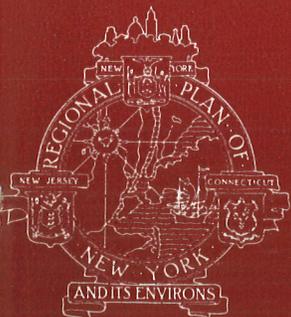


# Minor Regional Airports

for the New Jersey—New York—Connecticut Metropolitan Area



A Publication of the Regional Plan Association

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### The Regional Airport Plan

This Bulletin presents some of the results of a two-year program of work to produce a plan for a system of airports in the Region. It is concerned with the findings in relation to minor airports. Bulletin 68 dealt with transport and supplementary major airports.

The original Regional Plan contemplated a 40-year period and, published in 1929, called for 33 airfields in the Region. In 1940 a revision of the airport system was published as Bulletin Number 49 and included 44 landing fields. Already 60 airfields are in existence.

To carry forward the present program as suggested by the Civil Aeronautics Administration, the Regional Plan Association organized the Regional Airport Conference. The RPA served as a clearing house for the collection and analysis of data, including field work; for the study of airline, CAA, state and local requirements, and for the presentation of the results.

Regional and state representatives constituted a Steering Committee for the Conference. The technical work was done by regional groups under the direction of C. Earl Morrow, Chief Planning Engineer of the Regional Plan Association; Walter P. Hedden, Director, Department of Port Development, Port of New York Authority; and William E. Cullinan, Jr., Superintendent, Airports Branch, Civil Aeronautics Administration. The complete personnel of the Conference is given on the last page of Bulletin 68.

Special acknowledgement is hereby made to the U.S. Navy which furnished a blimp from the Lakehurst Station from which to photograph and make studies of the sites from the air.

Cover: Charles H. Gale Associates — New York

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## CIVIL AVIATION NEEDS MORE SMALL AIRPORTS FOR NORMAL DEVELOPMENT

THE greatest possibilities for the immediate expansion of civil aviation lie in the development of personal flying. Of the total number of civil aircraft registered in the nation in 1944, only 358 were air carrier ships in contrast to 22,075 others.

Naturally each single airliner travels more than a single plane of the other type but of the total mileage flown, 383½ million miles, about 264 million or 68.8 per cent were flown by civil craft other than carriers. While a large percentage increase is expected in carrier traffic a corresponding increase in other civil flying would mean more to the aviation industry and to civil aviation generally.

This Bulletin presents the results of the studies of the Regional Airport Conference dealing with secondary and local airports, — ports that will ultimately service most of the aircraft other than carriers. The lack of properly located and adequately designed and equipped smaller ports threatens to stifle the normal development of civil aviation in the New York Region and other large population centers of the country.

### Location of Airports Important

In the Region at present there are 10 airports rated as Class II and 32 as Class I, making a total of 42. There were 1,072 private aircraft and 3,637 private pilots registered in the Region in 1940.

This would seem ample for the present from the viewpoint of total capacity since it means about 25 aircraft and 87 pilots per airport. However, the location of the ports and the extent they are developed and protected from possible obstruction leaves a lot to be desired.

Within a period of 10 years it is estimated that about 20,000 personal aircraft will want landing facilities in the Region. These will require the equivalent of at least 100 airports for personal flying. Part of the capacity of the secondary airports will be absorbed by small carrier operation.

Establishment of the proposed airports will require the initiative and cooperation not only of the municipalities in which the sites are located but also of the neighboring communities.

# 1. SECONDARY AIRPORTS

## Types of Service

AIRPORTS of secondary regional importance will service several types of flying in varying proportions according to location. Most might handle personal flying; but they are classed as secondary airports because of use for cargo and passenger service.

As with major supplementary airports, factors of population, gross postal receipts and employment in special industries were used in selecting the secondary group. Table IV includes these data for five-mile circles about the airports. The ratio of post office receipts to population varies from 3.7 in the case of the proposed airport near Springfield to 14.4 for the Linden Airport.

The gross postal receipts of first and second class post offices in the Region are shown in Figure 9. Most of the large circles representing centers of high activity are near major or secondary airports.

