direct: 31
Secondary: 33
Total: 64

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,022,700
Secondary: \$1,692,400
Total: \$3,715,100

VISITORS PAYROLL

Direct: \$389,200
Secondary: \$281,900
Total: \$671,100

TOTAL PAYROLL

Direct: \$2,411,900
Secondary: \$1,974,300
Total: \$4,386,200

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$7,015,100
Secondary: \$5,306,200
Total: \$12,321,300

VISITORS OUTPUT

Direct: \$1,013,900
Secondary: \$773,300
Total: \$1,787,200

TOTAL OUTPUT

Direct: \$8,029,000
Secondary: \$6,079,500
Total: \$14,108,500

2003 GA Total Output:
\$4,919,400

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

EAGLES NEST AIRPORT (31E)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 14/23:	3,670' X 60'
TOTAL GA OPERATIONS:	785
TOTAL BASED AIRCRAFT:	32
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

100 AIRPORT ROAD
WEST CREEK, NJ 08092
732-446-6483
OCEAN COUNTY
ELEVATION: 37' MSL
ACREAGE: 80
39-39-55.6N / 74-18-28.9W

Eagles Nest Airport (31E) is a non-towered general aviation airport. This facility is privately owned and operated by Eagles Nest Airport LLC and open to the public. 31E is not included in the NPIAS. Although it was closed between 1975 and 1988, 31E has since added a 3,200-foot paved runway, an apron, and hangar facilities. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, hangar sales, passenger and pilot lounge, and major airframe and power plant maintenance services. The airport has several banner towing/advertising companies, skydiving, and a radio controlled flying club. 31E also has a planned airpark to include homes with direct airport access.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 785

Percent Itinerant: 73%

Itinerant GA Operations: 575

Estimated True Transient Arrivals: 95

Estimated GA Visitors: 220

Estimated Length of Stay: 1.5 days per visitor

Total Annual Number of Days Stayed: 330

Annual GA Visitor Expenditures: \$46,700

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 28
Secondary: 41
Total: 69

VISITORS EMPLOYMENT
Direct: 1
Secondary: 0
Total: 1

TOTAL EMPLOYMENT
Direct: 29
Secondary: 41
Total: 70

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$2,931,100
Secondary: \$2,452,600
Total: \$5,383,700

VISITORS PAYROLL
Direct: \$17,900
Secondary: \$13,000
Total: \$30,900

TOTAL PAYROLL
Direct: \$2,949,000
Secondary: \$2,465,600
Total: \$5,414,600

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$10,165,800
Secondary: \$7,689,400
Total: \$17,855,200

VISITORS OUTPUT
Direct: \$46,700
Secondary: \$35,700
Total: \$82,400

TOTAL OUTPUT
Direct: \$10,212,500
Secondary: \$7,725,100
Total: \$17,937,600

2003 GA Total Output: N/A

Note: In the 2003 study, 13 airports were grouped together into an "Other Airports" category. 31E was included in this group. Economic impact data for facilities in the Other Airports category were presented collectively as a group. No individual impacts for 31E were established outside of the Other Airports category.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

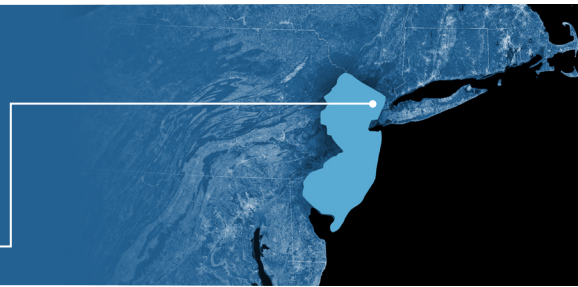
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

ESSEX COUNTY AIRPORT (CDW)



AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 4/22:	4,552' X 80'
RUNWAY 10/28:	3,719' X 75'
TOTAL GA OPERATIONS:	80,043
TOTAL BASED AIRCRAFT:	252
ENPLANEMENTS:	0

LOCATION INFORMATION

27 WRIGHT WAY
FAIRFIELD, NJ 07004
973-227-4567
ESSEX COUNTY
ELEVATION: 172' MSL
ACREAGE: 275
40-52-30.8N / 74-16-52.9W

*NPIAS: National Plan of Integrated Airport Systems

Essex County Airport (CDW) is a towered general aviation airport. This facility is publicly owned and operated by the Essex County Improvement Authority (ECIA). CDW is included in the NPIAS and is categorized as a regional reliever airport. The airport opened in 1929 as the Caldwell-Wright Airport and has been operated by ECIA since 1975. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, passenger terminal, pilot lounge, flight training, scenic flights, aircraft rental, rental cars, deicing, major airframe and power plant maintenance, helicopter services, aircraft washing and detailing, catering, aircraft sales, and air charters. Organizations based at CDW include the Coast Guard Auxiliary Airstation Caldwell, Paramus Flying Club, Experimental Aircraft Association, and the Eagle Flight Squadron.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
80,043

Percent Itinerant:
61%

Itinerant GA Operations:
49,205

Estimated True Transient Arrivals:
8,127

Estimated GA Visitors:
44,700

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
84,930

Annual GA Visitor Expenditures:
\$24,879,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 105
Secondary: 154
Total: 259

VISITORS EMPLOYMENT

Direct: 290
Secondary: 121
Total: 411

TOTAL EMPLOYMENT

Direct: 395
Secondary: 275
Total: 670

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$10,991,700
Secondary: \$9,197,100
Total: \$20,188,800

VISITORS PAYROLL

Direct: \$9,549,500
Secondary: \$6,918,400
Total: \$16,467,900

TOTAL PAYROLL

Direct: \$20,541,200
Secondary: \$16,115,500
Total: \$36,656,700

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$38,121,700
Secondary: \$28,835,200
Total: \$66,956,900

VISITORS OUTPUT

Direct: \$24,879,200
Secondary: \$18,976,400
Total: \$43,855,600

TOTAL OUTPUT

Direct: \$63,000,900
Secondary: \$47,811,600
Total: \$110,812,500

2003 GA Total Output:
\$93,099,000

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

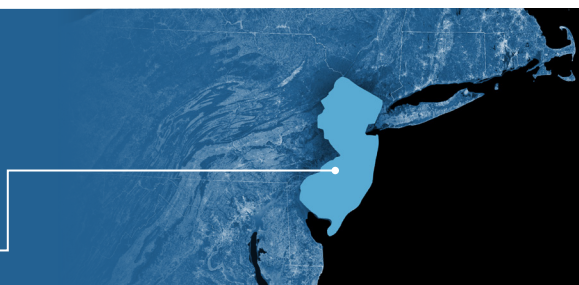
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

FLYING W AIRPORT

(N14)



AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 1/19:	3,496' X 75'
TOTAL GA OPERATIONS:	56,389
TOTAL BASED AIRCRAFT:	93
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

60 FOSTERTOWN ROAD
MEDFORD, NJ 08055
609-267-7673
BURLINGTON COUNTY
ELEVATION: 49' MSL
ACREAGE: 170
39-56-03.4N / 74-48-26.0W



Flying W Airport (N14) is a non-towered general aviation airport. This facility is a privately owned, public use airport owned and operated by Cave Holdings — Flying W, LLC. N14 is not included in the NPIAS. The airport opened in the 1960's with a vision to offer transportation services to those involved in building the Alaska Pipe Line, as well as provide a place for travelers and locals as a recreation airport. Aviation services and facilities provided at the airport include fueling, aircraft tie-downs, major airframe and power plant maintenance, bar and restaurant, motel, event rental facilities, and a pilots lounge. Several special events occur throughout the year such as concerts, fundraisers, and various picnic style events.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
56,389

Percent Itinerant:
35%

Itinerant GA Operations:
19,737

Estimated True Transient Arrivals:
3,260

Estimated GA Visitors:
7,500

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
11,240

Annual GA Visitor Expenditures:
\$1,599,800

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 19
Secondary: 28
Total: 47

VISITORS EMPLOYMENT

Direct: 19
Secondary: 8
Total: 27

TOTAL EMPLOYMENT

Direct: 38
Secondary: 36
Total: 74

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,989,000
Secondary: \$1,664,200
Total: \$3,653,200

VISITORS PAYROLL

Direct: \$614,100
Secondary: \$444,900
Total: \$1,059,000

TOTAL PAYROLL

Direct: \$2,603,100
Secondary: \$2,109,100
Total: \$4,712,200

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$6,898,200
Secondary: \$5,217,800
Total: \$12,116,000

VISITORS OUTPUT

Direct: \$1,599,800
Secondary: \$1,220,200
Total: \$2,820,000

TOTAL OUTPUT

Direct: \$8,498,000
Secondary: \$6,438,000
Total: \$14,936,000

2003 GA Total Output:
\$11,072,400

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

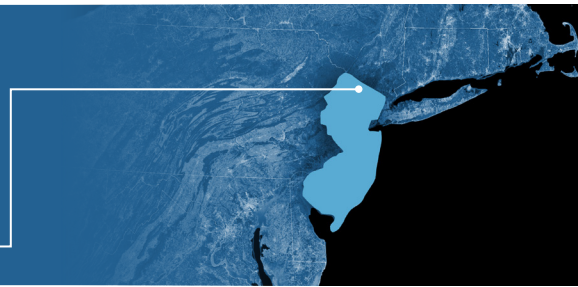
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

GREENWOOD LAKE AIRPORT

(4N1)



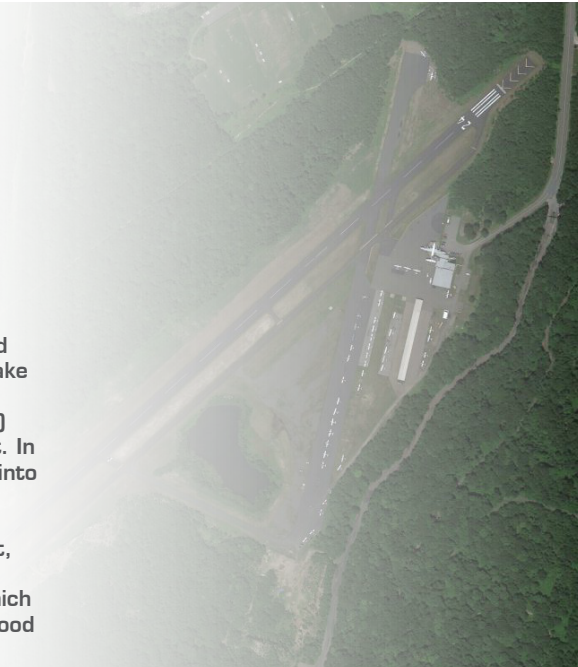
AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 6/24:	3,471' X 60'
TOTAL GA OPERATIONS:	18,099
TOTAL BASED AIRCRAFT:	70
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

126 AIRPORT ROAD
WEST MILFORD, NJ 07480
973-728-7721
PASSAIC COUNTY
ELEVATION: 790' MSL
ACREAGE: 150
41-07-42.2N / 74-20-47.5W



Greenwood Lake Airport (4N1) is a non-towered general aviation airport that was purchased by the New Jersey Department of Transportation in 1999 and is operated by Greenwood Lake Airport Management. This facility is included in the NPIAS and is categorized as a general aviation local airport. In the early 1970's, the airport (temporarily known as Nairobi Airport) offered aerial tours for the Jungle Habitat theme park that operated adjacent to the airport. In 1977, 4N1 acquired a historic Lockheed Constellation (Connie) aircraft that has been built into the terminal building which has been used as a restaurant and pilot lounge. Current on-field services available include flight training and aircraft rental, scenic air tours, fueling, hangar and tie-down rentals, car rentals, airframe and power plant maintenance, on-site restaurant, and a banquet hall. 4N1 provides important access to a based air ambulance helicopter operator (Medevac) and an aerial power line and construction support services company which serve the local and regional communities. The airport is also the site of the popular Greenwood Lake Airshow, generally scheduled in August.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
18,099

Percent Itinerant:
20%

Itinerant GA Operations:
3,620

Estimated True Transient Arrivals:
598

Estimated GA Visitors:
1,380

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
2,070

Annual GA Visitor Expenditures:
\$294,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 12
Secondary: 18
Total: 30

