



# REGIONAL PLAN ASSOCIATION, INC.

*... a research and planning agency supported by voluntary membership to promote the coordinated development of the New York-New Jersey-Connecticut Metropolitan Region.*

230 West 41st Street, New York 36, N.Y.

(Area Code 212) LOngacre 5-1714

## NEWS RELEASE

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For information call William B. Shore  
LOngacre 5-1714 or 914 MEDford 1-0053  
(home)

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### REGIONAL PLAN URGES SEPARATE AIRPORT FACILITIES FOR NON-AIRLINE FLIGHTS; REAPPRAISAL OF FOURTH AIRPORT PLANS

Pointing to mounting public concern over congestion at the Region's three major airports, Regional Plan Association today urged the governors of New York, New Jersey and Connecticut to make an immediate start on a system of special airports to handle general aviation planes, leaving the three major airports free in rush hours to handle commercial airliners which carry 98 percent of the passengers arriving at those terminals.

"The time has come to move non-airline flights--which carry fewer than three persons per plane including the pilot, on the average--from the three major airports at times when they are overcrowded," said Max Abramovitz, Chairman, Regional Plan Association.

"General aviation is important to the New York Region, but when congestion reaches the danger point, the unscheduled small planes, which use over 20 percent of the key landing and takeoff time at the three major airports but carry only two out of every 100 air passengers, should be provided with their own landing facilities," Abramovitz explained.

"These can be built at much less expense and much sooner than the proposed fourth jetport. This is basically because the smaller non-commercial planes do not need 12,000-foot runways and elaborate passenger terminals capable of handling thousands of persons an hour.

"The Port Authority has stated that a new major airport could not be completed before 1975. Clearly, we need to act before that time," Abramovitz stated.

"Some metropolitan areas successfully operate separate airports for private flying. What we are doing in this Region is analogous to letting private motorboats tie up at ocean-liner piers while the Queen Mary is waiting in the harbor, or allowing people to bring private railroad cars onto the subway tracks during rush hours," Abramovitz noted.

"The Port of New York Authority figures issued last December indicate that if general aviation planes landed elsewhere, the three major airports would have adequate capacity to handle the expected increase in airline passengers at least to 1980. This is principally because jet planes will soon be larger, carrying  $2\frac{1}{2}$  times as many passengers by 1980 with very few more plane movements.

"A plan for handling general aviation was issued two years ago by the Tri-State Transportation Commission, the interstate official organization responsible to the three governors of the Region for planning transportation. The Commission recommended transfer of private and business flying from the three major airports. No action has been taken on this recommendation.

Regional Plan has also urged continued appraisal of the need and site for a fourth major airport, taking into consideration six significant changes that have occurred since the fourth airport was first proposed by the Port Authority in 1959:

- The Great Swamp area of Morris County, New Jersey, twice selected by the Port Authority as the only feasible site, has been taken for another public purpose.
- Technology and expansion of facilities has constantly increased the capacity of the three major airports.
- Airliners are growing tremendously in size, increasing the number of passengers per aircraft movement.
- Supersonic planes will require special location considerations because of their noise.
- High-speed rail service is beginning soon between New York and Washington and projected to Boston; 20 percent of the Region's airline flights come and go to these and intermediate points.
- Major land-use and transportation plans for the whole metropolitan area--into which the new airport should fit--are now being completed by Regional Plan Association and the Tri-State Transportation Commission.

Regional Plan suggested that four areas be kept in reserve as possible sites for a new major airport: Calverton Airport in Suffolk County (New York), Stewart Air Force Base in Orange County (New York), McGuire Air Force Base in Burlington County (New Jersey), all publicly owned now, and some site west of Raritan, New Jersey, for which the development rights would have to be acquired by the public.

"The organization of air service is integral to total regional planning. It is not enough to leave air service to the air interests. There also are questions of ground transportation, noise, and use of precious space in a larger urban area," Abramovitz concluded.

The statement of Regional Plan Association's board of directors is enclosed.

Regional Plan is a 38-year old nonprofit civic organization working for the efficient, attractive and varied development of the New York Metropolitan Region, a 7,000-square-mile area surrounding the Port of New York in New Jersey, New York and Connecticut.



# Regional Plan Association

230 West 41st Street New York, New York 10036 (Area Code 212) LOnagre 5-1714

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## AVIATION IN THE NEW YORK METROPOLITAN REGION

### Summary

Regional Plan Association urges:

- Immediate inauguration of a general aviation (non-airline) airport system geared to the needs of business and personal flying and separate from the airline facilities at the three major airports of the Region, Kennedy, LaGuardia and Newark.
- Public policies that would limit the use of the three major airports by general aviation, particularly during periods of congestion, and generally by curtailing the basing of general aviation aircraft at major airports.
- Reappraisal of the timing, need for and optimum location of a fourth major airport in the light of six significant changes since 1959 when the Port of New York Authority first proposed a new airport.