## Land Uses

The variety of uses of secondary airports calls for more careful scrutiny of the relation between the airports and the land uses than in the case of the major airports. Figure 12 shows the airport system in relation to the general land uses of the Region. This map is a picture generalized from the more detailed working map used in the study. The extent of built-up commercial and residential areas not only gives an indication of the need for airports; it suggests the difficulty of finding open sites for them. A continued expansion of the urban area is expected. This will increase the demand for airports and threaten the available sites with development.

## Highways

Highway access is essential to all types of airports.

Secondary airports should be near expressways; at least near a state highway or its equivalent. Figure 10 shows the airport system superimposed on the highway system. Most secondary airports are near good state highways supplemented by county and municipal roads and streets. In some cases new and improved access highways to the ports should become part of the developing plans of the communities where they are located and of neighboring communities.

Access to the metropolitan center is important to the major airports; but for most secondary airports the highways leading to the centers served by the ports are even more important. Where a secondary airport supplements a major airport the highway facilities between them must be considered.

## Maneuvering Space

Secondary and minor airports may also become too close together from the viewpoint of air space required if only the potential use and the availability of sites are considered. In other words, the number of airports that can safely operate in a given area is limited by the air space above and surrounding the airport required for the different types of planes to maneuver.

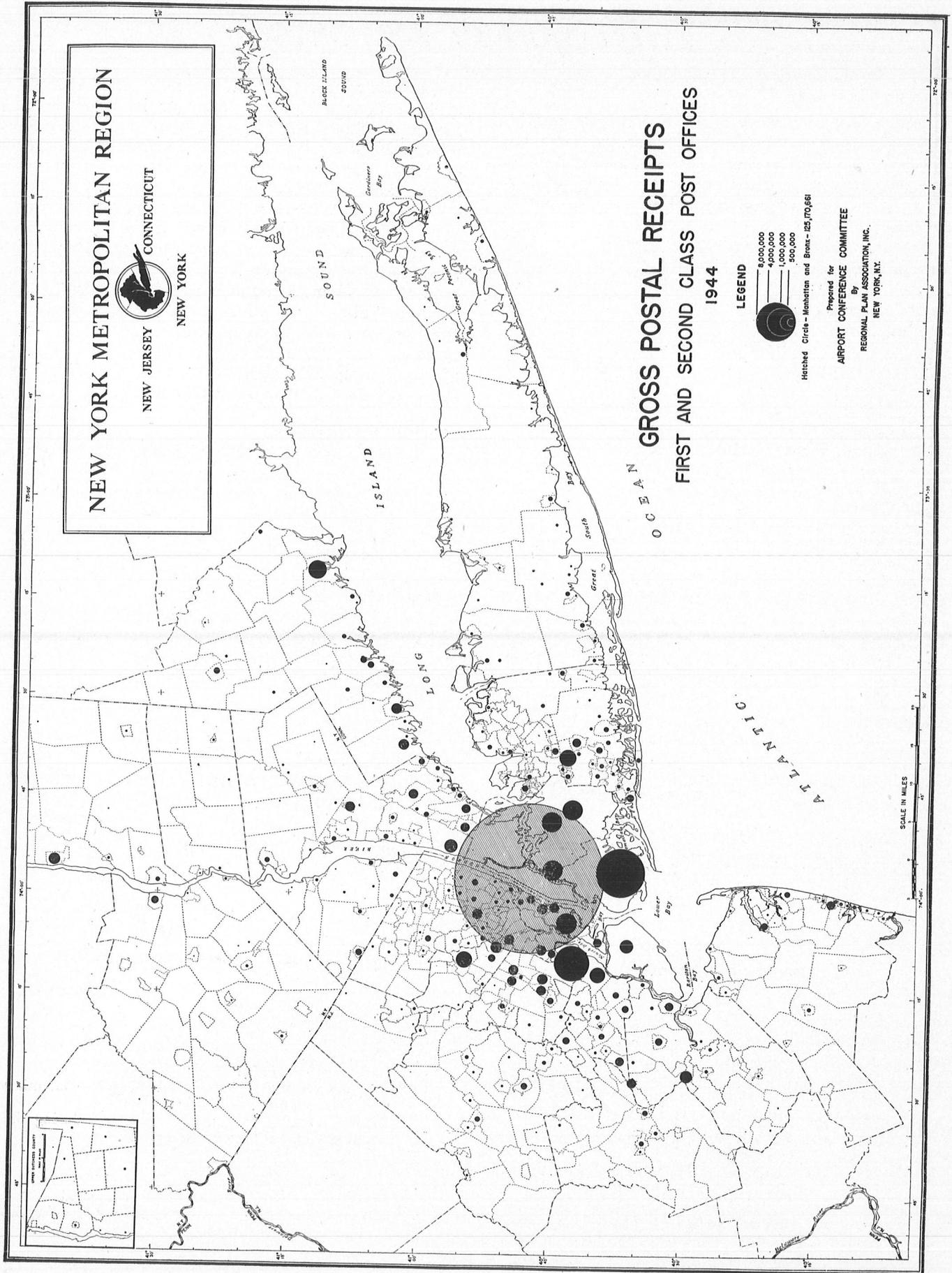
The Civil Aeronautics Administration has made the following rulings regarding turning radii above airports: Class I — 1-mile radius; Class II — 2-mile radius; Class III — 3-mile radius; Class IV or over — 4-mile radius.