VISITORS EMPLOYMENT

Direct: 3
Secondary: 1
Total: 4

TOTAL EMPLOYMENT

Direct: 15
Secondary: 19
Total: 34

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,256,200
Secondary: \$1,051,100
Total: \$2,307,300

VISITORS PAYROLL

Direct: \$112,900
Secondary: \$81,800
Total: \$194,700

TOTAL PAYROLL

Direct: \$1,369,100
Secondary: \$1,132,900
Total: \$2,502,000

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$4,356,800
Secondary: \$3,295,400
Total: \$7,652,200

VISITORS OUTPUT

Direct: \$294,000
Secondary: \$224,300
Total: \$518,300

TOTAL OUTPUT

Direct: \$4,650,800
Secondary: \$3,519,700
Total: \$8,170,500

2003 GA Total Output:
\$3,209,100

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

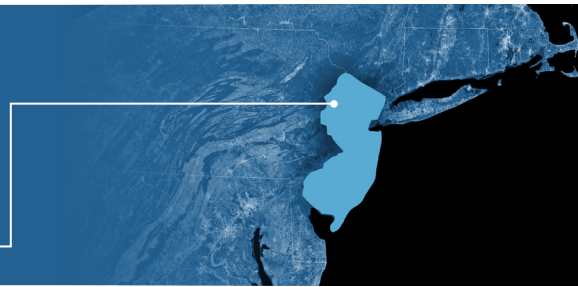
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

HACKETTSTOWN AIRPORT (N05)



AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 5/23:	2,200' X 50'
TOTAL GA OPERATIONS:	19,000
TOTAL BASED AIRCRAFT:	36
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

115 AIRPORT ROAD
HACKETTSTOWN, NJ 07840
908-852-4664
WARREN COUNTY
ELEVATION: 670' MSL
ACREAGE: 65
40-49-12.4N / 74-51-18.6W

Hackettstown Airport (N05) is a non-towered general aviation airport. This facility is a privately owned and operated airport open to the public. N05 is not included in the NPIAS. The airport was first licensed in July 1946. Aviation services and facilities provided at the airport include fueling, hangars, tie-downs, minor airframe and power plant maintenance, and flight instructions.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
19,000

Percent Itinerant:
21%

Itinerant GA Operations:
4,000

Estimated True Transient Arrivals:
661

Estimated GA Visitors:
1,520

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
2,280

Annual GA Visitor Expenditures:
\$325,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 11
Secondary: 16
Total: 27

VISITORS EMPLOYMENT

Direct: 4
Secondary: 2
Total: 6

TOTAL EMPLOYMENT

Direct: 15
Secondary: 18
Total: 33

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,161,900
Secondary: \$972,200
Total: \$2,134,100

VISITORS PAYROLL

Direct: \$124,800
Secondary: \$90,400
Total: \$215,200

TOTAL PAYROLL

Direct: \$1,286,700
Secondary: \$1,062,600
Total: \$2,349,300

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$4,029,600
Secondary: \$3,048,000
Total: \$7,077,600

VISITORS OUTPUT

Direct: \$325,200
Secondary: \$248,000
Total: \$573,200

TOTAL OUTPUT

Direct: \$4,354,800
Secondary: \$3,296,000
Total: \$7,650,800

2003 GA Total Output:
N/A

Note: In the 2003 study, 13 airports were grouped together into an "Other Airports" category. N05 was included in this group. Economic impact data for facilities in the Other Airports category were presented collectively as a group. No individual impacts for N05 were established outside of the Other Airports category.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

HAMMONTON MUNICIPAL AIRPORT

(N81)

AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 3/21:	3,601' X 75'
TOTAL GA OPERATIONS:	15,900
TOTAL BASED AIRCRAFT:	26
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

Hammonton Municipal Airport (N81) is a non-towered general aviation airport. This facility is publicly owned and operated by the Town of Hammonton. This facility is included in the NPIAS and is categorized as a local general aviation airport. N81 has been in operation since the late 1960's. It was originally a privately-owned airport, and has been operated by the Town of Hammonton since the early 1970's. Aviation services and facilities provided at the airport include fueling, major airframe and power plant repair, hangar and tie down rentals. The airport is used for multiple purposes such as medevac, charter aircraft, flight instructions, and glider rental.

LOCATION INFORMATION

75B ACADEMY DRIVE
 HAMMONTON, NJ 08037
 609-567-4300
 ATLANTIC COUNTY
 ELEVATION: 64.6' MSL
 ACREAGE: 107
 39-40-02.9N / 74-45-27.8W



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
15,900

Percent Itinerant:
47%

Itinerant GA Operations:
7,500

Estimated True Transient Arrivals:
1,239

Estimated GA Visitors:
2,850

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
4,280

Annual GA Visitor Expenditures:
\$608,300

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 13
 Secondary: 19
Total: 32

VISITORS EMPLOYMENT

Direct: 7
 Secondary: 3
Total: 10

TOTAL EMPLOYMENT

Direct: 20
 Secondary: 22
Total: 42

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,360,900
 Secondary: \$1,138,700
Total: \$2,499,600

VISITORS PAYROLL

Direct: \$233,500
 Secondary: \$169,200
Total: \$402,700

TOTAL PAYROLL

Direct: \$1,594,400
 Secondary: \$1,307,900
Total: \$2,902,300

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$4,719,800
 Secondary: \$3,570,100
Total: \$8,289,900

VISITORS OUTPUT

Direct: \$608,300
 Secondary: \$464,000
Total: \$1,072,300

TOTAL OUTPUT

Direct: \$5,328,100
 Secondary: \$4,034,100
Total: \$9,362,200

2003 GA Total Output:
\$2,181,800

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

LAKWOOD AIRPORT (N12)

AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 6/24:	2,907' X 60'
TOTAL GA OPERATIONS:	16,040
TOTAL BASED AIRCRAFT:	68
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

1900 CEDARBRIDGE AVENUE
LAKWOOD, NJ 08701
732-364-2500
OCEAN COUNTY
ELEVATION: 41.9' MSL
ACREAGE: 192
40-04-00.5N / 74-10-39.6W

Lakewood Airport (N12) is a non-towered general aviation airport. This facility is publicly owned and operated by Lakewood Township Airport Authority. N12 is included in the NPIAS and is categorized as a local general aviation airport. The airport opened in 1947. Aviation services and facilities provided at the airport include a Fixed Base Operator, self-service and full service fueling, aircraft rentals, aircraft sales, aviation charters, major airframe and power plant maintenance, limited hangar space, tie-downs, flight instruction, sightseeing flights, and banner towing. There are two flying clubs and a Civil Air Patrol group based at 12N.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
16,040

Percent Itinerant:
23%

Itinerant GA Operations:
3,750

Estimated True Transient Arrivals:
619

Estimated GA Visitors:
1,420

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
2,140

Annual GA Visitor Expenditures:
\$304,100

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 63
Secondary: 92
Total: 155

VISITORS EMPLOYMENT

Direct: 4
Secondary: 1
Total: 5

TOTAL EMPLOYMENT

Direct: 67
Secondary: 93
Total: 160

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$6,595,000
Secondary: \$5,518,300
Total: \$12,113,300

VISITORS PAYROLL

Direct: \$116,700
Secondary: \$84,600
Total: \$201,300

TOTAL PAYROLL

Direct: \$6,711,700
Secondary: \$5,602,900
Total: \$12,314,600

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$22,873,000
Secondary: \$17,301,100
Total: \$40,174,100

VISITORS OUTPUT

Direct: \$304,100
Secondary: \$232,000
Total: \$536,100

TOTAL OUTPUT

Direct: \$23,177,100
Secondary: \$17,533,100
Total: \$40,710,200

2003 GA Total Output:
\$2,388,200

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

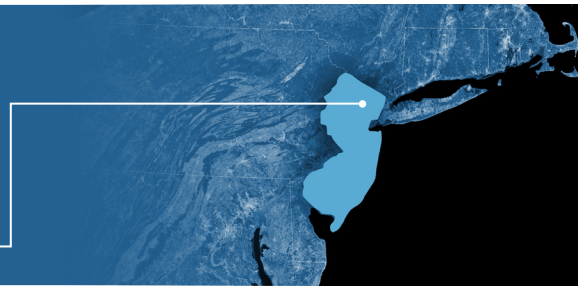
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

LINCOLN PARK AIRPORT (N07)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 1/19:	2,942' X 40'
TOTAL GA OPERATIONS:	28,642
TOTAL BASED AIRCRAFT:	107
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

425 BEAVERBROOK ROAD
LINCOLN PARK, NJ 07035
973-628-7166
MORRIS COUNTY
ELEVATION: 182' MSL
ACREAGE: 168
40-56-51.1N / 74-18-52.2W

Lincoln Park Airport (N07) is a non-towered general aviation airport. This facility is a privately owned and operated airport open to the public. N07 is included in the NPIAS and is categorized as a local reliever airport. The airport was first licensed in 1946. Aviation services and facilities provided at the airport include flight training, aircraft rentals, major airframe and power plant maintenance, avionics services, fueling, hangar and tie-down rentals, pilot's lounge, aircraft sales, and aviation insurance.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
28,642

Percent Itinerant:
20%

Itinerant GA Operations:
5,728

Estimated True Transient Arrivals:
946

Estimated GA Visitors:
3,410

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
5,110

Annual GA Visitor Expenditures:
\$726,100

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 25
Secondary: 37
Total: 62

VISITORS EMPLOYMENT

Direct: 8
Secondary: 4
Total: 12

TOTAL EMPLOYMENT

Direct: 33
Secondary: 41
Total: 74

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,661,000
Secondary: \$2,226,500
Total: \$4,887,500

VISITORS PAYROLL

Direct: \$278,700
Secondary: \$201,900
Total: \$480,600

TOTAL PAYROLL

Direct: \$2,939,700
Secondary: \$2,428,400
Total: \$5,368,100

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$9,228,900
Secondary: \$6,980,800
Total: \$16,209,700

VISITORS OUTPUT

Direct: \$726,100
Secondary: \$553,800
Total: \$1,279,900

TOTAL OUTPUT

Direct: \$9,955,000
Secondary: \$7,534,600
Total: \$17,489,600

2003 GA Total Output:
\$14,810,100

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

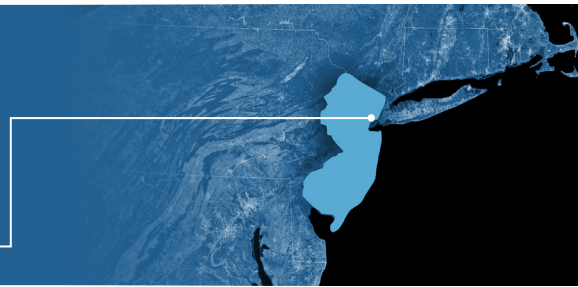
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

LINDEN AIRPORT (LDJ)



AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 9/27:	4,140' X 100'
TOTAL GA OPERATIONS:	50,060
TOTAL BASED AIRCRAFT:	91
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

1101 WEST EDGAR ROAD
LINDEN, NJ 07036
908-862-5557
UNION COUNTY
ELEVATION: 22' MSL
ACREAGE: 188
40-37-02.8N / 74-14-40.5W

Linden Airport (LDJ) is a non-towered general aviation airport. This facility is publicly owned by the City of Linden and privately operated by Linden Airport Management Corporation. LDJ is included in the NPIAS and is categorized as a regional reliever airport. The airport was originally built during World War II to be the assembly location for Wild Cats used by the Navy. In 1947, the airport transferred to the City of Linden as a general aviation airport and was further developed in 1998 with new hangars, fueling, ramps, and other facilities. Aviation services and facilities provided at the airport include fueling, minor airframe and power plant maintenance, hangar and tie-down rental, commercial hangar/space rental, helicopter services, and aerial photography. LDJ also provides special events services and hosts many events throughout the year including dinner dances, weddings, and airport appreciation days.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
50,060

Percent Itinerant:
40%

Itinerant GA Operations:
19,950

Estimated True Transient Arrivals:
3,295

Estimated GA Visitors:
11,870

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
17,800

Annual GA Visitor Expenditures:
\$2,532,800

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 33
Secondary: 48
Total: 81

VISITORS EMPLOYMENT
Direct: 30
Secondary: 12
Total: 42

TOTAL EMPLOYMENT
Direct: 63
Secondary: 60
Total: 123

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$3,449,600
Secondary: \$2,886,400
Total: \$6,336,000

