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

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.

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

ECONOMIC IMPACT ANALYSIS

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT EMPLOYMENT</td>
<td>ON-AIRPORT TENANT PAYROLL</td>
<td>ON-AIRPORT TENANT OUTPUT</td>
</tr>
<tr>
<td>Direct: 7</td>
<td>Direct: $732,800</td>
<td>Direct: $2,541,400</td>
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<tr>
<td>Secondary: 10</td>
<td>Secondary: $613,100</td>
<td>Secondary: $1,922,300</td>
</tr>
<tr>
<td>Total: 17</td>
<td>Total: $1,345,900</td>
<td>Total: $4,463,700</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
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</thead>
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<tr>
<td>Direct: 4</td>
<td>Direct: $147,900</td>
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<td>Secondary: 2</td>
<td>Secondary: $107,100</td>
<td>Secondary: $293,800</td>
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<td>Total: 6</td>
<td>Total: $255,000</td>
<td>Total: $679,000</td>
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</tbody>
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<table>
<thead>
<tr>
<th>TOTAL EMPLOYMENT</th>
<th>TOTAL PAYROLL</th>
<th>TOTAL OUTPUT</th>
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<tbody>
<tr>
<td>Direct: 11</td>
<td>Direct: $880,700</td>
<td>Direct: $2,926,600</td>
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<tr>
<td>Secondary: 12</td>
<td>Secondary: $720,200</td>
<td>Secondary: $2,216,100</td>
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<tr>
<td>Total: 23</td>
<td>Total: $1,600,900</td>
<td>Total: $5,142,700</td>
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</tbody>
</table>

2003 GA Total Output: $2,908,700

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.
**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

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.

**LOCATION INFORMATION**

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

**ECONOMIC IMPACT ANALYSIS**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT EMPLOYMENT</td>
<td>ON-AIRPORT TENANT PAYROLL</td>
<td>ON-AIRPORT TENANT OUTPUT</td>
</tr>
<tr>
<td>Direct: 37</td>
<td>Direct: $3,873,300</td>
<td>Direct: $13,433,300</td>
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<tr>
<td>Secondary: 54</td>
<td>Secondary: $3,240,900</td>
<td>Secondary: $10,161,000</td>
</tr>
<tr>
<td>Total: 91</td>
<td>Total: $7,114,200</td>
<td>Total: $23,594,300</td>
</tr>
<tr>
<td>VISITORS EMPLOYMENT</td>
<td>VISITORS PAYROLL</td>
<td>VISITORS OUTPUT</td>
</tr>
<tr>
<td>Direct: 7</td>
<td>Direct: $229,800</td>
<td>Direct: $598,800</td>
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<tr>
<td>Secondary: 3</td>
<td>Secondary: $166,500</td>
<td>Secondary: $456,700</td>
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<tr>
<td>Total: 10</td>
<td>Total: $396,300</td>
<td>Total: $1,055,500</td>
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<tr>
<td>TOTAL EMPLOYMENT</td>
<td>TOTAL PAYROLL</td>
<td>TOTAL OUTPUT</td>
</tr>
<tr>
<td>Direct: 44</td>
<td>Direct: $4,103,100</td>
<td>Direct: $14,032,100</td>
</tr>
<tr>
<td>Secondary: 57</td>
<td>Secondary: $3,407,400</td>
<td>Secondary: $10,617,700</td>
</tr>
<tr>
<td>Total: 101</td>
<td>Total: $7,510,500</td>
<td>Total: $24,649,800</td>
</tr>
</tbody>
</table>

2003 GA Total Output: $4,010,300

**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.
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.

**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

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**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT EMPLOYMENT</td>
<td>ON-AIRPORT TENANT PAYROLL</td>
<td>ON-AIRPORT TENANT OUTPUT</td>
</tr>
<tr>
<td>Direct: 107</td>
<td>Direct: $11,201,100</td>
<td>Direct: $38,847,800</td>
</tr>
<tr>
<td>Total: 264</td>
<td>Total: $20,573,400</td>
<td>Total: $68,232,200</td>
</tr>
</tbody>
</table>

| VISITORS EMPLOYMENT | VISITORS PAYROLL | VISITORS OUTPUT |
| Direct: 121 | Direct: $3,963,000 | Direct: $10,324,700 |
| Secondary: 50 | Secondary: $2,871,100 | Secondary: $7,875,000 |
| Total: 171 | Total: $6,834,100 | Total: $18,199,700 |

**TOTAL EMPLOYMENT**

Direct: 228
Secondary: 207
Total: 435

**TOTAL PAYROLL**

Direct: $15,164,100
Secondary: $12,243,400
Total: $27,407,500

**TOTAL OUTPUT**

Direct: $49,172,500
Secondary: $37,259,400
Total: $86,431,900

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**COMMERCIAL SERVICE IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 4,976</td>
<td>Direct: $520,902,000</td>
<td>Direct: $1,806,603,900</td>
</tr>
<tr>
<td>Total: 12,267</td>
<td>Total: $956,756,600</td>
<td>Total: $3,173,116,800</td>
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**TOTAL AIRPORT IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 5,204</td>
<td>Direct: $536,066,100</td>
<td>Direct: $1,855,776,400</td>
</tr>
<tr>
<td>Secondary: 7,498</td>
<td>Secondary: $448,098,000</td>
<td>Secondary: $1,403,772,300</td>
</tr>
<tr>
<td>Total: 12,702</td>
<td>Total: $984,164,100</td>
<td>Total: $3,259,548,700</td>
</tr>
</tbody>
</table>

**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)

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**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.
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 restaurants, 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**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 26</td>
<td>Direct: $2,738,600</td>
<td>Direct: $9,498,100</td>
</tr>
<tr>
<td>Secondary: 38</td>
<td>Secondary: $2,291,500</td>
<td>Secondary: $7,184,400</td>
</tr>
<tr>
<td>Total: 64</td>
<td>Total: $5,030,100</td>
<td>Total: $16,682,500</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 7</td>
<td>Direct: $246,400</td>
<td>Direct: $642,000</td>
</tr>
<tr>
<td>Secondary: 3</td>
<td>Secondary: $178,500</td>
<td>Secondary: $489,700</td>
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<tr>
<td>Total: 10</td>
<td>Total: $424,900</td>
<td>Total: $1,131,700</td>
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<table>
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<th><strong>TOTAL EMPLOYMENT</strong></th>
<th><strong>TOTAL PAYROLL</strong></th>
<th><strong>TOTAL OUTPUT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 33</td>
<td>Direct: $2,985,000</td>
<td>Direct: $10,140,100</td>
</tr>
<tr>
<td>Secondary: 41</td>
<td>Secondary: $2,470,000</td>
<td>Secondary: $7,674,100</td>
</tr>
<tr>
<td>Total: 74</td>
<td>Total: $5,455,000</td>
<td>Total: $17,814,200</td>
</tr>
</tbody>
</table>

2003 GA Total Output: $2,008,600

Note: 2003 impacts were developed using different modeling software.
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.