In Figure 10 circles describe the turning space required for all airports of the regional system. Where the area of a port designated for instrument landing overlaps that of a smaller port, the apparent conflict is lessened by the fact that the smaller port is expected to close operations in non-contact weather. Special joint control might be required in other cases.

## Summary of Ultimate Functions of Secondary Airports in the Regional Airport Plan

Key numbers correspond to those on maps.

- |      |  |      |  |
|------|--|------|--|
| C-1. | <i>Woodbridge</i> — Proposed to be developed as Class II<br>Location — Woodbridge Township near Perth Amboy<br>Use — Service industrial area in Perth Amboy district, also private flying and possible instruction port.   | C-3. | <i>Linden</i> — Existing Class III<br>Location — City of Linden<br>Use — Serve industrial district of high potential; supplement Newark Airport.<br>Remarks — Already developed and used during the war as General Motors testing field. |
| C-2. | <i>Richmond</i> — Expand one of two adjacent Class I ports to Class II<br>Location — Near Fresh Kills in Borough of Richmond<br>Use — Industrial and personal flying.<br>Remarks — Overlap in turning radius with Linden Airport is not serious as both ports are expected to close operations in non-contact weather. | C-4. | <i>Springfield</i> — Proposed as Class II<br>Location — Union Township near Springfield<br>Use — Service an area with considerable industrial employment creating air cargo; personal flying.  |