VISITORS PAYROLL
Direct: \$972,200
Secondary: \$704,300
Total: \$1,676,500

TOTAL PAYROLL
Direct: \$4,421,800
Secondary: \$3,590,700
Total: \$8,012,500

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$11,964,100
Secondary: \$9,049,600
Total: \$21,013,700

VISITORS OUTPUT
Direct: \$2,532,800
Secondary: \$1,931,900
Total: \$4,464,700

TOTAL OUTPUT
Direct: \$14,496,900
Secondary: \$10,981,500
Total: \$25,478,400

2003 GA Total Output:
\$25,391,600

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

MILLVILLE MUNICIPAL AIRPORT (MIV)

AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 10/28:	6,003' X 150'
RUNWAY 14/32:	5,058' X 150'
TOTAL GA OPERATIONS:	53,000
TOTAL BASED AIRCRAFT:	48
ENPLANEMENTS:	0

LOCATION INFORMATION

104 LEDDON STREET
MILLVILLE, NJ 08332
856-825-1244
CUMBERLAND COUNTY
ELEVATION: 84.6' MSL
ACREAGE: 916
39-22-04.1N / 74-04-20.0W

*NPIAS: National Plan of Integrated Airport Systems

Millville Municipal Airport (MIV) is a non-towered general aviation airport. This facility is publicly owned by the City of Millville and operated by the Delaware River and Bay Authority (DRBA). The airport is included in the NPIAS and is categorized as a regional general aviation airport. MIV is known as America's First Defense Airport since the Millville Army Airfield was dedicated by the U.S. War Department in 1941. Because of this background, areas of the airport property are designated historical. Aviation services and facilities provided at the airport include flight training, catering, pilot lounge, major power plant maintenance, aircraft rental, scenic flights, concierge services, aircraft brokerage, and fueling. The Millville Army Airfield Museum (MAAM) is located on airport property and has an extensive display of World War II memorabilia. As part of the MAAM, the Henry E. Wyble Historic Research Library and Education Center houses an extensive collection of books dealing with past wars. The library serves as home for the P-47 Thunderbolt Advocates, individuals and special interest groups who continue to promote the history and significance of the Thunderbolt pursuit/fighter plane that made history both at Millville and throughout the European and Pacific theatres during WWII.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
53,000

Percent Itinerant:
38%

Itinerant GA Operations:
20,000

Estimated True Transient Arrivals:
3,303

Estimated GA Visitors:
18,170

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
34,530

Annual GA Visitor Expenditures:
\$10,116,500

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 32
Secondary: 47
Total: 79

VISITORS EMPLOYMENT
Direct: 118
Secondary: 49
Total: 167

TOTAL EMPLOYMENT
Direct: 150
Secondary: 96
Total: 246

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$3,349,900
Secondary: \$2,802,900
Total: \$6,152,800

VISITORS PAYROLL
Direct: \$3,883,100
Secondary: \$2,813,200
Total: \$6,696,300

TOTAL PAYROLL
Direct: \$7,233,000
Secondary: \$5,616,100
Total: \$12,849,100

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$11,618,000
Secondary: \$8,787,900
Total: \$20,405,900

VISITORS OUTPUT
Direct: \$10,116,500
Secondary: \$7,716,200
Total: \$17,832,700

TOTAL OUTPUT
Direct: \$21,734,500
Secondary: \$16,504,100
Total: \$38,238,600

2003 GA Total Output:
\$283,663,500

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

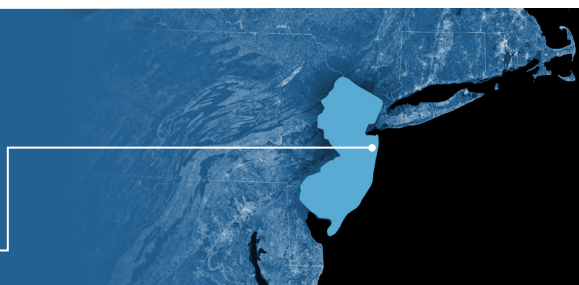
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

MONMOUTH EXECUTIVE AIRPORT (BLM)



AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 14/32:	7,371' X 85'
RUNWAY 3/21:	3,512' X 50'
TOTAL GA OPERATIONS:	57,229
TOTAL BASED AIRCRAFT:	85
ENPLANEMENTS:	0

LOCATION INFORMATION

1717 STATE ROUTE 34
WALL TOWNSHIP, NJ 07727
732-938-4800
MONMOUTH COUNTY
ELEVATION: 153' MSL
ACREAGE: 850
40-11-12.3N / 74-07-28.4W

*NPIAS: National Plan of Integrated Airport Systems

Monmouth Executive Airport (BLM) is a non-towered general aviation airport. This facility is privately owned and operated by Wall Aviation and open to the public. The airport is included in the NPIAS and is categorized as a regional reliever airport. BLM was originally founded in 1938 by Ed Brown and was sold to Wall Aviation in 2013 with plans to continue improving the airport. Aviation services and facilities provided at the airport include flight training, aircraft rentals, fueling, hangar and tie-down rentals, hangar sales, major airframe and power plant maintenance, concierge and catering services, and a terminal building.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 57,229

Percent Itinerant: 13%

Itinerant GA Operations: 7,653

Estimated True Transient Arrivals: 1,264

Estimated GA Visitors: 6,950

Estimated Length of Stay: 1.9 days per visitor

Total Annual Number of Days Stayed: 13,210

Annual GA Visitor Expenditures: \$3,870,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 52
Secondary: 77
Total: 129

VISITORS EMPLOYMENT
Direct: 45
Secondary: 19
Total: 64

TOTAL EMPLOYMENT
Direct: 97
Secondary: 96
Total: 193

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$5,482,100
Secondary: \$4,587,000
Total: \$10,069,100

VISITORS PAYROLL
Direct: \$1,485,500
Secondary: \$1,076,200
Total: \$2,561,700

TOTAL PAYROLL
Direct: \$6,967,600
Secondary: \$5,663,200
Total: \$12,630,800

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$19,013,000
Secondary: \$14,381,400
Total: \$33,394,400

VISITORS OUTPUT
Direct: \$3,870,200
Secondary: \$2,952,000
Total: \$6,822,200

TOTAL OUTPUT
Direct: \$22,883,200
Secondary: \$17,333,400
Total: \$40,216,600

2003 GA Total Output: \$27,183,400

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

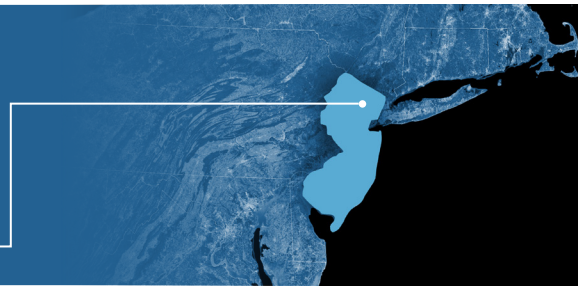
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

MORRISTOWN MUNICIPAL AIRPORT (MMU)



AIRPORT INFORMATION

NPIAS* ROLE:	NATIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 5/23:	5,998' X 150'
RUNWAY 13/31:	3,997' X 150'
TOTAL GA OPERATIONS:	64,390
TOTAL BASED AIRCRAFT:	203
ENPLANEMENTS:	0

LOCATION INFORMATION

8 AIRPORT ROAD
MORRISTOWN, NJ 07960
973-538-6400
MORRIS COUNTY
ELEVATION: 186.5' MSL
ACREAGE: 625
40-47-57.6N / 74-24-53.6W

*NPIAS: National Plan of Integrated Airport Systems

Morristown Municipal Airport (MMU) is a towered general aviation airport. This facility is publicly owned by the Town of Morristown and operated by DM AIRPORTS, LTD. The airport is included in the NPIAS and is categorized as a national reliever airport. MMU is a significant community asset having many large corporations based on airport property with the airport contributing over \$13 million in tax benefits to the area. Aviation services and facilities provided at the airport include Fixed Base Operators, Aircraft Rescue and Fire Fighting, aircraft charter, air taxi, helicopter services, aircraft rental, aircraft fueling, aircraft and avionics repair, flight instruction, car rental, hangar and tie down rentals, aerial photography, flight schools, and flying clubs. Notable tenants include a Civil Air Patrol, U.S. Customs, and several large private aircraft operations. MMU offers educational airport tours and also has a scholarship program for area high schools.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
64,390

Percent Itinerant:
57%

Itinerant GA Operations:
36,702

Estimated True Transient Arrivals:
6,062

Estimated GA Visitors:
33,340

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
63,340

Annual GA Visitor Expenditures:
\$18,556,600

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 603
Secondary: 884
Total: 1,487

VISITORS EMPLOYMENT
Direct: 217
Secondary: 90
Total: 307

TOTAL EMPLOYMENT
Direct: 820
Secondary: 974
Total: 1,794

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$63,123,800
Secondary: \$52,817,600
Total: \$115,941,400

VISITORS PAYROLL
Direct: \$7,122,600
Secondary: \$5,160,200
Total: \$12,282,800

TOTAL PAYROLL
Direct: \$70,246,400
Secondary: \$57,977,800
Total: \$128,224,200

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$218,827,300
Secondary: \$165,596,300
Total: \$384,523,600

VISITORS OUTPUT
Direct: \$18,556,600
Secondary: \$14,153,800
Total: \$32,710,400

TOTAL OUTPUT
Direct: \$237,483,900
Secondary: \$179,750,100
Total: \$417,234,000

2003 GA Total Output:
\$271,089,500

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

NEWARK LIBERTY INTERNATIONAL AIRPORT (EWR)



AIRPORT INFORMATION

NPIAS* ROLE:	LARGE HUB
NPIAS SERVICE LEVEL:	PRIMARY
RUNWAY 4L/22R:	11,000' X 150'
RUNWAY 4R/22L:	10,000' X 150'
RUNWAY 11/29:	6,726' X 150'
TOTAL COMMERCIAL OPERATIONS:	410,742
TOTAL GA OPERATIONS:	9,858
TOTAL BASED AIRCRAFT:	8
ENPLANEMENTS:	17,191,333

LOCATION INFORMATION

3 BREWSTER ROAD
NEWARK, NJ 07114
973-961-6000
ESSEX COUNTY
ELEVATION: 17.4' MSL
ACREAGE: 2,027
40-41-32.9N / 74-10-07.3W

*NPIAS: National Plan of Integrated Airport Systems

Newark Liberty International Airport (EWR) is a towered commercial service airport. This facility is publicly owned and operated by the Port Authority of New York and New Jersey (PANYNJ). EWR is included in the NPIAS and is categorized as a primary large hub airport. Opening in 1928, Newark is the nation's oldest airfield. It serves the greater New York City metropolitan area and is ranked the 14th busiest airport in the United States. More than 30 airlines operate out of this facility. Newark's largest tenants are United Airlines, who operates their third largest hub out of EWR, and FedEx Express. The airport has three passenger terminals which handle both domestic and international flights. In addition to airline-related tenants, EWR has cargo facilities, an on-site hotel, a Fixed Base Operator, many restaurants, as well as both aviation and non-aviation related tenants and businesses. Aviation services and facilities provided at the airport include fueling, deicing, ground handling services, hangar storage, restaurant, pilot's lounge, U.S. Customs, and major airframe and power plant maintenance.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
9,858

Percent Itinerant:
100%

Itinerant GA Operations:
9,858

Estimated True Transient Arrivals:
1,628

Estimated GA Visitors:
8,955

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
17,015

Annual GA Visitor Expenditures:
\$4,984,700

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
ON-AIRPORT TENANT EMPLOYMENT	ON-AIRPORT TENANT PAYROLL	ON-AIRPORT TENANT OUTPUT
Direct: 453	Direct: \$47,421,300	Direct: \$164,467,800
Secondary: 664	Secondary: \$39,678,900	Secondary: \$124,403,200
Total: 1,117	Total: \$87,100,200	Total: \$288,871,000
VISITORS EMPLOYMENT	VISITORS PAYROLL	VISITORS OUTPUT
Direct: 58	Direct: \$1,913,300	Direct: \$4,984,700
Secondary: 24	Secondary: \$1,386,100	Secondary: \$3,802,000
Total: 82	Total: \$3,299,400	Total: \$8,786,700
TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Direct: 511	Direct: \$49,334,600	Direct: \$169,452,500
Secondary: 688	Secondary: \$41,065,000	Secondary: \$128,205,200
Total: 1,199	Total: \$90,399,600	Total: \$297,657,700
		2003 GA Total Output: \$31,893,300