### Findings

New York City's future as "corporation headquarters, USA" is dependent on air access. Congestion at the Region's airports is decried by the Federal Aviation Agency, the Port of New York Authority and the Metropolitan Airlines Committee, which represents ten major domestic air carriers. There is increasing apprehension over the possibility of a serious deterioration of safety in coming years if present congestion continues.

For some ten years past, the Port of New York Authority, which is charged with promoting and operating the Region's major airports, has been searching for a site for a fourth major airport to supplement Kennedy, LaGuardia and Newark.

Now the Port Authority states in a December 1966 report ("Airport Requirements and Sites to Serve the New Jersey-New York Metropolitan Region") that a new airport could not be completed before 1975 even if a site were identified immediately. By then, the Port Authority's report states, we can expect "severe delays and dislocation of travel schedules...a severe barrier to the free flow of travel..."

To the factors of delay and dislocation should be added the rising threat of accidents as congestion increases. We cannot wait until 1975 for expanded airport capacity.

Therefore, we should take immediate steps. From the Port Authority report, the immediate steps can be inferred. In the projections of peak-hour capacity at the three major airports and peak-hour demand for landings and take offs (when instrument flight rules prevail--the most restrictive conditions), it is clear that capacity is exceeded by demand only when general aviation (non-airline) movements are included.

The immediate steps needed, then, are the provision of good separate facilities for general aviation throughout the Region and a public policy that during peak hours under instrument flight rules (IFR), general aviation should be induced to use facilities that do not interfere with airline flights to these three airports.

Let us look at the Port Authority's figures for 1980, as published in its latest report. Capacity at the three airports during peak hours under IFR is expected to be 173 movements. Landings and takeoffs projected are: 152 airline movements, 5 all-cargo movements, 128 general aviation movements. It is clear that the separation of business and personal aircraft from these facilities at peak hour under IFR conditions would leave considerable leeway between capacity and demand even in 1980. (See tables on pages 8 and 9.)

Regional Plan recognizes that many general aviation flights land at the major airports to connect to airline flights. However, we also recognize that a new airport costing upward of \$600 million and using sixteen square miles of the Region's valuable land cannot be justified for this relative handful of people (about 2 percent of the 26 million annual air passengers at the three major airports). These flights will have to be limited unless some additional airport capacity can be achieved at the three major airports through separate facilities for general aviation.

Indeed, unless the segregation of commercial and private flying is encouraged by such a regional general aviation airport system, the projected rapid growth of general aviation could overspill even a fourth major airport.

Furthermore, accommodating general aviation at large commercial airports is extremely expensive. General aviation does not need 12,000 foot runways or terminals serving thousands of passengers at a time. The smaller general aviation airplanes often use more time taking off and landing than the huge jets, yet they carried in 1963 an average of only 2.7 persons, including their crews, at the three major

airports of the Region.

The Tri-State Transportation Commission in its 1965 report, "General Aviation Airports for the Future," recommended a system of twenty-nine regional airports for business and personal flying. Fifteen of these fields are already publicly owned civilian airports.

Tri-State estimated the cost of this general aviation regional airport system at \$38 million for acquisition and development of the fields, not including hangars and terminal buildings. Some of this amount is eligible for federal airport aid. The rest of the construction costs should be invested by the three states. Governor Nelson Rockefeller's proposed transportation bond issue includes \$250 million for airports in New York State.

If good general aviation airfields are provided and business and personal flying, including air taxi, is limited at the three major commercial airports, the immediate and growing pressure for a fourth major airport will be relieved. This will allow time for a complete reappraisal of the question of a fourth airport for the New York Metropolitan Region.

The need for reappraisal is indicated by the rapid changes that have taken place since 1959, when the Port of New York Authority first proposed a fourth major airport for the Region.

First, the Great Swamp area of Morris County, the only site the Port Authority has found acceptable, has been chosen for another purpose by the federal government. Already, 7 of the 16 square miles needed for the airport are in a National Wildlife Preserve, and the Department of Interior intends to enlarge it. The Swamp is designated a Natural Landmark and is being considered for inclusion in the National Wilderness System.

Second, technology has increased the capacity of the three major airports for peak hour movements under instrument flight rules. With each successive report, the Port of New York Authority has projected increased plane movement capacities at the three major airports. The Metropolitan Airlines Committee now contends that the capacity possible for the 1970's is higher than the latest Port Authority projections. ("Metropolitan New York-New Jersey Airport Program," released December 1966.)