**NEW YORK METROPOLITAN REGION**

NEW JERSEY  
CONNECTICUT  
NEW YORK

**GROSS POSTAL RECEIPTS**  
**FIRST AND SECOND CLASS POST OFFICES**  
**1944**

**LEGEND**

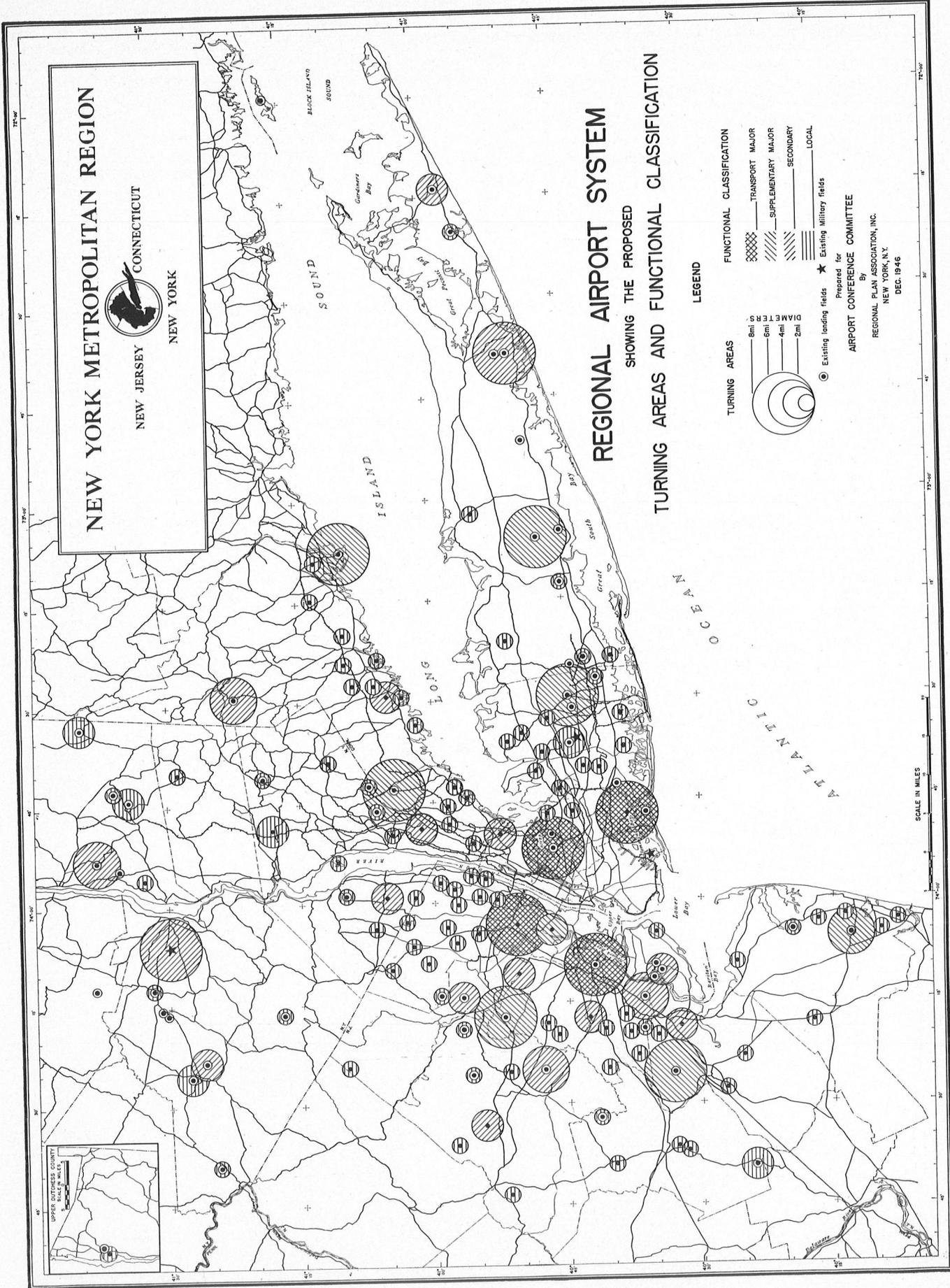
50,000,000  
100,000,000  
200,000,000  
500,000,000

Hatched Circle - Manhattan and Bronx - 125,170,661

Prepared for  
**AIRPORT CONFERENCE COMMITTEE**  
By  
**REGIONAL PLAN ASSOCIATION, INC.**  
NEW YORK, N.Y.

SCALE IN MILES

Figure 9



**NEW YORK METROPOLITAN REGION**  
 NEW JERSEY    CONNECTICUT  
  
 NEW YORK

**REGIONAL AIRPORT SYSTEM**  
 SHOWING THE PROPOSED  
**TURNING AREAS AND FUNCTIONAL CLASSIFICATION**

**LEGEND**

**TURNING AREAS**

8mi  
6mi  
4mi  
2mi

**FUNCTIONAL CLASSIFICATION**

TRANSPORT MAJOR  
 SUPPLEMENTARY MAJOR  
 SECONDARY  
 LOCAL

Existing landing fields    Existing Military fields

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 NEW YORK, N.Y.  
 DEC. 1946