COMMERCIAL SERVICE IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 19,247	Direct: \$2,014,831,300	Direct: \$6,987,882,700
Secondary: 28,203	Secondary: \$1,685,871,000	Secondary: \$5,285,625,900
Total: 47,450	Total: \$3,700,702,300	Total: \$12,273,508,600
		2003 Commercial Total Output: \$11,375,535,700

TOTAL AIRPORT IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 19,758	Direct: \$2,064,165,900	Direct: \$7,157,335,200
Secondary: 28,891	Secondary: \$1,726,936,000	Secondary: \$5,413,831,100
Total: 48,649	Total: \$3,791,101,900	Total: \$12,571,166,300
		2003 GA Total Output: \$11,407,429,000

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

OCEAN CITY MUNICIPAL AIRPORT (26N)

AIRPORT INFORMATION

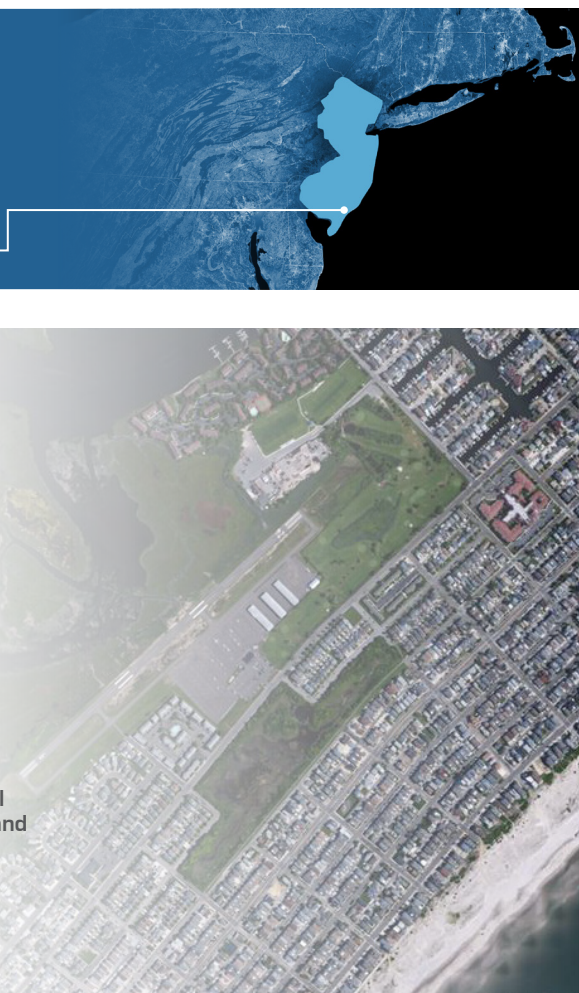
NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 6/24:	2,972' X 60'
TOTAL GA OPERATIONS:	20,164
TOTAL BASED AIRCRAFT:	16
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

Ocean City Municipal Airport (26N) is a non-towered general aviation airport. This facility is publicly owned and operated by the City of Ocean City. 26N is included in the NPIAS and is categorized as a local general aviation airport. The airport was originally known as Clark Field and used by the Navy in World War II. Aviation services and facilities provided at the airport include flight training, skydiving, helicopter tours, airplane tours, flying club, fueling, rental cars, and an on-site restaurant. 26N hosts an annual event, the Ocean City Municipal Airport Annual Air Festival, which features historic aircraft, air demonstrations, helicopter and airplane rides, and other displays.

LOCATION INFORMATION

2600 BAY AVENUE
OCEAN CITY, NJ 08226
609-525-9223
CAPE MAY COUNTY
ELEVATION: 5.7' MSL
ACREAGE: 60
39-15-48.5N / 74-36-26.9W



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
20,164

Percent Itinerant:
60%

Itinerant GA Operations:
12,098

Estimated True Transient Arrivals:
1,998

Estimated GA Visitors:
4,600

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,890

Annual GA Visitor Expenditures:
\$469,100

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 26
Secondary: 38
Total: 64

VISITORS EMPLOYMENT

Direct: 5
Secondary: 2
Total: 7

TOTAL EMPLOYMENT

Direct: 31
Secondary: 40
Total: 71

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,731,700
Secondary: \$2,285,700
Total: \$5,017,400

VISITORS PAYROLL

Direct: \$180,100
Secondary: \$130,500
Total: \$310,600

TOTAL PAYROLL

Direct: \$2,911,800
Secondary: \$2,416,200
Total: \$5,328,000

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$9,474,200
Secondary: \$7,166,300
Total: \$16,640,500

VISITORS OUTPUT

Direct: \$469,100
Secondary: \$357,800
Total: \$826,900

TOTAL OUTPUT

Direct: \$9,943,300
Secondary: \$7,524,100
Total: \$17,467,400

2003 GA Total Output:
\$4,112,200

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

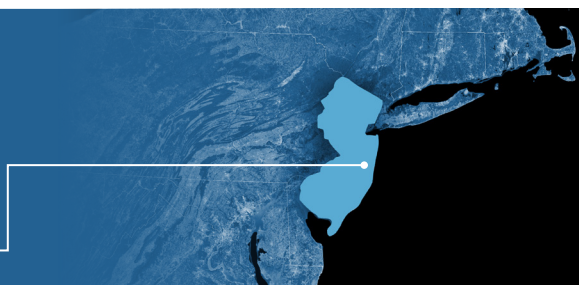
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

OCEAN COUNTY AIRPORT (MJX)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 6/24:	5,950' X 100'
RUNWAY 14/32:	3,600' X 75'
TOTAL GA OPERATIONS:	31,625
TOTAL BASED AIRCRAFT:	94
ENPLANEMENTS:	0

LOCATION INFORMATION

101 AIRPORT ROAD
BERKELEY TOWNSHIP, NJ 08721
732-929-2054
OCEAN COUNTY
ELEVATION: 86' MSL
ACREAGE: 822
39-55-33.7N / 74-17-43.9W

*NPIAS: National Plan of Integrated Airport Systems

Ocean County Airport (MJX) is a non-towered general aviation airport. This facility is publicly owned and operated by the County of Ocean. MJX is included in the NPIAS and is categorized as a general aviation local airport. Previously known as Robert J. Miller Airpark, MJX had the first new runway to be constructed in New Jersey since 1983. Aviation services and facilities provided at the airport include terminal building, conference facilities, pilot's lounge, aircraft maintenance and support, charter flights, flight instruction, avionics, fuel, aircraft management, aircraft sales, hangar and tie-down rentals, and a picnic area.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
31,625

Percent Itinerant:
40%

Itinerant GA Operations:
12,650

Estimated True Transient Arrivals:
2,089

Estimated GA Visitors:
4,810

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
7,210

Annual GA Visitor Expenditures:
\$1,028,300

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 36
Secondary: 53
Total: 89

VISITORS EMPLOYMENT

Direct: 12
Secondary: 5
Total: 17

TOTAL EMPLOYMENT

Direct: 48
Secondary: 58
Total: 106

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$3,768,600
Secondary: \$3,153,300
Total: \$6,921,900

VISITORS PAYROLL

Direct: \$394,700
Secondary: \$286,000
Total: \$680,700

TOTAL PAYROLL

Direct: \$4,163,300
Secondary: \$3,439,300
Total: \$7,602,600

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$13,070,300
Secondary: \$9,886,300
Total: \$22,956,600

VISITORS OUTPUT

Direct: \$1,028,300
Secondary: \$784,300
Total: \$1,812,600

TOTAL OUTPUT

Direct: \$14,098,600
Secondary: \$10,670,600
Total: \$24,769,200

2003 GA Total Output:
\$9,486,700

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

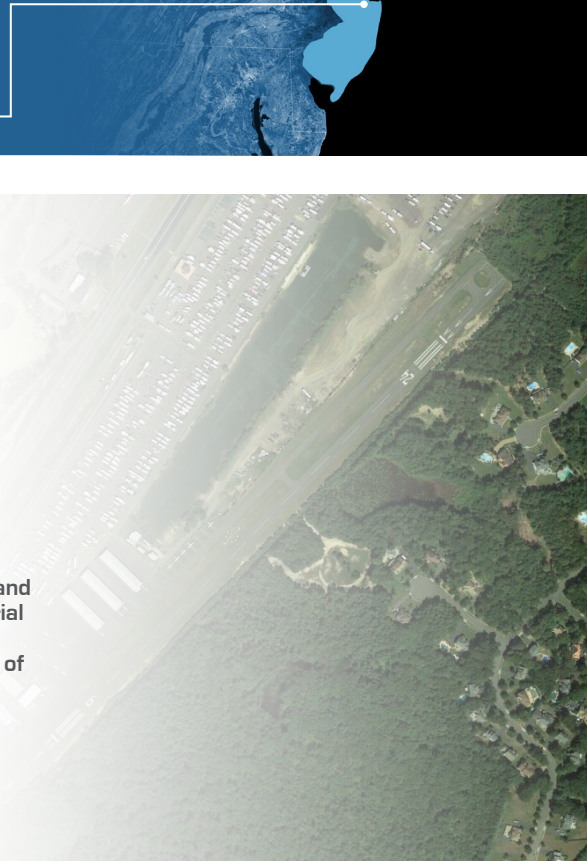
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

OLD BRIDGE AIRPORT (3N6)



AIRPORT INFORMATION

NON-NPIAS*: GENERAL AVIATION
 RUNWAY 5/24: 3,594' X 50'
 TOTAL GA OPERATIONS: 14,325
 TOTAL BASED AIRCRAFT: 105
 ENPLANEMENTS: 0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

182 PENSION ROAD
 ENGLISHTOWN, NJ 07726
 732-446-0303
 MIDDLESEX COUNTY
 ELEVATION: 87' MSL
 ACREAGE: 120
 40-19-47.6N / 74-20-48.4W

Old Bridge Airport (3N6) is a non-towered general aviation airport. This facility is privately owned and operated by Madison Inc. and open to the public. 3N6 is not included in the NPIAS. At one time the airfield was known as Madison Township Airport. Aviation services and facilities provided at the airport include flight training, aircraft rental, sightseeing tours, aerial photography, pilot supplies and services, fueling, hangar, tie-down rentals, as well as major airframe and power plant service. A raceway park is adjacent to 3N6 which offers a variety of auto racing and motorsports activities.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 14,325

Percent Itinerant: 31%

Itinerant GA Operations: 4,500

Estimated True Transient Arrivals: 743

Estimated GA Visitors: 1,710

Estimated Length of Stay: 1.5 days per visitor

Total Annual Number of Days Stayed: 2,570

Annual GA Visitor Expenditures: \$365,300

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
 Direct: 22
 Secondary: 33
Total: 55

VISITORS EMPLOYMENT
 Direct: 4
 Secondary: 2
Total: 6

TOTAL EMPLOYMENT
 Direct: 26
 Secondary: 35
Total: 61

PAYROLL

ON-AIRPORT TENANT PAYROLL
 Direct: \$2,338,100
 Secondary: \$1,956,400
Total: \$4,294,500

VISITORS PAYROLL
 Direct: \$140,200
 Secondary: \$101,600
Total: \$241,800

TOTAL PAYROLL
 Direct: \$2,478,300
 Secondary: \$2,058,000
Total: \$4,536,300

OUTPUT

ON-AIRPORT TENANT OUTPUT
 Direct: \$8,109,200
 Secondary: \$6,133,800
Total: \$14,243,000