**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

**ECONOMIC IMPACT ANALYSIS**

### GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 26</td>
<td>Direct: $2,721,800</td>
<td>Direct: $9,439,700</td>
</tr>
<tr>
<td>Secondary: 38</td>
<td>Secondary: $2,277,400</td>
<td>Secondary: $7,140,100</td>
</tr>
<tr>
<td>Total: 64</td>
<td>Total: $4,999,200</td>
<td>Total: $16,579,800</td>
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<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 1</td>
<td>Direct: $27,300</td>
<td>Direct: $71,000</td>
</tr>
<tr>
<td>Secondary: 0</td>
<td>Secondary: $18,700</td>
<td>Secondary: $54,200</td>
</tr>
<tr>
<td>Total: 1</td>
<td>Total: $47,000</td>
<td>Total: $125,200</td>
</tr>
</tbody>
</table>

**TOTAL EMPLOYMENT**

- Direct: 27
- Secondary: 38
- Total: 65

**TOTAL PAYROLL**

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

**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

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

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**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) 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

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 12</td>
<td>Direct: $1,256,200</td>
<td>Direct: $4,336,800</td>
</tr>
<tr>
<td>Secondary: 18</td>
<td>Secondary: $1,051,100</td>
<td>Secondary: $3,295,400</td>
</tr>
<tr>
<td>Total: 30</td>
<td>Total: $2,307,300</td>
<td>Total: $7,652,200</td>
</tr>
<tr>
<td><strong>VISITORS EMPLOYMENT</strong></td>
<td><strong>VISITORS PAYROLL</strong></td>
<td><strong>VISITORS OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 130</td>
<td>Direct: $4,270,600</td>
<td>Direct: $11,126,100</td>
</tr>
<tr>
<td>Secondary: 54</td>
<td>Secondary: $3,093,900</td>
<td>Secondary: $8,486,300</td>
</tr>
<tr>
<td>Total: 184</td>
<td>Total: $7,364,500</td>
<td>Total: $19,612,400</td>
</tr>
<tr>
<td><strong>TOTAL EMPLOYMENT</strong></td>
<td><strong>TOTAL PAYROLL</strong></td>
<td><strong>TOTAL OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 142</td>
<td>Direct: $5,526,800</td>
<td>Direct: $15,482,900</td>
</tr>
<tr>
<td>Secondary: 72</td>
<td>Secondary: $4,145,000</td>
<td>Secondary: $11,781,700</td>
</tr>
<tr>
<td>Total: 214</td>
<td>Total: $9,671,800</td>
<td>Total: $27,764,600</td>
</tr>
</tbody>
</table>

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) 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**

### GENERAL AVIATION (GA) IMPACTS

#### EMPLOYMENT

<table>
<thead>
<tr>
<th></th>
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</tr>
</thead>
<tbody>
<tr>
<td>Visitors Employment</td>
<td>Direct: 11</td>
<td>Secondary: 4</td>
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</tr>
<tr>
<td>Total Employment</td>
<td>Direct: 25</td>
<td>Secondary: 25</td>
<td>Total: 50</td>
</tr>
</tbody>
</table>

#### PAYROLL

<table>
<thead>
<tr>
<th>On-Airport Tenant Payroll</th>
<th>Direct: $1,465,600</th>
<th>Secondary: $1,226,300</th>
<th>Total: $2,691,900</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Payroll</td>
<td>Direct: $355,200</td>
<td>Secondary: $257,300</td>
<td>Total: $612,500</td>
</tr>
<tr>
<td>Total Payroll</td>
<td>Direct: $1,820,800</td>
<td>Secondary: $1,483,600</td>
<td>Total: $3,304,400</td>
</tr>
</tbody>
</table>

#### OUTPUT

<table>
<thead>
<tr>
<th>On-Airport Tenant Output</th>
<th>Direct: $5,082,900</th>
<th>Secondary: $3,844,700</th>
<th>Total: $8,927,600</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Output</td>
<td>Direct: $925,300</td>
<td>Secondary: $705,700</td>
<td>Total: $1,631,000</td>
</tr>
<tr>
<td>Total Output</td>
<td>Direct: $6,008,200</td>
<td>Secondary: $4,550,400</td>
<td>Total: $10,558,600</td>
</tr>
</tbody>
</table>

Note: 2003 impacts were developed using different modeling software.
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.

**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

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.

**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

**GA INPUT INFORMATION**

<table>
<thead>
<tr>
<th>Total GA Operations:</th>
<th>22,825</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Itinerant:</td>
<td>35%</td>
</tr>
<tr>
<td>Itinerant GA Operations:</td>
<td>7,988</td>
</tr>
<tr>
<td>Estimated True Transient Arrivals:</td>
<td>1,319</td>
</tr>
<tr>
<td>Estimated GA Visitors:</td>
<td>4,750</td>
</tr>
<tr>
<td>Estimated Length of Stay:</td>
<td>1.5 days per visitor</td>
</tr>
<tr>
<td>Total Annual Number of Days Stayed:</td>
<td>7,130</td>
</tr>
<tr>
<td>Annual GA Visitor Expenditures:</td>
<td>$1,013,900</td>
</tr>
</tbody>
</table>

**ECONOMIC IMPACT ANALYSIS**

**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

**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.
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

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On-Airport Tenant Employment</strong></td>
<td><strong>On-Airport Tenant Payroll</strong></td>
<td><strong>On-Airport Tenant Output</strong></td>
</tr>
<tr>
<td>Direct: 28</td>
<td>Direct: $2,931,100</td>
<td>Direct: $10,165,800</td>
</tr>
<tr>
<td>Secondary: 41</td>
<td>Secondary: $2,452,600</td>
<td>Secondary: $7,689,400</td>
</tr>
<tr>
<td><strong>Total</strong>: 69</td>
<td><strong>Total</strong>: $5,383,700</td>
<td><strong>Total</strong>: $17,855,200</td>
</tr>
</tbody>
</table>

**Visitors Employment**
Direct: 1
Secondary: 0
**Total**: 1

**Visitors Payroll**
Direct: $17,900
Secondary: $13,000
**Total**: $30,900

**Visitors Output**
Direct: $46,700
Secondary: $35,700
**Total**: $82,400

**Total Employment**
Direct: 29
Secondary: 41
**Total**: 70

**Total Payroll**
Direct: $2,949,000
Secondary: $2,465,600
**Total**: $5,414,600

**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.

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

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.
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.