SCALE IN MILES

Figure 10

- C-5. *Morristown* — Existing Class III  
Location — Hanover Township near Morristown  
Use — Alternate bad weather landing for transport planes; possible instruction.
- C-6. *Bloomfield* — Proposed Class II  
Location — Bloomfield  
Use — Service an area of large commercial activity and large employment in air cargo producing industries.  
Remarks — A larger port is needed in this district but since the only available site can provide a Class II the larger planes serving the area will have to use the neighboring ports of Caldwell-Wright, Newark and the proposed meadow port in the Hackensack Meadows.
- C-7. *Murchio* — Existing Class I, Proposed Class II  
Location — Wayne Township, north west of Paterson  
Use — Smaller industrial craft serving Paterson district, private flying.  
Remarks — While this port is nearer Paterson than the Caldwell-Wright port it cannot readily be expanded and is not as accessible to Passaic and Clifton.
- C-8. *Dover* — Proposed Class II  
Location — Dover  
Use — General Purpose.
- C-9. *Rockland* — Proposed Class II  
Location — Near Spring Valley  
Use — Passenger and cargo, smaller planes; personal flying, suggested development by county.
- C-10. *Randall* — Existing Class I, to be expanded to Class II  
Location — Middletown  
Use — General purpose.
- C-11. *Stewart* — Existing IV (Class II before war as shown in Fig. 11)  
Location — Near Newburgh  
Use — General purpose for the commercial activity of Newburgh vicinity and continued cadet training for West Point. There is a possibility that the army may permit civil use in addition to its peace time training requirement. Montgomery Airport, developed as a Class III port during the war could supplement Stewart Field for cadet training.
- C-12. *New Hackensack* — Existing Class II, proposed to be a Class III  
Location — Near Poughkeepsie  
Use — Probable feeder stop; commercial use of Poughkeepsie district, alternate bad weather transport landing.
- C-13. *Danbury* — Existing Class III  
Location — Danbury  
Use — Possible feeder stop; general purpose.
- C-14. *Noroton Heights* — Proposed Class II  
Location — Darien  
Use — Service commercial districts of Stamford, Norwalk and vicinity.
- C-15. *Yonkers* — Proposed Class II  
Location — Town of Greenburgh  
Use — Commercial area of intense activity and with industries producing potential air cargo.  
Remarks — Site nearer center of Yonkers not available.
- C-16. *Bronx* — Proposed Class II  
Location — Eastchester Creek  
Use — Supplement LaGuardia Field; general commercial.  
Remarks — Potentials indicate a larger field which is not practical.
- C-17. *East Hampton* — Existing Class II  
Location — East Hampton  
Use — Service an isolated center with seasonal attraction.
- C-18. *Suffolk* — Existing Class IV  
Location — Southampton  
Use — General.

TABLE IV

Data for Statistical Areas Around Secondary Airports

Areas are circles of five mile radii from centers of airports, with overlaps eliminated. Special employment consists of workers in printing, machinery manufacture and apparel (1940).

Key No.	Airport	Approximate Location	1940 Population	Gross 1944 Postal Receipts	Ratio Postal Receipts to Population	Special Employment	Present CAA Class
C-1	Woodbridge	Perth Amboy	81,300	\$ 670,252	8.2	3,526	
C-2	Richmond	Fresh Kills	139,553	923,833	6.6	2,673	
C-3	Linden	Linden	123,449	1,783,533	14.4	3,762	III
C-4	Springfield	Springfield	243,871	899,297	3.7	11,898	
C-5	Morristown	Morristown	48,076	350,159	7.3	174	III
C-6	Bloomfield	Bloomfield	381,099	4,067,486	10.6	15,023	
C-7	Murchio	Paterson	116,863	1,385,407	11.9	344	I
C-8	Dover	Dover	29,660	216,520	7.3	—	
C-9	Rockland	Spring Valley	35,000	190,849	5.5	—	
C-10	Randall	Middletown	27,677	217,763	7.9	Lederle Laboratories	
C-11	Stewart	Newburgh	39,500	319,835	8.1	—	I
C-12	*New Hackensack	Poughkeepsie	59,864	676,358	11.3	1,291	IV
C-13	Danbury	Danbury	31,624	258,065	8.2	2,859	II
C-14	Noroton Heights	Darien	86,286	934,701	10.8	406	III
C-15	Yonkers	Greenburgh	415,261	3,224,153	7.8	5,518	
C-16	Bronx	Eastchester Creek	891,158	5,100,504	5.7	5,742	
C-17	East Hampton	East Hampton	7,870	61,151	7.8	33,372	
C-18	Suffolk	South Hampton	4,920	65,171	13.2	—	II IV

\* Figures include all of Poughkeepsie City and Town, parts of which are beyond five-mile circle.