VISITORS OUTPUT
 Direct: \$365,300
 Secondary: \$278,600
Total: \$643,900

TOTAL OUTPUT
 Direct: \$8,474,500
 Secondary: \$6,412,400
Total: \$14,886,900

2003 GA Total Output: \$2,736,100

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

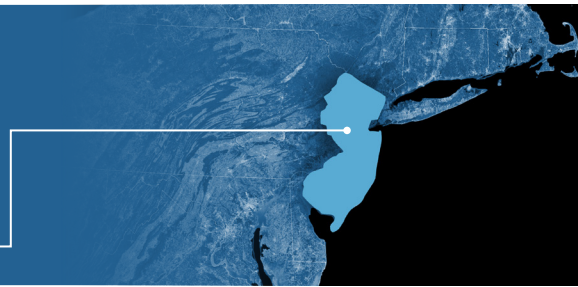
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

PRINCETON AIRPORT (39N)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 10/28:	3,499' X 75'
TOTAL GA OPERATIONS:	39,662
TOTAL BASED AIRCRAFT:	111
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

41 AIRPARK ROAD
 PRINCETON, NJ 08540
 609-921-3100
 MERCER COUNTY
 ELEVATION: 128' MSL
 ACREAGE: 100
 40-23-56.7N / 74-39-32.4W



Princeton Airport (39N) is a non-towered general aviation airport. This facility is privately owned and operated by Princeton Aero Corp (PAC) and open to the public. 39N is included in the NPIAS and is categorized as a local reliever airport. According to the airport's website the airfield was established circa 1911 and was finally purchased by PAC in 1985. PAC has continued to develop the airport by constructing a new runway, taxiway, and lighting and communication systems. Aviation services and facilities provided at the airport include flight training, aircraft rentals, aircraft sales, hangar and tie-down rentals, aircraft fueling, major airframe and power plant maintenance, avionics, financing and insurance, services, and an event venue. 39N also offers an event venue which hosts various events such as weddings, benefits, festivals, and expos.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
39,662

Percent Itinerant:
30%

Itinerant GA Operations:
11,782

Estimated True Transient Arrivals:
1,946

Estimated GA Visitors:
4,470

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,710

Annual GA Visitor Expenditures:
\$955,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 31
 Secondary: 45
Total: 76

VISITORS EMPLOYMENT

Direct: 11
 Secondary: 5
Total: 16

TOTAL EMPLOYMENT

Direct: 42
 Secondary: 50
Total: 92

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$3,245,200
 Secondary: \$2,715,300
Total: \$5,960,500

VISITORS PAYROLL

Direct: \$366,600
 Secondary: \$265,600
Total: \$632,200

TOTAL PAYROLL

Direct: \$3,611,800
 Secondary: \$2,980,900
Total: \$6,592,700

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$11,255,000
 Secondary: \$8,513,200
Total: \$19,768,200

VISITORS OUTPUT

Direct: \$955,000
 Secondary: \$728,400
Total: \$1,683,400

TOTAL OUTPUT

Direct: \$12,210,000
 Secondary: \$9,241,600
Total: \$21,451,600

2003 GA Total Output:
\$9,161,700

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

RED LION AIRPORT (N73)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 5/23:	2,880' X 50'
TOTAL GA OPERATIONS:	7,549
TOTAL BASED AIRCRAFT:	33
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

235 RED LION ROAD
SOUTHAMPTON TOWNSHIP, NJ 08088
609-859-2266
BURLINGTON COUNTY
ELEVATION: 54' MSL
ACREAGE: 92
39-54-14.9N / 74-44-58.4W

Red Lion Airport (N73) is a non-towered general aviation airport. This facility is privately owned and operated by Affiliated Air Services Inc. and open to the public. N73 is not included in the NPIAS. Aviation services and facilities provided at the airport include fueling, tie-downs, and major airframe and power plant maintenance.

ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
7,549

Percent Itinerant:
33%

Itinerant GA Operations:
2,500

Estimated True Transient Arrivals:
413

Estimated GA Visitors:
950

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
1,420

Annual GA Visitor Expenditures:
\$203,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 2
Secondary: 3
Total: 5

VISITORS EMPLOYMENT

Direct: 2
Secondary: 1
Total: 3

TOTAL EMPLOYMENT

Direct: 4
Secondary: 4
Total: 8

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$209,400
Secondary: \$175,200
Total: \$384,600

VISITORS PAYROLL

Direct: \$78,000
Secondary: \$56,500
Total: \$134,500

TOTAL PAYROLL

Direct: \$287,400
Secondary: \$231,700
Total: \$519,100

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$726,100
Secondary: \$549,200
Total: \$1,275,300

VISITORS OUTPUT

Direct: \$203,200
Secondary: \$155,000
Total: \$358,200

TOTAL OUTPUT

Direct: \$929,300
Secondary: \$704,200
Total: \$1,633,500

2003 GA Total Output:
N/A

Note: In the 2003 study, 13 airports were grouped together into an "Other Airports" category. N73 was included in this group. Economic impact data for facilities in the Other Airports category were presented collectively as a group. No individual impacts for N73 were established outside of the Other Airports category.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

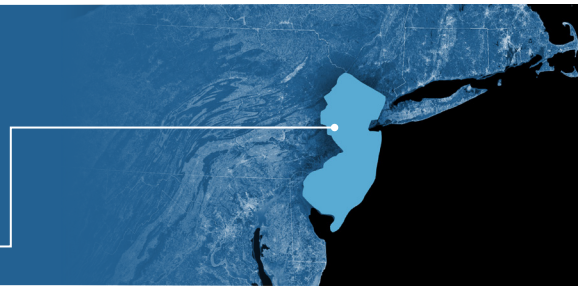
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

SKY MANOR AIRPORT (N40)



AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 7/25:	2,900' X 50'
TOTAL GA OPERATIONS:	22,132
TOTAL BASED AIRCRAFT:	106
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

48 SKY MANOR ROAD
PITTSTOWN, NJ 08867
908-996-4200
HUNTERDON COUNTY
ELEVATION: 560' MSL
ACREAGE: 60
40-33-57.2N / 74-58-45.5W

Sky Manor Airport (N40) is a non-towered general aviation airport. This facility is privately owned and operated by Sky Manor Airport Partners, LLC and open to the public. N40 is not included in the NPIAS. The airport opened in the 1940's with a grass strip runway and was then developed into an aviation center in the 1950's to include a clubhouse with swimming pool. Aviation services and facilities provided at the airport include hot air ballooning, helicopter services, flight training, fueling, major airframe and power plant maintenance, hangar and tie-down rentals, and an on-site restaurant. A chapter of the Experimental Aircraft Association is located at the airport which has yearly events and fly-ins. N40 also includes a residential airpark adjacent to the airport.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
22,132

Percent Itinerant:
30%

Itinerant GA Operations:
6,633

Estimated True Transient Arrivals:
1,095

Estimated GA Visitors:
2,520

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
3,780

Annual GA Visitor Expenditures:
\$537,500

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 19
Secondary: 28
Total: 47

VISITORS EMPLOYMENT

Direct: 6
Secondary: 3
Total: 9

TOTAL EMPLOYMENT

Direct: 25
Secondary: 31
Total: 56

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,989,000
Secondary: \$1,664,200
Total: \$3,653,200

VISITORS PAYROLL

Direct: \$206,300
Secondary: \$149,500
Total: \$355,800

TOTAL PAYROLL

Direct: \$2,195,300
Secondary: \$1,813,700
Total: \$4,009,000

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$6,898,200
Secondary: \$5,217,800
Total: \$12,116,000

VISITORS OUTPUT

Direct: \$537,500
Secondary: \$410,000
Total: \$947,500

TOTAL OUTPUT

Direct: \$7,435,700
Secondary: \$5,627,800
Total: \$13,063,500

2003 GA Total Output:
\$5,946,600

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

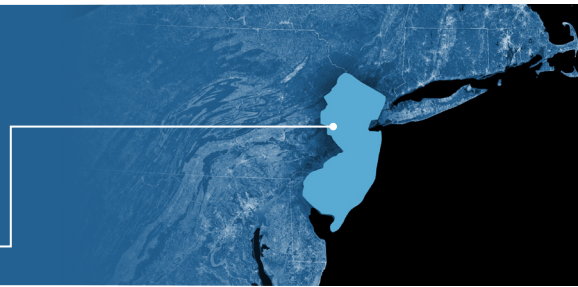
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

SOLBERG-HUNTERDON AIRPORT (N51)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 4/22:	3,735' X 50'
RUNWAY 13/31:	3,442' X 200'
TOTAL GA OPERATIONS:	21,486
TOTAL BASED AIRCRAFT:	94
ENPLANEMENTS:	0

LOCATION INFORMATION

39 THOR SOLBERG ROAD
WHITEHOUSE STATION, NJ 08889
908-534-4000
HUNTERDON COUNTY
ELEVATION: 195' MSL
ACREAGE: 744
40-34-58.6N / 74-44-11.4W

*NPIAS: National Plan of Integrated Airport Systems

Solberg-Hunterdon Airport (N51) is a non-towered general aviation airport. This facility is privately owned and operated by Solberg Aviation Company and open to the public. N51 is not included in the NPIAS. The airport opened in the early 1940's and has been serving the aviation community for over 70 years. Aviation services and facilities provided at the airport include hangar and tie-down rental, fuel services, charter services, corporate event facilities and community events, maintenance, flight training, aircraft and car rentals, and scenic flights. Solberg hosts many events throughout the year. The annual QuickChek Festival of Ballooning held at N51, is the largest summertime hot air balloon and music festival in North America.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
21,486

Percent Itinerant:
35%

Itinerant GA Operations:
7,520

Estimated True Transient Arrivals:
1,242

Estimated GA Visitors:
4,470

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,710

Annual GA Visitor Expenditures:
\$954,700

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 19
Secondary: 28
Total: 47

VISITORS EMPLOYMENT

Direct: 11
Secondary: 5
Total: 16

TOTAL EMPLOYMENT

Direct: 30
Secondary: 33
Total: 63

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,989,000
Secondary: \$1,664,200
Total: \$3,653,200

VISITORS PAYROLL

Direct: \$366,500
Secondary: \$265,500
Total: \$632,000

TOTAL PAYROLL

Direct: \$2,355,500
Secondary: \$1,929,700
Total: \$4,285,200

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$6,898,200
Secondary: \$5,217,800
Total: \$12,116,000

VISITORS OUTPUT

Direct: \$954,700
Secondary: \$728,200
Total: \$1,682,900

TOTAL OUTPUT

Direct: \$7,852,900
Secondary: \$5,946,000
Total: \$13,798,900

2003 GA Total Output:
\$7,631,700

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

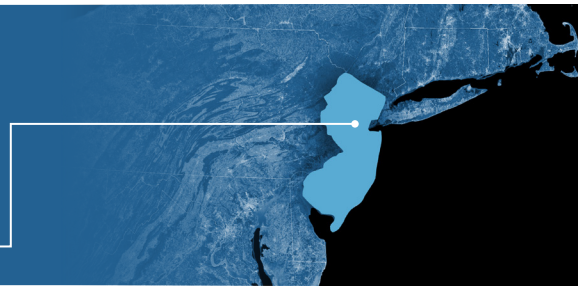
INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

SOMERSET AIRPORT (SMQ)



AIRPORT INFORMATION

NPIAS* ROLE:	REGIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 12/30:	2,739' X 65'
RUNWAY 8/26:	1,923' X 100'
RUNWAY 17/35:	1,700' X 150'
TOTAL GA OPERATIONS:	30,339
TOTAL BASED AIRCRAFT:	127
ENPLANEMENTS:	0

LOCATION INFORMATION

150 AIRPORT ROAD
BEDMINSTER, NJ 07921
908-722-2444
SOMERSET COUNTY
ELEVATION: 106.2' MSL
ACREAGE: 210
40-37-33.5N / 74-40-12.1W

*NPIAS: National Plan of Integrated Airport Systems

Somerset Airport (SMQ) is a non-towered general aviation airport. This facility is privately owned and operated by Somerset Air Service, Inc. and open to the public. The airport is included in the NPIAS and is categorized as a regional reliever airport. SMQ opened after World War II in 1946 and was mainly used to train former military pilots for civilian operations. Today's aviation services and facilities provided at the airport include flight training, charter services, fueling, hangar and tie-down rentals, avionics services, major airframe and power plant maintenance, aerial tours, ground handling services, and an on-site aviation medical examiner.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
30,339