Third, the stretch version of the present jets, the jumbo 747 and C5A will affect airport design, location and need. With the larger aircraft, airlines will carry more than 2½ times as many passengers in 1980 as in 1965, according to Port Authority projections, with only a slight increase in peak hour plane movements (the main measure of airport capacity). On the other hand, larger aircraft may greatly alter the economics of air travel and swell the number of passengers, adding to airport movement demand.

Fourth, the noise accompanying supersonic airplanes is likely to require special location considerations.

Fifth, between Washington and New York, high-speed rail service will begin experimentally this fall. Increased rail speeds to Boston are also planned. The effect on airport needs may be significant. About 20 percent of the commercial airplanes landing or departing during peak hours at the three major airports go to or from Boston, Washington or intermediate points.

Sixth, Regional Plan Association and the Tri-State Transportation Commission are well along in planning an intra-regional transportation system. Such a plan is valuable in locating a major airport because airports seldom generate enough traffic to justify their own expressway or

rail service. It must be served by major arteries of the whole metropolitan system and so related to an over-all regional plan.

Any time gained by satisfying peak hour demand for general aviation with separate facilities will allow better evaluation of these factors in determining the size, design and location of a fourth airport and access to it.

Since forecasts of air travel and technology are risky, it is imperative that land reserves be established for future major airport use. Three such locations are now publicly owned--Calverton in Suffolk County (New York), Stewart Air Force Base in Orange County (New York), and McGuire Air Force Base in Burlington County (New Jersey), each about 70 miles from Manhattan. Consideration should also be given to creating a public land reserve for possible airport use in the closer-in area west of Raritan, New Jersey, by purchase of the land or the development rights by a public agency.

#### Conclusion

Therefore, Regional Plan Association urges the three governors to make an immediate start on a general aviation airport system for the Region. Prompt consideration of the Tri-State Transportation Commission plan should be the first step.

Policies that would induce general aviation to use facilities that do not interfere with peak hour airline movements at the three major airports also should be established.

Finally, Regional Plan urges reconsideration of the whole question of a fourth major airport in the light of recent changes in conditions affecting its need and optimum location.

The public interest requires that both general aviation and airline flights be well accommodated. But when demand exceeds the availability of limited airport and air space near the center of the Region, it is clear that priority must be given to the huge majority of air passengers travelling on airliners.

TABLES APPEAR ON PAGES 8 AND 9

NOTE: The critical measure of capacity and demand is aircraft movements--arrivals and departures--at the peak hour under instrument flight rules (IFR), i.e., when movements occur with minimum visibility.

Total airline passengers are projected by the Port of New York Authority to rise from 25.8 million per year in 1965 to 65 million in 1980 at the three major airports. But peak hour IFR movements of airliners are projected to rise very little, less than 8 percent from 1970 to 1980. The main reason is growth in seating capacity of aircraft: from today's largest planes seating 189 to the Boeing 747, already in production, which will seat 490, and the Lockheed C5A, which is designed to carry 700 troops and is expected to be in commercial use in the early 1970's.

Projected Demand by Type of Aircraft  
for Each of the Three Major Airports  
(Peak hour instrument flight rules movements)

	<u>Kennedy</u>			<u>LaGuardia</u>			<u>Newark</u>		
	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>	<u>1970</u>	<u>1975</u>	<u>1980</u>
GENERAL AVIATION	16	27	37	32	46	61	14	21	30
PASSENGER AIRCRAFT	73	59	62	33	36	39	35	42	51
ALL-CARGO AIRCRAFT	<u>2</u>	<u>3</u>	<u>4</u>	<u>--</u>	<u>--</u>	<u>--</u>	<u>1</u>	<u>1</u>	<u>1</u>
TOTAL	91	89	103	65	82	100	50	64	82

Projected Demand and Capacity at the  
Three Major Airports of the New York Region  
(Peak hour instrument flight rules movements)

	<u>1970</u>	<u>1975</u>	<u>1980</u>
TOTAL CAPACITY	173	173	173
PASSENGER AIRCRAFT DEMAND	141	137	152
General aviation demand	62	94	128
All-cargo demand	3	4	5
TOTAL DEMAND	206	235	285

Source: Port of New York Authority, Airport Requirements and Sites to Serve the New Jersey-New York Metropolitan Region, December 1966.

Forecast of General Aviation  
Aircraft Movement by Airport

	<u>Kennedy</u>	<u>LaGuardia</u>	<u>Newark</u>	<u>Teterboro</u>	<u>Total</u>
1970	100,000	180,000	90,000	335,000	705,000
1975	130,000	215,000	115,000	440,000	900,000
1980	165,000	265,000	145,000	525,000	1,100,000

Source: Port of New York Authority, Airport Requirements and Sites to Serve the New Jersey-New York Metropolitan Region, December 1966.