**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 |

*NPIAS: National Plan of Integrated Airport Systems*

**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

**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

**ECONOMIC IMPACT ANALYSIS**

**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.
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

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

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

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT EMPLOYMENT</td>
<td>Direct: 19</td>
<td>$1,989,000</td>
</tr>
<tr>
<td></td>
<td>Secondary: 28</td>
<td>$1,664,200</td>
</tr>
<tr>
<td></td>
<td>Total: 47</td>
<td>$3,653,200</td>
</tr>
<tr>
<td>VISITORS EMPLOYMENT</td>
<td>Direct: 19</td>
<td>$614,100</td>
</tr>
<tr>
<td></td>
<td>Secondary: 8</td>
<td>$444,900</td>
</tr>
<tr>
<td></td>
<td>Total: 27</td>
<td>$1,059,000</td>
</tr>
<tr>
<td>TOTAL EMPLOYMENT</td>
<td>Direct: 38</td>
<td>$2,603,100</td>
</tr>
<tr>
<td></td>
<td>Secondary: 36</td>
<td>$2,109,100</td>
</tr>
<tr>
<td></td>
<td>Total: 74</td>
<td>$4,712,200</td>
</tr>
</tbody>
</table>

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) is a non-towered general aviation airport that was purchased by the New Jersey Department of Transportation in 1959 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

#### General Aviation (GA) Impacts

<table>
<thead>
<tr>
<th></th>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On-Airport Tenant Employment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct:</td>
<td>12</td>
<td>$1,256,200</td>
<td>$4,356,800</td>
</tr>
<tr>
<td>Secondary:</td>
<td>18</td>
<td>$1,051,100</td>
<td>$3,295,400</td>
</tr>
<tr>
<td>Total:</td>
<td>30</td>
<td>$2,307,300</td>
<td>$7,652,200</td>
</tr>
<tr>
<td><strong>Visitors Employment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct:</td>
<td>3</td>
<td>$112,900</td>
<td>$294,000</td>
</tr>
<tr>
<td>Secondary:</td>
<td>1</td>
<td>$81,800</td>
<td>$224,300</td>
</tr>
<tr>
<td>Total:</td>
<td>4</td>
<td>$194,700</td>
<td>$518,300</td>
</tr>
<tr>
<td><strong>Total Employment</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Direct:</td>
<td>15</td>
<td>$1,369,100</td>
<td>$4,650,800</td>
</tr>
<tr>
<td>Secondary:</td>
<td>19</td>
<td>$1,132,900</td>
<td>$3,519,700</td>
</tr>
<tr>
<td>Total:</td>
<td>34</td>
<td>$2,502,000</td>
<td>$8,170,500</td>
</tr>
</tbody>
</table>

#### 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**: Result from suppliers to companies initiate the direct impacts to purchase goods and services.

**Total Impacts**: Are the sum of direct and secondary impacts.

Note: 2003 impacts were developed using different modeling software.
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.

**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

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 11</td>
<td>Direct: $1,161,900</td>
<td>Direct: $4,029,600</td>
</tr>
<tr>
<td>Secondary: 16</td>
<td>Secondary: $972,200</td>
<td>Secondary: $3,048,000</td>
</tr>
<tr>
<td>Total: 27</td>
<td>Total: $2,134,100</td>
<td>Total: $7,077,600</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 4</td>
<td>Direct: $124,800</td>
<td>Direct: $325,200</td>
</tr>
<tr>
<td>Secondary: 2</td>
<td>Secondary: $90,400</td>
<td>Secondary: $246,000</td>
</tr>
<tr>
<td>Total: 6</td>
<td>Total: $215,200</td>
<td>Total: $573,200</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>TOTAL EMPLOYMENT</strong></th>
<th><strong>TOTAL PAYROLL</strong></th>
<th><strong>TOTAL OUTPUT</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 15</td>
<td>Direct: $1,286,700</td>
<td>Direct: $4,354,800</td>
</tr>
<tr>
<td>Secondary: 18</td>
<td>Secondary: $1,062,600</td>
<td>Secondary: $3,296,000</td>
</tr>
<tr>
<td>Total: 33</td>
<td>Total: $2,349,300</td>
<td>Total: $7,650,800</td>
</tr>
</tbody>
</table>

2003 GA Total Output: N/A

**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

**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: 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.
**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**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th></th>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>On-Airport Tenant Employment</td>
<td>13</td>
<td>$1,360,900</td>
<td>$4,719,800</td>
</tr>
<tr>
<td>Visitors Employment</td>
<td>7</td>
<td>$233,500</td>
<td>$608,300</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>20</td>
<td>$1,594,400</td>
<td>$5,328,100</td>
</tr>
</tbody>
</table>

**Percent Itinerant:** 47%

**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

**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:** The sum of indirect and induced impacts.

**Total Impacts:** The sum of direct and secondary impacts.

**Note:** 2003 impacts were developed using different modeling software.
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**

**GENERAL AVIATION (GA) IMPACTS**

**PAYROLL**

<table>
<thead>
<tr>
<th>On-Airport Tenant Payroll</th>
<th>On-Airport Tenant Payroll</th>
<th>On-Airport Tenant Payroll</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: $6,595,000</td>
<td>$5,518,300</td>
<td>$12,113,300</td>
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<tr>
<td>Secondary: $5,118,300</td>
<td>$4,518,300</td>
<td>$9,636,600</td>
</tr>
<tr>
<td>Total: $12,113,300</td>
<td>$10,036,600</td>
<td>$21,750,000</td>
</tr>
</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Output</th>
<th>On-Airport Tenant Output</th>
<th>On-Airport Tenant Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: $22,273,000</td>
<td>$17,301,100</td>
<td>$40,174,100</td>
</tr>
<tr>
<td>Secondary: $17,301,100</td>
<td>$12,113,300</td>
<td>$29,414,400</td>
</tr>
<tr>
<td>Total: $40,174,100</td>
<td>$29,414,400</td>
<td>$69,588,500</td>
</tr>
</tbody>
</table>

**EMPLOYMENT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Employment</th>
<th>Visitors Employment</th>
<th>Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 63</td>
<td>Direct: 4</td>
<td>Direct: 67</td>
</tr>
<tr>
<td>Secondary: 92</td>
<td>Secondary: 1</td>
<td>Secondary: 93</td>
</tr>
<tr>
<td>Total: 155</td>
<td>Total: 5</td>
<td>Total: 160</td>
</tr>
</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>Visitors Output</th>
<th>On-Airport Tenant Output</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: $304,100</td>
<td>Direct: $22,273,000</td>
</tr>
<tr>
<td>Secondary: $232,000</td>
<td>Secondary: $17,301,100</td>
</tr>
<tr>
<td>Total: $536,100</td>
<td>Total: $40,174,100</td>
</tr>
</tbody>
</table>

**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

**LOCATION INFORMATION**

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

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, education, 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
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.