Percent Itinerant:
40%

Itinerant GA Operations:
12,136

Estimated True Transient Arrivals:
2,004

Estimated GA Visitors:
4,610

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
6,920

Annual GA Visitor Expenditures:
\$985,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 29
Secondary: 42
Total: 71

VISITORS EMPLOYMENT

Direct: 11
Secondary: 5
Total: 16

TOTAL EMPLOYMENT

Direct: 40
Secondary: 47
Total: 87

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$3,035,800
Secondary: \$2,540,100
Total: \$5,575,900

VISITORS PAYROLL

Direct: \$378,100
Secondary: \$273,900
Total: \$652,000

TOTAL PAYROLL

Direct: \$3,413,900
Secondary: \$2,814,000
Total: \$6,227,900

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$10,528,800
Secondary: \$7,964,000
Total: \$18,492,800

VISITORS OUTPUT

Direct: \$985,000
Secondary: \$751,300
Total: \$1,736,300

TOTAL OUTPUT

Direct: \$11,513,800
Secondary: \$8,715,300
Total: \$20,229,100

2003 GA Total Output:
\$7,459,400

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

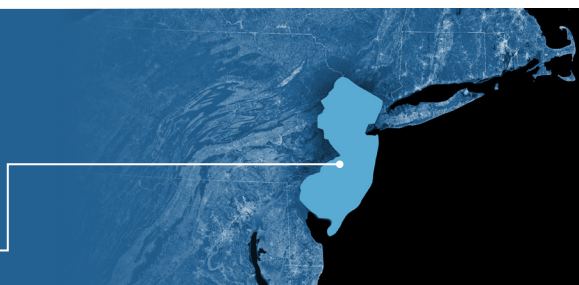
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

SOUTH JERSEY REGIONAL AIRPORT (VAY)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 8/26:	3,881' X 50'
TOTAL GA OPERATIONS:	23,563
TOTAL BASED AIRCRAFT:	93
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

68 STACY HAINES ROAD
 MOUNT HOLLY, NJ 08048
 609-267-3131
 BURLINGTON COUNTY
 ELEVATION: 52.8' MSL
 ACREAGE: 642
 39-56-34.4N / 74-50-44.7W

South Jersey Regional Airport (VAY) is a non-towered general aviation airport that was purchased by the New Jersey Department of Transportation in 2004 and is operated by Flight 114, LLC. This facility is included in the NPIAS and is categorized as a general aviation reliever airport. The airport, formerly known as Burlington County Airpark, was originally purchased in 1988 by a private entity for continued public use and renamed South Jersey Regional Airport. The airport has undergone numerous improvements which resulted in capacity improvements including hangars and aprons. VAY now serve based and transient corporate, business and general aviation aircraft. Aviation services and facilities provided at the airport include fueling, hangar and tie-down rentals, hangar leasing and sales, major aircraft restoration and maintenance, a flight club and school and a passenger terminal and lounge. Also located on the airport are a restaurant with catering capabilities and the Air Victory Museum, which houses military airplanes and aviation artifacts. The facility is home to the Civil Air Patrol Air Victory Museum Composite Squadron.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:	23,563
Percent Itinerant:	32%
Itinerant GA Operations:	7,540
Estimated True Transient Arrivals:	1,245
Estimated GA Visitors:	4,480
Estimated Length of Stay:	1.5 days per visitor
Total Annual Number of Days Stayed:	6,720
Annual GA Visitor Expenditures:	\$956,900

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
ON-AIRPORT TENANT EMPLOYMENT Direct: 44 Secondary: 64 Total: 108	ON-AIRPORT TENANT PAYROLL Direct: \$4,606,000 Secondary: \$3,854,000 Total: \$8,460,000	ON-AIRPORT TENANT OUTPUT Direct: \$15,974,800 Secondary: \$12,083,300 Total: \$28,058,100
VISITORS EMPLOYMENT Direct: 11 Secondary: 5 Total: 16	VISITORS PAYROLL Direct: \$367,300 Secondary: \$266,100 Total: \$633,400	VISITORS OUTPUT Direct: \$956,900 Secondary: \$729,800 Total: \$1,686,700
TOTAL EMPLOYMENT Direct: 55 Secondary: 69 Total: 124	TOTAL PAYROLL Direct: \$4,973,300 Secondary: \$4,120,100 Total: \$9,093,400	TOTAL OUTPUT Direct: \$16,931,700 Secondary: \$12,813,100 Total: \$29,744,800

2003 GA Total Output:
\$9,845,000

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.

SPITFIRE AERODROME (7N7)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 7/25:	2,419' X 60'
TOTAL GA OPERATIONS:	11,463
TOTAL BASED AIRCRAFT:	35
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

37A AIRPORT LANE
PEDRICKTOWN, NJ 08067
856-853-1233
SALEM COUNTY
ELEVATION: 40' MSL
ACREAGE: 48
39-44-08.ON / 75-23-51.8W

Spitfire Aerodrome (7N7) is a non-towered general aviation airport. This facility is privately owned and operated by Oldmans Airport LLC and open to the public. 7N7 is not included in the NPIAS. The airport was previously known as Oldmans Airport. Major apron, runway and taxiway and lighting rehab projects have been completed within the past 10 years. Aviation services and facilities provided at the airport include tie-down rentals, and major airframe and power plant maintenance.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
11,463

Percent Itinerant:
25%

Itinerant GA Operations:
2,866

Estimated True Transient Arrivals:
473

Estimated GA Visitors:
1,080

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
1,620

Annual GA Visitor Expenditures:
\$231,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 15
Secondary: 22
Total: 37

VISITORS EMPLOYMENT

Direct: 3
Secondary: 1
Total: 4

TOTAL EMPLOYMENT

Direct: 18
Secondary: 23
Total: 41

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,604,300
Secondary: \$1,342,400
Total: \$2,946,700

VISITORS PAYROLL

Direct: \$88,700
Secondary: \$64,200
Total: \$152,900

TOTAL PAYROLL

Direct: \$1,693,000
Secondary: \$1,406,600
Total: \$3,099,600

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$5,564,200
Secondary: \$4,208,800
Total: \$9,773,000

VISITORS OUTPUT

Direct: \$231,000
Secondary: \$176,200
Total: \$407,200

TOTAL OUTPUT

Direct: \$5,795,200
Secondary: \$4,385,000
Total: \$10,180,200

2003 GA Total Output:
\$1,503,000

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

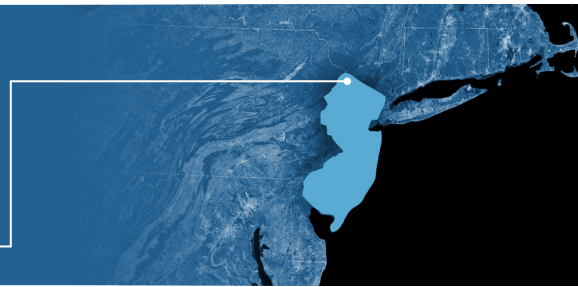
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

SUSSEX AIRPORT (FWN)



AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 3/21:	3,499' X 75'
TOTAL GA OPERATIONS:	19,257
TOTAL BASED AIRCRAFT:	70
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

53 COUNTY ROAD 639
SUSSEX, NJ 07461
973-702-1640
SUSSEX COUNTY
ELEVATION: 421' MSL
ACREAGE: 96
41-12-00.7N / 74-37-22.9W

Sussex Airport (FWN) is a non-towered general aviation airport. This facility is privately owned and operated by Sussex Aviation LLC and open to the public. FWN is included in the NPIAS and is categorized as a local reliever airport. The airport was originally licensed in 1946. Between the 1970's and 2004, FWN hosted the popular Sussex Air Show featuring aerobatics, vintage aircraft, skydivers, and more. Today, aviation services and facilities provided at the airport include self-fueling services, skydiving school, tie-downs, hangars for lease or sale, avionics services, and major airframe and power plant maintenance.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
19,257

Percent Itinerant:
35%

Itinerant GA Operations:
6,728

Estimated True Transient Arrivals:
1,111

Estimated GA Visitors:
2,560

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
3,840

Annual GA Visitor Expenditures:
\$546,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 26
Secondary: 38
Total: 64

VISITORS EMPLOYMENT
Direct: 6
Secondary: 3
Total: 9

TOTAL EMPLOYMENT
Direct: 32
Secondary: 41
Total: 73

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$2,699,600
Secondary: \$2,258,800
Total: \$4,958,400

VISITORS PAYROLL
Direct: \$209,600
Secondary: \$151,800
Total: \$361,400

TOTAL PAYROLL
Direct: \$2,909,200
Secondary: \$2,410,600
Total: \$5,319,800

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$9,362,600
Secondary: \$7,081,900
Total: \$16,444,500

VISITORS OUTPUT
Direct: \$546,000
Secondary: \$416,500
Total: \$962,500

TOTAL OUTPUT
Direct: \$9,908,600
Secondary: \$7,498,400
Total: \$17,407,000

2003 GA Total Output:
\$5,417,600

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

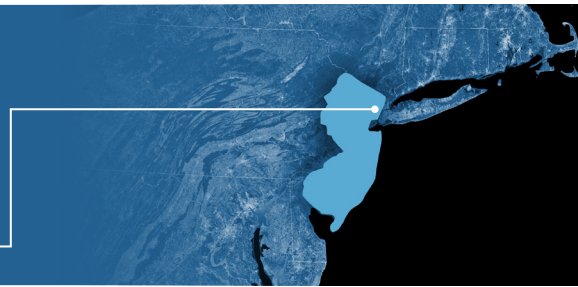
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

TETERBORO AIRPORT (TEB)



AIRPORT INFORMATION

NPIAS* ROLE:	NATIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 1/19:	7,000' X 150'
RUNWAY 6/24:	6,013' X 150'
TOTAL GA OPERATIONS:	159,938
TOTAL BASED AIRCRAFT:	121
ENPLANEMENTS:	0

LOCATION INFORMATION

111 INDUSTRIAL AVENUE
TETERBORO, NJ 07608
201-288-1775
BERGEN COUNTY
ELEVATION: 8.4' MSL
ACREAGE: 830
40-51-00.4N / 74-03-39.0W

*NPIAS: National Plan of Integrated Airport Systems

Teterboro Airport (TEB) is a towered general aviation airport. This facility is publicly owned by the Port Authority of New York and New Jersey (PANYNJ) and operated by AFCO AvPORTS Management LLC. TEB is included in the NPIAS and is categorized as a national reliever airport. The airport opened in 1919 making it one of the oldest operating airports in the New York and New Jersey metropolitan area whose beginnings include a North American Aviation manufacturing plant on site during World War I. Aviation services and facilities provided at the airport include passenger handling, Aircraft Rescue and Fire Fighting (ARFF), aircraft fueling, ground handling, hangar and tie-down rentals, U.S. Customs, office space rentals, parking, maintenance, charters, rentals, flight training, and de-icing. The Aviation Hall of Fame of New Jersey is located at TEB and is dedicated to the preservation of New Jersey's distinguished aviation and space heritage.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
159,938

Percent Itinerant:
59%

Itinerant GA Operations:
94,988

Estimated True Transient Arrivals:
15,688

Estimated GA Visitors:
86,280

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
163,940

Annual GA Visitor Expenditures:
\$48,025,800

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 1,666
Secondary: 2,441
Total: 4,107

VISITORS EMPLOYMENT
Direct: 561
Secondary: 233
Total: 794

TOTAL EMPLOYMENT
Direct: 2,227
Secondary: 2,674
Total: 4,901

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$174,401,700
Secondary: \$145,927,200
Total: \$320,328,900

VISITORS PAYROLL
Direct: \$18,434,000
Secondary: \$13,355,000
Total: \$31,789,000

TOTAL PAYROLL
Direct: \$192,835,700
Secondary: \$159,282,200
Total: \$352,117,900

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$604,863,800
Secondary: \$457,518,200
Total: \$1,062,382,000

VISITORS OUTPUT
Direct: \$48,025,800
Secondary: \$36,631,200
Total: \$84,657,000

TOTAL OUTPUT
Direct: \$652,889,600
Secondary: \$494,149,400
Total: \$1,147,039,000