**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**

**ECONOMIC IMPACT ANALYSIS**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 25</td>
<td>Direct: $2,661,000</td>
<td>Direct: $9,228,900</td>
</tr>
<tr>
<td>Secondary: 37</td>
<td>Secondary: $2,226,500</td>
<td>Secondary: $6,980,800</td>
</tr>
<tr>
<td>Total: 62</td>
<td>Total: $4,887,500</td>
<td>Total: $16,209,700</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 8</td>
<td>Direct: $278,700</td>
<td>Direct: $726,100</td>
</tr>
<tr>
<td>Secondary: 4</td>
<td>Secondary: $201,900</td>
<td>Secondary: $553,800</td>
</tr>
<tr>
<td>Total: 12</td>
<td>Total: $480,600</td>
<td>Total: $1,279,900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL EMPLOYMENT</th>
<th>TOTAL PAYROLL</th>
<th>TOTAL OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 33</td>
<td>Direct: $2,939,700</td>
<td>Direct: $9,955,000</td>
</tr>
<tr>
<td>Secondary: 41</td>
<td>Secondary: $2,428,400</td>
<td>Secondary: $7,534,600</td>
</tr>
<tr>
<td>Total: 74</td>
<td>Total: $5,368,100</td>
<td>Total: $17,489,600</td>
</tr>
</tbody>
</table>

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:** The sum of indirect and induced impacts.
- **TOTAL IMPACTS:** The sum of direct and secondary impacts.

**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

Note: 2003 impacts were developed using different modeling software.
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.

**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

**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**

**ECONOMIC IMPACT ANALYSIS**

**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: **$794,300**
Total: **$1,766,500**

TOTAL PAYROLL

Direct: **$4,421,800**
Secondary: **$3,680,700**
Total: **$8,012,500**

**OUTPUT**

ON-AIRPORT TENANT OUTPUT

Direct: **$11,194,100**
Secondary: **$9,049,600**
Total: **$20,243,700**

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**

**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.
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

#### General Aviation (GA) Impacts

<table>
<thead>
<tr>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>On-Airport Tenant Employment</strong></td>
<td><strong>On-Airport Tenant Payroll</strong></td>
<td><strong>On-Airport Tenant Output</strong></td>
</tr>
<tr>
<td>Direct: 32</td>
<td>Direct: $3,349,900</td>
<td>Direct: $11,818,000</td>
</tr>
<tr>
<td>Secondary: 47</td>
<td>Secondary: $2,802,900</td>
<td>Secondary: $8,787,900</td>
</tr>
<tr>
<td>Total: 79</td>
<td>Total: $6,152,800</td>
<td>Total: $20,405,900</td>
</tr>
</tbody>
</table>

**Visitors Employment**

| Direct: 118 | Secondary: 49 | Total: 167 |
| Direct: $3,883,100 | Secondary: $2,813,200 | Total: $6,696,300 |

**Total Employment**

| Direct: 150 | Secondary: 96 | Total: 246 |
| Direct: $7,233,000 | Secondary: $5,616,100 | Total: $12,849,100 |

**Total Payroll**

| Direct: $21,734,500 | Secondary: $16,504,100 | Total: $38,238,600 |

2003 GA Total Output: $283,863,500

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**: The sum of indirect and induced impacts.
- **Total Impacts**: The sum of direct and secondary impacts.
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.

**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

*NPIAS: National Plan of Integrated Airport Systems

**LOCATION INFORMATION**

- **Address**: 1717 State Route 34, Wall Township, NJ 07727
- **Phone**: 732-938-4800
- **Monmouth County**
- **Elevation**: 153’ MSL
- **Acreage**: 850
- **ACR 40-11-12.3N / 74-07-28.4W**

**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.

**GENERAL AVIATION (GA) IMPACTS**

**EMPLOYMENT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Employment</th>
<th>Visitor Employment</th>
<th>Total Employment</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
</tr>
<tr>
<td>52</td>
<td>45</td>
<td>97</td>
</tr>
<tr>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
</tr>
<tr>
<td>77</td>
<td>19</td>
<td>96</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
</tr>
<tr>
<td>129</td>
<td>64</td>
<td>193</td>
</tr>
</tbody>
</table>

**PAYROLL**

<table>
<thead>
<tr>
<th>On-Airport Tenant Payroll</th>
<th>Visitor Payroll</th>
<th>Total Payroll</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
</tr>
<tr>
<td>$5,482,100</td>
<td>$1,485,500</td>
<td>$6,967,600</td>
</tr>
<tr>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
</tr>
<tr>
<td>$4,587,000</td>
<td>$1,076,200</td>
<td>$5,663,200</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
</tr>
<tr>
<td>$10,069,100</td>
<td>$2,561,700</td>
<td>$12,630,800</td>
</tr>
</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Output</th>
<th>Visitor Output</th>
<th>Total Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
<td><strong>Direct</strong></td>
</tr>
<tr>
<td>$19,013,000</td>
<td>$3,870,200</td>
<td>$22,883,200</td>
</tr>
<tr>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
<td><strong>Secondary</strong></td>
</tr>
<tr>
<td>$14,381,400</td>
<td>$2,952,000</td>
<td>$17,333,400</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
<td><strong>Total</strong></td>
</tr>
<tr>
<td>$33,394,400</td>
<td>$6,822,200</td>
<td>$40,216,600</td>
</tr>
</tbody>
</table>

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

**GA INPUT INFORMATION**

- **Total GA Operations**: 57,229
- **Percent Itinerant**: 13%
- **Itinerant GA Operations**: 7,653
- **Estimated True Transient Arrivals**: 1,284
- **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

Note: 2003 impacts were developed using different modeling software.
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

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 603</td>
<td>Direct: $63,123,800</td>
<td>Direct: $218,827,300</td>
</tr>
<tr>
<td>Secondary: 884</td>
<td>Secondary: $52,817,600</td>
<td>Secondary: $165,596,300</td>
</tr>
<tr>
<td>Total: 1,487</td>
<td>Total: $115,941,400</td>
<td>Total: $384,523,600</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 217</td>
<td>Direct: $7,122,600</td>
<td>Direct: $18,556,600</td>
</tr>
<tr>
<td>Total: 307</td>
<td>Total: $12,282,800</td>
<td>Total: $32,710,400</td>
</tr>
</tbody>
</table>

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

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

**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.
**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 |

*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.

**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

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT EMPLOYMENT</td>
<td>Direct: 453</td>
<td>ON-AIRPORT TENANT PAYROLL</td>
</tr>
<tr>
<td>Total: 1,117</td>
<td>Total: $87,100,200</td>
<td>Total: $288,871,000</td>
</tr>
<tr>
<td>VISITORS EMPLOYMENT</td>
<td>Direct: 58</td>
<td>VISITORS PAYROLL</td>
</tr>
<tr>
<td>Secondary: 24</td>
<td>Secondary: $1,386,100</td>
<td>Secondary: $3,802,000</td>
</tr>
<tr>
<td>Total: 82</td>
<td>Total: $3,399,400</td>
<td>Total: $7,186,700</td>
</tr>
<tr>
<td>TOTAL EMPLOYMENT</td>
<td>Direct: 511</td>
<td>TOTAL PAYROLL</td>
</tr>
<tr>
<td>Total: 1,199</td>
<td>Total: $90,399,600</td>
<td>2003 GA Total Output: $31,893,300</td>
</tr>
</tbody>
</table>

**COMMERCIAL SERVICE IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 19,247</td>
<td>Direct: $2,014,831,300</td>
<td>Direct: $6,987,882,700</td>
</tr>
<tr>
<td>Total: 47,450</td>
<td>Total: $3,700,702,300</td>
<td>Total: $12,273,508,600</td>
</tr>
</tbody>
</table>

**TOTAL AIRPORT IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 19,758</td>
<td>Direct: $2,064,165,900</td>
<td>Direct: $7,157,335,200</td>
</tr>
<tr>
<td>Secondary: 28,891</td>
<td>Secondary: $1,726,936,000</td>
<td>Secondary: $5,413,831,100</td>
</tr>
<tr>
<td>Total: 48,649</td>
<td>Total: $3,791,101,900</td>
<td>Total: $12,571,166,300</td>
</tr>
</tbody>
</table>

**ECONOMIC IMPACT ANALYSIS**

**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.
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.

**ECONOMIC IMPACT ANALYSIS**

**GENERAL AVIATION (GA) IMPACTS**

**EMPLOYMENT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Employment</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Payroll</td>
<td>$2,731,700</td>
<td>$2,285,700</td>
<td>$5,017,400</td>
</tr>
</tbody>
</table>

**VISITORS**

<table>
<thead>
<tr>
<th>Visitors Employment</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Payroll</td>
<td>$180,100</td>
<td>$130,500</td>
<td>$310,600</td>
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</table>

**TOTAL**

<table>
<thead>
<tr>
<th>Employment</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Payroll</td>
<td>$2,911,800</td>
<td>$2,416,200</td>
<td>$5,328,000</td>
</tr>
</tbody>
</table>

**PAYROLL**

<table>
<thead>
<tr>
<th>On-Airport Tenant Payroll</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$5,017,400</td>
<td>$310,600</td>
<td>$5,328,000</td>
</tr>
</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Output</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$9,474,200</td>
<td>$7,166,300</td>
<td>$16,640,500</td>
</tr>
</tbody>
</table>

### 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.
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**

**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

---

Note: 2003 impacts were developed using different modeling software.
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**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 22</td>
<td>Direct: $2,338,100</td>
<td>Direct: $8,109,200</td>
</tr>
<tr>
<td>Secondary: 33</td>
<td>Secondary: $1,956,400</td>
<td>Secondary: $6,133,800</td>
</tr>
<tr>
<td>Total: 55</td>
<td>Total: $4,294,500</td>
<td>Total: $14,243,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 4</td>
<td>Direct: $140,200</td>
<td>Direct: $365,300</td>
</tr>
<tr>
<td>Secondary: 2</td>
<td>Secondary: $101,600</td>
<td>Secondary: $278,600</td>
</tr>
<tr>
<td>Total: 6</td>
<td>Total: $241,800</td>
<td>Total: $643,900</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL EMPLOYMENT</th>
<th>TOTAL PAYROLL</th>
<th>TOTAL OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 26</td>
<td>Direct: $2,478,300</td>
<td>Direct: $8,474,500</td>
</tr>
<tr>
<td>Secondary: 35</td>
<td>Secondary: $2,058,000</td>
<td>Secondary: $6,412,400</td>
</tr>
<tr>
<td>Total: 61</td>
<td>Total: $4,536,300</td>
<td>Total: $14,886,900</td>
</tr>
</tbody>
</table>

2003 GA Total Output: $2,736,100

Note: 2003 impacts were developed using different modeling software.

**DEFINITIONS**

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**SECONDARY IMPACTS** are the sum of indirect and induced impacts.

**TOTAL IMPACTS** are the sum of direct and secondary impacts.
### AIRPORT INFORMATION

<table>
<thead>
<tr>
<th>NPIAS* ROLE:</th>
<th>LOCAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>NPIAS SERVICE LEVEL:</td>
<td>RELIEVER</td>
</tr>
<tr>
<td>RUNWAY 10/28:</td>
<td>3,499' X 75'</td>
</tr>
<tr>
<td>TOTAL GA OPERATIONS:</td>
<td>39,662</td>
</tr>
<tr>
<td>TOTAL BASED AIRCRAFT:</td>
<td>111</td>
</tr>
<tr>
<td>ENPLANEMENTS:</td>
<td>0</td>
</tr>
</tbody>
</table>

*NPIAS: National Plan of Integrated Airport Systems

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

### GENERAL AVIATION (GA) IMPACTS

#### EMPLOYMENT

<table>
<thead>
<tr>
<th>ON-AIRPORT TENANT EMPLOYMENT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>31</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>45</td>
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</tr>
<tr>
<td>Total</td>
<td>76</td>
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<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>11</td>
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<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>5</td>
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<td></td>
</tr>
<tr>
<td>Total</td>
<td>16</td>
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<table>
<thead>
<tr>
<th>TOTAL EMPLOYMENT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
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<tbody>
<tr>
<td>Direct</td>
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<tr>
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</tr>
<tr>
<td>Total</td>
<td>92</td>
<td></td>
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</table>

#### PAYROLL

<table>
<thead>
<tr>
<th>ON-AIRPORT TENANT PAYROLL</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$3,245,200</td>
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<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$2,715,300</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$5,960,500</td>
<td></td>
<td></td>
</tr>
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</table>

<table>
<thead>
<tr>
<th>VISITORS PAYROLL</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$366,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$255,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$622,200</td>
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<table>
<thead>
<tr>
<th>TOTAL PAYROLL</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$3,611,800</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$2,980,900</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$6,592,700</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

#### OUTPUT

<table>
<thead>
<tr>
<th>ON-AIRPORT TENANT OUTPUT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$11,255,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$8,513,200</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$19,768,200</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>VISITORS OUTPUT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$955,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$728,400</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$1,683,400</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TOTAL OUTPUT</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct</td>
<td>$12,210,000</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Secondary</td>
<td>$9,241,600</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td>$21,451,600</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

2003 GA Total Output: $9,181,700

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) 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.