2003 GA Total Output:
\$517,634,800

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

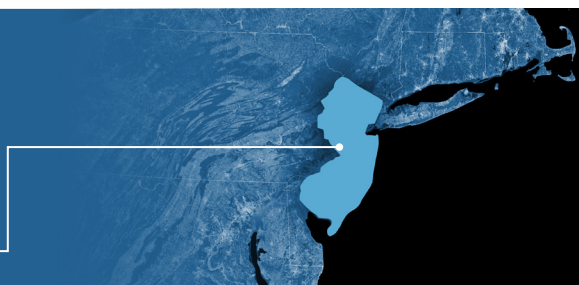
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

TRENTON-MERCER AIRPORT (TTN)



AIRPORT INFORMATION

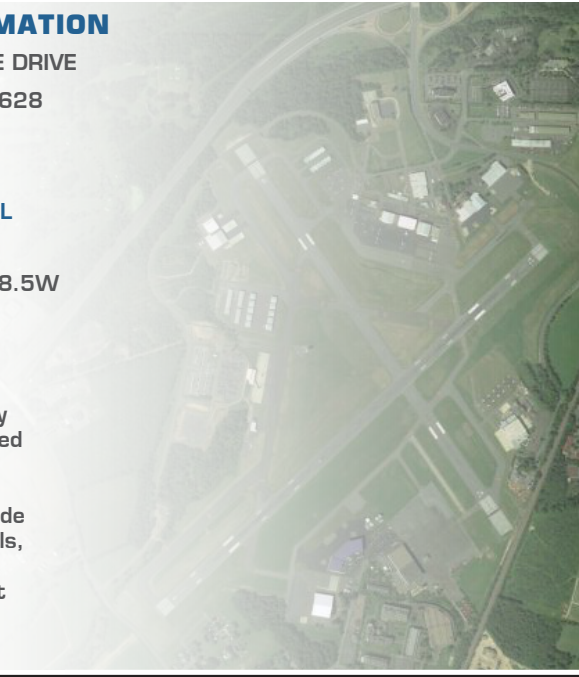
NPIAS* ROLE:	NATIONAL
NPIAS SERVICE LEVEL:	COMMERCIAL SERVICE
RUNWAY 6/24:	6,006' X 150'
RUNWAY 16/34:	4,800' X 150'
TOTAL COMMERCIAL OPERATIONS:	5,229
TOTAL GA OPERATIONS:	80,615
TOTAL BASED AIRCRAFT:	128
ENPLANEMENTS:	117,973

LOCATION INFORMATION

1100 TERMINAL CIRCLE DRIVE
WEST TRENTON, NJ 08628
609-882-1601
MERCER COUNTY
ELEVATION: 212.6' MSL
ACREAGE: 1,345
40-16-36.1N / 74-48-48.5W

*NPIAS: National Plan of Integrated Airport Systems

Trenton-Mercer Airport (TTN) is a towered commercial service airport. This facility is publicly owned and operated by the County of Mercer. TTN is included in the NPIAS and is categorized as a national commercial service airport. The airport opened in 1929 to provide aerial transportation to the Mercer County region and had a role in the production of the World War II Avenger Torpedo Bomber. Aviation services and facilities provided at the airport include fueling, flight training, U.S. Customs, aircraft rental, rental cars, hangar and tie-down rentals, on site restaurant, and major airframe and power plant maintenance. TTN currently has one airline providing service to 9 domestic destinations. Other notable tenants at the airport include the New Jersey State Police and the New Jersey National Guard.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: **80,615**

Percent Itinerant: **57%**

Itinerant GA Operations: **46,353**

Estimated True Transient Arrivals: **7,655**

Estimated GA Visitors: **42,110**

Estimated Length of Stay: **1.9 days per visitor**

Total Annual Number of Days Stayed: **80,000**

Annual GA Visitor Expenditures: **\$23,437,500**

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
ON-AIRPORT TENANT EMPLOYMENT	ON-AIRPORT TENANT PAYROLL	ON-AIRPORT TENANT OUTPUT
Direct: 353	Direct: \$36,953,100	Direct: \$128,161,400
Secondary: 517	Secondary: \$30,919,800	Secondary: \$96,941,100
Total: 870	Total: \$67,872,900	Total: \$225,102,500
VISITORS EMPLOYMENT	VISITORS PAYROLL	VISITORS OUTPUT
Direct: 274	Direct: \$8,996,100	Direct: \$23,437,500
Secondary: 114	Secondary: \$6,517,500	Secondary: \$17,876,700
Total: 388	Total: \$15,513,600	Total: \$41,314,200
TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL OUTPUT
Direct: 627	Direct: \$45,949,200	Direct: \$151,598,900
Secondary: 631	Secondary: \$37,437,300	Secondary: \$114,817,800
Total: 1,258	Total: \$83,386,500	Total: \$266,416,700
		2003 GA Total Output: \$277,593,300

COMMERCIAL SERVICE IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 126	Direct: \$13,190,000	Direct: \$45,746,000
Secondary: 185	Secondary: \$11,036,500	Secondary: \$34,602,200
Total: 311	Total: \$24,226,500	Total: \$80,348,200
		2003 Commercial Total Output: \$10,024,700

TOTAL AIRPORT IMPACTS

EMPLOYMENT	PAYROLL	OUTPUT
Direct: 753	Direct: \$59,139,200	Direct: \$192,344,900
Secondary: 816	Secondary: \$48,473,800	Secondary: \$149,420,000
Total: 1,569	Total: \$107,613,000	Total: \$346,764,900
		2003 GA Total Output: \$287,618,000

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

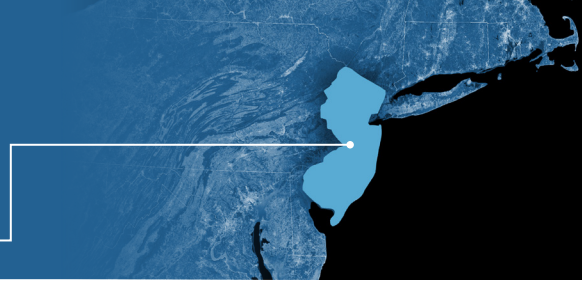
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

TRENTON-ROBBINSVILLE AIRPORT (N87)



AIRPORT INFORMATION

NPIAS* ROLE:	UNCLASSIFIED
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 11/29:	4,275' X 75'
TOTAL GA OPERATIONS:	19,615
TOTAL BASED AIRCRAFT:	57
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

106 SHARON ROAD
ROBBINSVILLE, NJ 08691
609 259-1059
MERCER COUNTY
ELEVATION: 118' MSL
ACREAGE: 139
40-12-50.2N / 74-36-06.4W

Trenton-Robbinsville Airport (N87) is a non-towered general aviation airport. This facility is privately owned and operated by TRA Inc. and open to the public. N87 is included in the NPIAS and is currently still categorized as an unclassified reliever airport. Aviation services and facilities provided at the airport include fueling, aircraft parking, and major airframe and power plant maintenance. The Fixed Base Operator hosts an annual summer camp for middle and high school students to give them the opportunity to learn about the aviation and aerospace industries.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 19,615

Percent Itinerant: 34%

Itinerant GA Operations: 6,757

Estimated True Transient Arrivals: 1,116

Estimated GA Visitors: 2,560

Estimated Length of Stay: 1.5 days per visitor

Total Annual Number of Days Stayed: 3,850

Annual GA Visitor Expenditures: \$547,400

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 22
Secondary: 33
Total: 55

VISITORS EMPLOYMENT

Direct: 6
Secondary: 3
Total: 9

TOTAL EMPLOYMENT

Direct: 28
Secondary: 36
Total: 64

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,347,000
Secondary: \$1,963,800
Total: \$4,310,800

VISITORS PAYROLL

Direct: \$210,100
Secondary: \$152,200
Total: \$362,300

TOTAL PAYROLL

Direct: \$2,557,100
Secondary: \$2,116,000
Total: \$4,673,100

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$8,139,800
Secondary: \$6,157,000
Total: \$14,296,800

VISITORS OUTPUT

Direct: \$547,400
Secondary: \$417,500
Total: \$964,900

TOTAL OUTPUT

Direct: \$8,687,200
Secondary: \$6,574,500
Total: \$15,261,700

2003 GA Total Output: \$2,308,900

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

VINELAND DOWNTOWN AIRPORT (28N)

AIRPORT INFORMATION

NON-NPIAS*:	GENERAL AVIATION
RUNWAY 2/20:	2,251' X 100'
RUNWAY 12/30:	1,800' X 100'
TOTAL GA OPERATIONS:	11,850
TOTAL BASED AIRCRAFT:	22
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

339 HARDING HIGHWAY
VINELAND, NJ 08360
856-697-3300
GLOUCESTER COUNTY
ELEVATION: 120' MSL
ACREAGE: 45
39-32-22.5N / 74-58-03.6W

Vineland-Downtown Airport (28N) is a non-towered general aviation airport. This facility is privately owned and operated by Downtown Airport Inc. and open to the public. 28N is not included in the NPIAS. It was first licensed in 1946. Aviation services and facilities provided at the airport include fueling, major airframe and power plant maintenance, and agricultural spraying. The airport is unattended from December through March.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations: 11,850

Percent Itinerant: 5%

Itinerant GA Operations: 550

Estimated True Transient Arrivals: 91

Estimated GA Visitors: 210

Estimated Length of Stay: 1.5 days per visitor

Total Annual Number of Days Stayed: 310

Annual GA Visitor Expenditures: \$21,200

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 30
Secondary: 44
Total: 74

VISITORS EMPLOYMENT

Direct: 0
Secondary: 0
Total: 0

TOTAL EMPLOYMENT

Direct: 30
Secondary: 44
Total: 74

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$3,140,500
Secondary: \$2,627,700
Total: \$5,768,200

VISITORS PAYROLL

Direct: \$8,100
Secondary: \$5,900
Total: \$14,000

TOTAL PAYROLL

Direct: \$3,148,600
Secondary: \$2,633,600
Total: \$5,782,200

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$10,891,900
Secondary: \$8,238,600
Total: \$19,130,500

VISITORS OUTPUT

Direct: \$21,200
Secondary: \$16,200
Total: \$37,400

TOTAL OUTPUT

Direct: \$10,913,100
Secondary: \$8,254,800
Total: \$19,167,900

2003 GA Total Output: \$1,358,900

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

WOODBINE MUNICIPAL AIRPORT (OBI)

AIRPORT INFORMATION

NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 1/19:	3,304' X 75'
RUNWAY 13/31:	3,074' X 75'
TOTAL GA OPERATIONS:	14,135
TOTAL BASED AIRCRAFT:	65
ENPLANEMENTS:	0

LOCATION INFORMATION

660 HENRY DECINQUE BLVD
WOODBINE, NJ 08270
609-861-1300
CAPE MAY COUNTY
ELEVATION: 41' MSL
ACREAGE: 700
39-13-08.9N / 74-47-41.1W

*NPIAS: National Plan of Integrated Airport Systems

Woodbine Municipal Airport (OBI) is a non-towered general aviation airport. This facility is publicly owned and operated by the Woodbine Port Authority. OBI is included in the NPIAS and is categorized as a local general aviation airport. The airport was previously used by the Navy in World War II and was acquired by the Borough of Woodbine after the war. Aviation services and facilities provided at the airport include self-fueling, flight instruction, major airframe and power plant maintenance, pilot's lounge, and aircraft parking. This airport has direct access to the Woodbine Airport Business Park, providing capacity for approximately 25 development sites.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
14,135

Percent Itinerant:
31%

Itinerant GA Operations:
4,410

Estimated True Transient Arrivals:
728

Estimated GA Visitors:
1,670

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
2,510

Annual GA Visitor Expenditures:
\$357,600

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 27
Secondary: 40
Total: 67

VISITORS EMPLOYMENT

Direct: 4
Secondary: 2
Total: 6

TOTAL EMPLOYMENT

Direct: 31
Secondary: 42
Total: 73

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$2,826,400
Secondary: \$2,365,000
Total: \$5,191,400

VISITORS PAYROLL

Direct: \$137,300
Secondary: \$99,400
Total: \$236,700

TOTAL PAYROLL

Direct: \$2,963,700
Secondary: \$2,464,400
Total: \$5,428,100

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$9,802,700
Secondary: \$7,414,800
Total: \$17,217,500

VISITORS OUTPUT

Direct: \$357,400
Secondary: \$272,800
Total: \$630,400

TOTAL OUTPUT

Direct: \$10,160,300
Secondary: \$7,687,600
Total: \$17,847,900

2003 GA Total Output:
\$3,516,100

Note: 2003 impacts were developed using different modeling software.

DEFINITIONS

ITINERANT OPERATIONS: Operations that are departing for, or arriving from, flight from areas outside a 20-mile radius of the airport

TRUE TRANSIENT: Aircraft that have departed from an airport at least 150 miles away

ENPLANEMENT: A revenue passenger boarding (mainly commercial air service)

ON AIRPORT: Activities that occur directly on airport property – businesses, employees, payroll

OFF AIRPORT/VISITOR: Activities that occur due to visitors conducting business off airport property – activities at hotels, restaurants, recreation, etc.

DIRECT IMPACTS result from an initial change in the economy – construction costs, operating revenues, jobs.

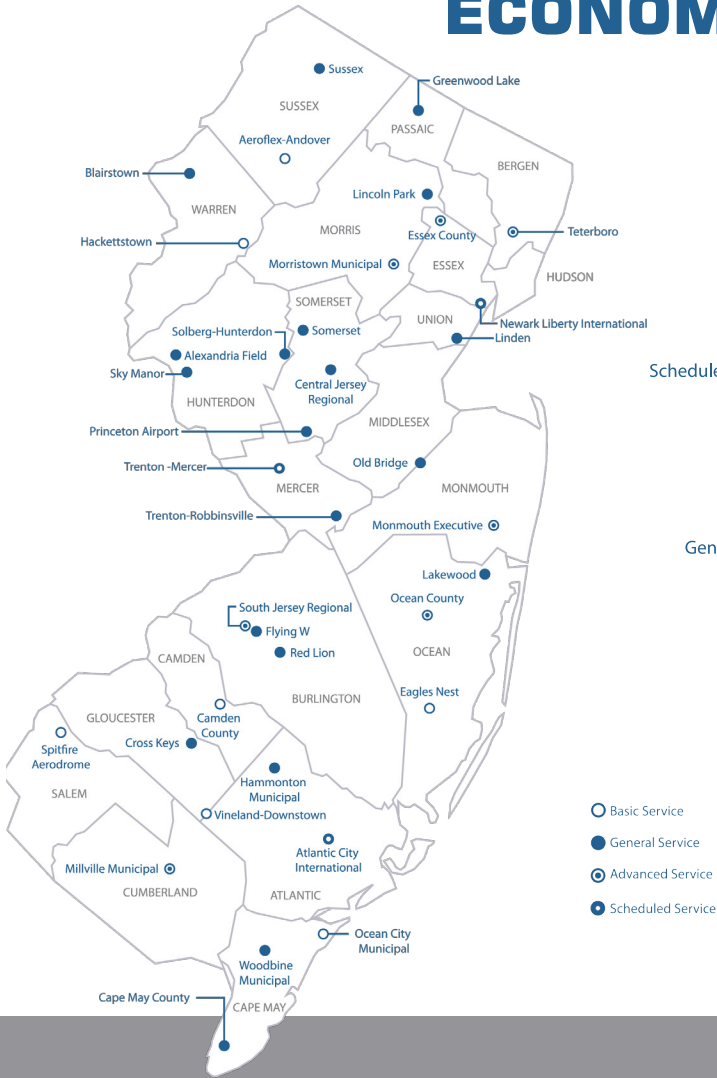
INDIRECT IMPACTS result when suppliers to companies initiate the direct impacts to purchase goods and services.

INDUCED IMPACTS result from employees purchasing goods and services for their households from the wages they earn.

SECONDARY IMPACTS are the sum of indirect and induced impacts.

TOTAL IMPACTS are the sum of direct and secondary impacts.

NEW JERSEY STATEWIDE ECONOMIC IMPACTS



37
Airports included in the Study

3
Scheduled service airports

7
Advanced service airports

20
General service airports

7
Basic service airports

- Basic Service
- General Service
- ⊙ Advanced Service
- Scheduled Service

TOTAL STATEWIDE GA IMPACTS

Total Employment: **12,891**
Total Payroll: **\$896,720,000**

Total Output: \$2,898,935,300
2003 Output: \$1,726,496,900

TOTAL STATEWIDE COMMERCIAL SERVICE IMPACTS

Total Employment: **60,028**
Total Payroll: **\$4,681,685,400**

Total Output: \$15,526,973,600
2003 Output: \$12,214,478,500

TOTAL STATEWIDE IMPACTS

Total Employment: **72,919**
Total Payroll: **\$5,578,405,400**

Total Output: \$18,425,908,900
2003 Output: \$13,940,975,400

Note: 2003 impacts were developed using different modeling software.

Economic impacts can be described as the sum of economic activity within a defined geographic region resulting from an initial change in the economy. This initial change, also referred to as the direct impact, spurs a series of subsequent indirect and induced activities. Households, businesses, and governments are connected in a complex web of interdependent relationships based on producing, selling, purchasing, and taxing goods and services. An initial change in one of these creates ripple effects through the others. Therefore, the direct impact will create revenues at other firms and employment for local residents and associated income, as well as tax revenues to state and local governments referred to as fiscal impacts.

Comparing the impacts from this study to the 2003 study, total output has increased by 32%.

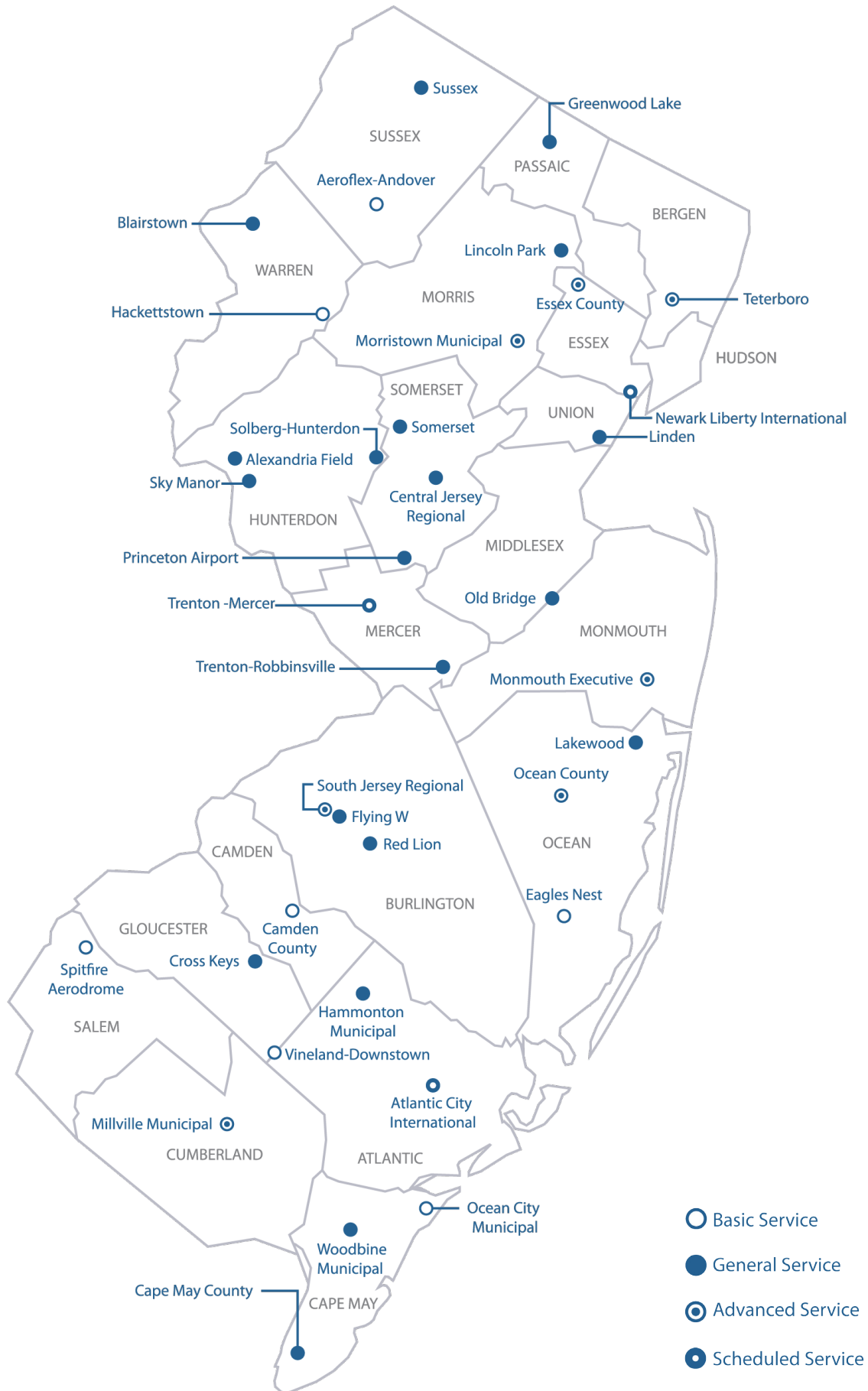




NEW JERSEY AIRPORTS ECONOMIC IMPACT SUMMARY

Airport	Total Employment	Total Payroll	Total Output
General Aviation Impacts			
Aeroflex-Andover	23	\$1,600,900	\$5,142,700
Alexandria Field	101	\$7,510,500	\$24,649,800
Atlantic City International	435	\$27,407,500	\$86,431,900
Blairstown	74	\$5,455,000	\$17,814,200
Camden County	65	\$5,046,200	\$16,705,000
Cape May County	214	\$9,671,800	\$27,264,600
Central Jersey Regional	50	\$3,304,400	\$10,558,600
Cross Keys	64	\$4,386,200	\$14,108,500
Eagles Nest	70	\$5,414,600	\$17,937,600
Essex County	670	\$36,656,700	\$110,812,500
Flying W	74	\$4,712,200	\$14,936,000
Greenwood Lake	34	\$2,502,000	\$8,170,500
Hackettstown	33	\$2,349,300	\$7,650,800
Hammonton Municipal	42	\$2,902,300	\$9,362,200
Lakewood	160	\$12,314,600	\$40,710,200
Lincoln Park	74	\$5,368,100	\$17,489,600
Linden	123	\$8,012,500	\$25,478,400
Millville Municipal	246	\$12,849,100	\$38,238,600
Monmouth Executive	193	\$12,630,800	\$40,216,600
Morristown Municipal	1,794	\$128,224,200	\$417,234,000
Newark Liberty International	1,199	\$90,399,600	\$297,675,500
Ocean City Municipal	71	\$5,328,000	\$17,467,400
Ocean County	106	\$7,602,600	\$24,769,200
Old Bridge	61	\$4,536,300	\$14,886,900
Princeton	92	\$6,592,700	\$21,451,600
Red Lion	8	\$519,100	\$1,633,500
Sky Manor	56	\$4,009,000	\$13,063,500
Solberg-Hunterdon	63	\$4,285,200	\$13,798,900
Somerset	87	\$6,228,000	\$20,229,100
South Jersey Regional	124	\$9,093,400	\$29,744,800
Spitfire Aerodrome	41	\$3,099,600	\$10,180,200
Sussex	73	\$5,319,800	\$17,407,000
Teterboro	4,901	\$352,117,900	\$1,147,039,000
Trenton-Mercer	1,258	\$83,386,500	\$266,416,700
Trenton-Robbinsville	64	\$4,673,100	\$15,261,700
Vineland Downstown	74	\$5,782,200	\$19,167,900
Woodbine Municipal	74	\$5,428,100	\$17,847,900
GENERAL AVIATION TOTAL	12,891	\$896,720,000	\$2,898,935,300
Commercial Service Impacts			
Atlantic City International	12,267	\$956,756,600	\$3,173,116,800
Newark Liberty International	47,450	\$3,700,702,300	\$12,273,508,600
Trenton-Mercer	311	\$24,226,500	\$80,348,200
COMMERCIAL SERVICE TOTAL	60,028	\$4,681,685,400	\$15,526,973,600
NEW JERSEY GRAND TOTAL	72,919	\$5,578,405,400	\$18,425,908,900

MAP OF STUDY AIRPORTS



- Basic Service
- General Service
- ⊙ Advanced Service
- ⦿ Scheduled Service