**AIRPORT INFORMATION**

<table>
<thead>
<tr>
<th>NON-NPIAS*</th>
<th>GENERAL AVIATION</th>
</tr>
</thead>
<tbody>
<tr>
<td>RUNWAY 5/23</td>
<td>2,880' X 50'</td>
</tr>
<tr>
<td>TOTAL GA OPERATIONS</td>
<td>7,549</td>
</tr>
<tr>
<td>TOTAL BASED AIRCRAFT</td>
<td>33</td>
</tr>
<tr>
<td>ENPLANEMENTS</td>
<td>0</td>
</tr>
</tbody>
</table>

*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

**ECONOMIC IMPACT ANALYSIS**

**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 |

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) 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**

**GENERAL AVIATION (GA) IMPACTS**

<table>
<thead>
<tr>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT</strong></td>
<td><strong>ON-AIRPORT TENANT</strong></td>
<td><strong>ON-AIRPORT TENANT</strong></td>
</tr>
<tr>
<td><strong>EMPLOYMENT</strong></td>
<td><strong>PAYROLL</strong></td>
<td><strong>OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 19</td>
<td>Direct: $1,989,000</td>
<td>Direct: $6,898,200</td>
</tr>
<tr>
<td>Secondary: 28</td>
<td>Secondary: $1,664,200</td>
<td>Secondary: $5,217,800</td>
</tr>
<tr>
<td><strong>Total</strong>: 47</td>
<td><strong>Total</strong>: $3,653,200</td>
<td><strong>Total</strong>: $12,116,000</td>
</tr>
<tr>
<td><strong>VISITORS</strong></td>
<td><strong>VISITORS</strong></td>
<td><strong>VISITORS</strong></td>
</tr>
<tr>
<td><strong>EMPLOYMENT</strong></td>
<td><strong>PAYROLL</strong></td>
<td><strong>OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 6</td>
<td>Direct: $206,300</td>
<td>Direct: $537,500</td>
</tr>
<tr>
<td>Secondary: 3</td>
<td>Secondary: $149,500</td>
<td>Secondary: $410,000</td>
</tr>
<tr>
<td><strong>Total</strong>: 9</td>
<td><strong>Total</strong>: $355,800</td>
<td><strong>Total</strong>: $947,500</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>TOTAL</strong></td>
<td><strong>TOTAL</strong></td>
</tr>
<tr>
<td><strong>EMPLOYMENT</strong></td>
<td><strong>PAYROLL</strong></td>
<td><strong>OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 25</td>
<td>Direct: $2,195,300</td>
<td>Direct: $7,435,700</td>
</tr>
<tr>
<td>Secondary: 31</td>
<td>Secondary: $1,813,700</td>
<td>Secondary: $5,627,800</td>
</tr>
<tr>
<td><strong>Total</strong>: 56</td>
<td><strong>Total</strong>: $4,009,000</td>
<td><strong>Total</strong>: $13,063,500</td>
</tr>
</tbody>
</table>

**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:** The sum of indirect and induced impacts.

**TOTAL IMPACTS:** The sum of direct and secondary impacts.
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

*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.

LOCATION INFORMATION
39 THOR SOLBERG ROAD
WHITEHOUSE STATION, NJ 08889
908-534-4000
HUNTERDON COUNTY
ELEVATION: 195’ MSL
ACREAGE: 744
40-34-58.8N / 74-44-11.4W

ECONOMIC IMPACT ANALYSIS

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT ON-AIRPORT TENANT EMPLOYMENT</th>
<th>PAYROLL ON-AIRPORT TENANT PAYROLL</th>
<th>OUTPUT ON-AIRPORT TENANT OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 19</td>
<td>Secondary: 28</td>
<td>Total: 47</td>
</tr>
</tbody>
</table>

VISITORS EMPLOYMENT
Direct: 11
Secondary: 5
Total: 16

TOTAL EMPLOYMENT
Direct: 30
Secondary: 33
Total: 63

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

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

2003 GA Total Output: $7,631,700

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.

ECONOMIC 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

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

*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, avionic services, major airframe and power plant maintenance, aerial tours, ground handling services, and an on-site aviation medical examiner.

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

ECONOMIC IMPACT ANALYSIS

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

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

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

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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) 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**

**GENERAL AVIATION (GA) IMPACTS**

**EMPLOYMENT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Employment</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Employment</td>
<td>44</td>
<td>64</td>
<td>108</td>
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<table>
<thead>
<tr>
<th>Visitors Employment</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Employment</td>
<td>11</td>
<td>5</td>
<td>16</td>
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</table>

<table>
<thead>
<tr>
<th>Total Employment</th>
<th>Direct</th>
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<th>Total</th>
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</thead>
<tbody>
<tr>
<td>Total Employment</td>
<td>55</td>
<td>69</td>
<td>124</td>
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</table>

**PAYROLL**

<table>
<thead>
<tr>
<th>On-Airport Tenant Payroll</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Payroll</td>
<td>$4,606,000</td>
<td>$3,854,000</td>
<td>$8,460,000</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Visitors Payroll</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Payroll</td>
<td>$367,300</td>
<td>$266,100</td>
<td>$633,400</td>
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</table>

<table>
<thead>
<tr>
<th>Total Payroll</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Payroll</td>
<td>$4,973,300</td>
<td>$4,120,100</td>
<td>$9,093,400</td>
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</table>

**OUTPUT**

<table>
<thead>
<tr>
<th>On-Airport Tenant Output</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Output</td>
<td>$15,974,800</td>
<td>$12,083,300</td>
<td>$28,058,100</td>
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</table>

<table>
<thead>
<tr>
<th>Visitors Output</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Visitors Output</td>
<td>$956,900</td>
<td>$729,800</td>
<td>$1,686,700</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Output</th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Output</td>
<td>$16,931,700</td>
<td>$12,813,100</td>
<td>$29,744,800</td>
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</tbody>
</table>

2003 GA Total Output: $9,845,000

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

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

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**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.
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

#### GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 15</td>
<td>Direct: $1,604,300</td>
<td>Direct: $5,564,200</td>
</tr>
<tr>
<td>Secondary: 22</td>
<td>Secondary: $1,342,400</td>
<td>Secondary: $4,208,800</td>
</tr>
<tr>
<td><strong>Total:</strong> 37</td>
<td><strong>Total:</strong> $2,946,700</td>
<td><strong>Total:</strong> $9,773,000</td>
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</table>

<table>
<thead>
<tr>
<th>VISITORS EMPLOYMENT</th>
<th>VISITORS PAYROLL</th>
<th>VISITORS OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct: 3</td>
<td>Direct: $88,700</td>
<td>Direct: $231,000</td>
</tr>
<tr>
<td>Secondary: 1</td>
<td>Secondary: $64,200</td>
<td>Secondary: $176,200</td>
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<tr>
<td><strong>Total:</strong> 4</td>
<td><strong>Total:</strong> $152,900</td>
<td><strong>Total:</strong> $407,200</td>
</tr>
</tbody>
</table>

**TOTAL EMPLOYMENT**

| Direct: 18 | **Total:** $1,693,000 |
| Secondary: 23 | **Total:** $1,406,600 |
| **Total:** 41 | **Total:** $3,099,600 |

**TOTAL PAYROLL**

| Direct: $1,693,000 | **Total:** $5,795,200 |
| Secondary: $1,406,600 | **Total:** $4,385,000 |
| **Total:** $3,099,600 | **Total:** $10,180,200 |

2003 GA Total Output:

| $1,503,000 |

Note: 2003 impacts were developed using different modeling software.
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

#### 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

#### 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.

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Note: 2003 impacts were developed using different modeling software.
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

*TPIAS: 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 airport 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.

LOCATION INFORMATION

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

GA INPUT INFORMATION

<table>
<thead>
<tr>
<th>Total GA Operations:</th>
<th>159,938</th>
</tr>
</thead>
<tbody>
<tr>
<td>Percent Itinerant:</td>
<td>59%</td>
</tr>
<tr>
<td>Itinerant GA Operations:</td>
<td>94,988</td>
</tr>
<tr>
<td>Estimated True Transient Arrivals:</td>
<td>15,688</td>
</tr>
<tr>
<td>Estimated GA Visitors:</td>
<td>86,280</td>
</tr>
<tr>
<td>Estimated Length of Stay:</td>
<td>1.9 days per visitor</td>
</tr>
<tr>
<td>Total Annual Number of Days Stayed:</td>
<td>163,940</td>
</tr>
<tr>
<td>Annual GA Visitor Expenditures:</td>
<td>$48,025,800</td>
</tr>
</tbody>
</table>

ECONOMIC IMPACT ANALYSIS

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>Employment</th>
<th>Payroll</th>
<th>Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ON-AIRPORT TENANT EMPLOYMENT</strong></td>
<td><strong>ON-AIRPORT TENANT PAYROLL</strong></td>
<td><strong>ON-AIRPORT TENANT OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 1,666</td>
<td>Secondary: 2,441</td>
<td>Total: 4,107</td>
</tr>
<tr>
<td><strong>VISITORS EMPLOYMENT</strong></td>
<td><strong>VISITORS PAYROLL</strong></td>
<td><strong>VISITORS OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 561</td>
<td>Secondary: 233</td>
<td>Total: 794</td>
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<tr>
<td>Direct: $18,434,000</td>
<td>Secondary: $13,355,000</td>
<td>Total: $31,789,000</td>
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<td><strong>TOTAL EMPLOYMENT</strong></td>
<td><strong>TOTAL PAYROLL</strong></td>
<td><strong>TOTAL OUTPUT</strong></td>
</tr>
<tr>
<td>Direct: 2,227</td>
<td>Secondary: 2,674</td>
<td>Total: 4,901</td>
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<tr>
<td><strong>2003 GA Total Output:</strong></td>
<td><strong>$517,634,800</strong></td>
<td></td>
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</table>

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.
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

*TNIAS: 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

GENERAL AVIATION (GA) IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>ON-AIRPORT TENANT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>DIRECT</td>
<td>353</td>
<td>$36,953,100</td>
</tr>
<tr>
<td>SECONDARY</td>
<td>517</td>
<td>$30,919,800</td>
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<tr>
<td>TOTAL</td>
<td>870</td>
<td>$67,872,900</td>
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<tr>
<td>VISITORS</td>
<td></td>
<td></td>
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<tr>
<td>DIRECT</td>
<td>274</td>
<td>$8,996,100</td>
</tr>
<tr>
<td>SECONDARY</td>
<td>114</td>
<td>$6,517,500</td>
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<tr>
<td>TOTAL</td>
<td>388</td>
<td>$15,513,600</td>
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<tr>
<td>TOTAL</td>
<td>1,258</td>
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COMMERCIAL SERVICE IMPACTS

<table>
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<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
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<tbody>
<tr>
<td>DIRECT</td>
<td>126</td>
<td>$13,190,000</td>
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<tr>
<td>SECONDARY</td>
<td>185</td>
<td>$11,036,500</td>
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<td>TOTAL</td>
<td>311</td>
<td>$24,226,500</td>
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TOTAL AIRPORT IMPACTS

<table>
<thead>
<tr>
<th>EMPLOYMENT</th>
<th>PAYROLL</th>
<th>OUTPUT</th>
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</thead>
<tbody>
<tr>
<td>DIRECT</td>
<td>753</td>
<td>$59,139,200</td>
</tr>
<tr>
<td>SECONDARY</td>
<td>816</td>
<td>$48,473,800</td>
</tr>
<tr>
<td>TOTAL</td>
<td>1,569</td>
<td>$107,613,000</td>
</tr>
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</table>

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: 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.
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

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

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: $15,139,800
Secondary: $6,157,000
Total: $14,296,800

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

TOTAL OUTPUT
Direct: $15,687,200
Secondary: $6,574,500
Total: $21,261,700

2003 GA Total Output: $2,308,900

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.
Vineland-Downstown Airport [28N] is a non-towered general aviation airport. This facility is privately owned and operated by Downstown 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**

**GENERAL AVIATION (GA) IMPACTS**

**EMPLOYMENT**

<table>
<thead>
<tr>
<th></th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Employment</td>
<td>30</td>
<td>44</td>
<td>74</td>
</tr>
<tr>
<td>Visitors Employment</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Total Employment</strong></td>
<td>30</td>
<td>44</td>
<td>74</td>
</tr>
</tbody>
</table>

**PAYROLL**

<table>
<thead>
<tr>
<th></th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Payroll</td>
<td>$3,140,500</td>
<td>$2,627,700</td>
<td>$5,768,200</td>
</tr>
<tr>
<td>Visitors Payroll</td>
<td>$8,100</td>
<td>$5,900</td>
<td>$14,000</td>
</tr>
<tr>
<td><strong>Total Payroll</strong></td>
<td>$3,148,600</td>
<td>$2,633,600</td>
<td>$5,782,200</td>
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</tbody>
</table>

**OUTPUT**

<table>
<thead>
<tr>
<th></th>
<th>Direct</th>
<th>Secondary</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>On-Airport Tenant Output</td>
<td>$10,891,900</td>
<td>$8,238,600</td>
<td>$19,130,500</td>
</tr>
<tr>
<td>Visitors Output</td>
<td>$21,200</td>
<td>$16,200</td>
<td>$37,400</td>
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<tr>
<td><strong>Total Output</strong></td>
<td>$10,913,100</td>
<td>$8,254,800</td>
<td>$19,167,900</td>
</tr>
</tbody>
</table>

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

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

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**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) 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

<table>
<thead>
<tr>
<th>GA Input Information</th>
<th>Location Information</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Airport Information</strong></td>
<td><strong>General Aviation (GA) Impacts</strong></td>
</tr>
<tr>
<td>NPIAS * Role: Local</td>
<td>Employment</td>
</tr>
<tr>
<td>NPIAS Service Level: General Aviation</td>
<td>Payroll</td>
</tr>
<tr>
<td>Runway 1/19: 3,304' x 75'</td>
<td>Output</td>
</tr>
<tr>
<td>Runway 13/31: 3,074' x 75'</td>
<td></td>
</tr>
<tr>
<td>Total GA Operations: 14,135</td>
<td></td>
</tr>
<tr>
<td>Total Based Aircraft: 65</td>
<td></td>
</tr>
<tr>
<td>Enplanements: 0</td>
<td></td>
</tr>
<tr>
<td>*NPIAS: National Plan of Integrated Airport Systems</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td><strong>Local</strong></td>
<td><strong>Airport Information</strong></td>
</tr>
<tr>
<td><strong>General Aviation</strong></td>
<td><strong>Location Information</strong></td>
</tr>
<tr>
<td><strong>3,304' x 75'</strong></td>
<td>660 Henry Decinque Blvd</td>
</tr>
<tr>
<td><strong>3,074' x 75'</strong></td>
<td>Woodbine, NJ 08270</td>
</tr>
<tr>
<td><strong>14,135</strong></td>
<td>609-861-1300</td>
</tr>
<tr>
<td><strong>65</strong></td>
<td>Cape May County</td>
</tr>
<tr>
<td><strong>0</strong></td>
<td>Elevation: 41' MSL</td>
</tr>
<tr>
<td><strong>700</strong></td>
<td>Acreage: 700</td>
</tr>
<tr>
<td><strong>39-13-08.9N / 74-47-41.1W</strong></td>
<td></td>
</tr>
</tbody>
</table>

### 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**: The sum of indirect and induced impacts.

**Total Impacts**: The sum of direct and secondary impacts.

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

<table>
<thead>
<tr>
<th>Airport</th>
<th>Total Employment</th>
<th>Total Payroll</th>
<th>Total Output</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>General Aviation Impacts</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Aeroflex-Andover</td>
<td>23</td>
<td>$1,600,900</td>
<td>$5,142,700</td>
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<tr>
<td>Alexandria Field</td>
<td>101</td>
<td>$7,510,500</td>
<td>$24,649,800</td>
</tr>
<tr>
<td>Atlantic City International</td>
<td>435</td>
<td>$27,407,500</td>
<td>$86,431,900</td>
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<tr>
<td>Blairstown</td>
<td>74</td>
<td>$5,455,000</td>
<td>$17,814,200</td>
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<tr>
<td>Camden County</td>
<td>65</td>
<td>$5,046,200</td>
<td>$16,705,000</td>
</tr>
<tr>
<td>Cape May County</td>
<td>214</td>
<td>$9,671,800</td>
<td>$27,264,600</td>
</tr>
<tr>
<td>Central Jersey Regional</td>
<td>50</td>
<td>$3,304,400</td>
<td>$10,558,600</td>
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<tr>
<td>Cross Keys</td>
<td>64</td>
<td>$4,386,200</td>
<td>$14,108,500</td>
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<tr>
<td>Eagles Nest</td>
<td>70</td>
<td>$5,414,600</td>
<td>$17,937,600</td>
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<tr>
<td>Essex County</td>
<td>670</td>
<td>$36,656,700</td>
<td>$110,812,500</td>
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<td>Flying W</td>
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<td>$4,712,200</td>
<td>$14,936,000</td>
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<td>Greenwood Lake</td>
<td>34</td>
<td>$2,502,000</td>
<td>$8,170,500</td>
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<td>33</td>
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<td>Hammonton Municipal</td>
<td>42</td>
<td>$2,902,300</td>
<td>$9,362,200</td>
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<td>Lakewood</td>
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<td>$40,710,200</td>
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<td>Lincoln Park</td>
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<td>$17,489,600</td>
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<td>Linden</td>
<td>123</td>
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<td>$25,478,400</td>
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<td>Millville Municipal</td>
<td>246</td>
<td>$12,849,100</td>
<td>$38,238,600</td>
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<tr>
<td>Monmouth Executive</td>
<td>193</td>
<td>$12,630,800</td>
<td>$40,216,600</td>
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<tr>
<td>Morristown Municipal</td>
<td>1,794</td>
<td>$128,224,200</td>
<td>$417,234,000</td>
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<tr>
<td>Newark Liberty International</td>
<td>1,199</td>
<td>$90,399,600</td>
<td>$297,675,500</td>
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<tr>
<td>Ocean City Municipal</td>
<td>71</td>
<td>$5,328,000</td>
<td>$17,467,400</td>
</tr>
<tr>
<td>Ocean County</td>
<td>106</td>
<td>$7,602,600</td>
<td>$24,769,200</td>
</tr>
<tr>
<td>Old Bridge</td>
<td>61</td>
<td>$4,536,300</td>
<td>$14,886,900</td>
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<tr>
<td>Princeton</td>
<td>92</td>
<td>$6,592,700</td>
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<tr>
<td>Red Lion</td>
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<td>$519,100</td>
<td>$1,633,500</td>
</tr>
<tr>
<td>Sky Manor</td>
<td>56</td>
<td>$4,009,000</td>
<td>$13,063,500</td>
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<td><strong>Commercial Service Impacts</strong></td>
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<td><strong>NEW JERSEY GRAND TOTAL</strong></td>
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