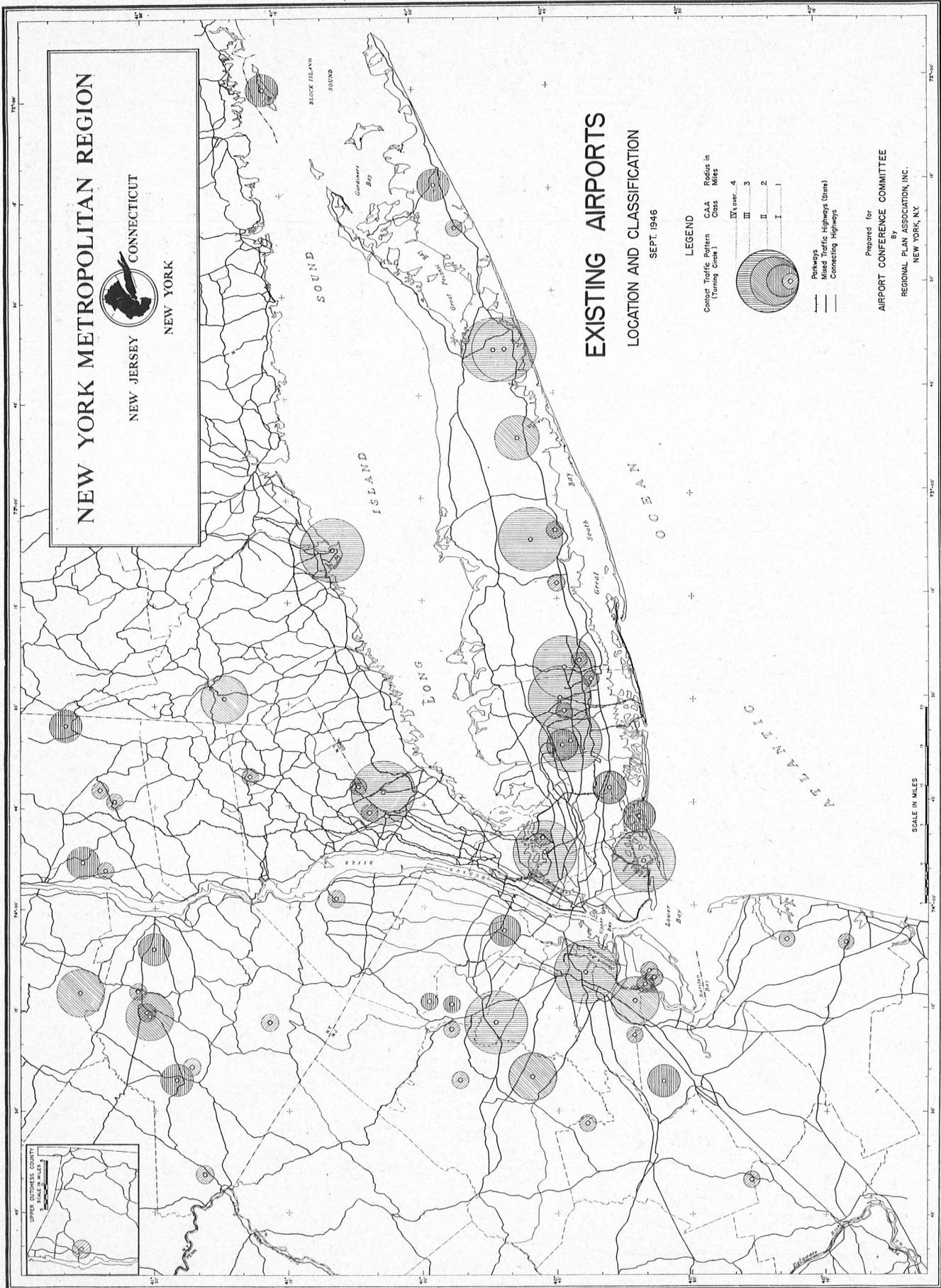


Figure 11

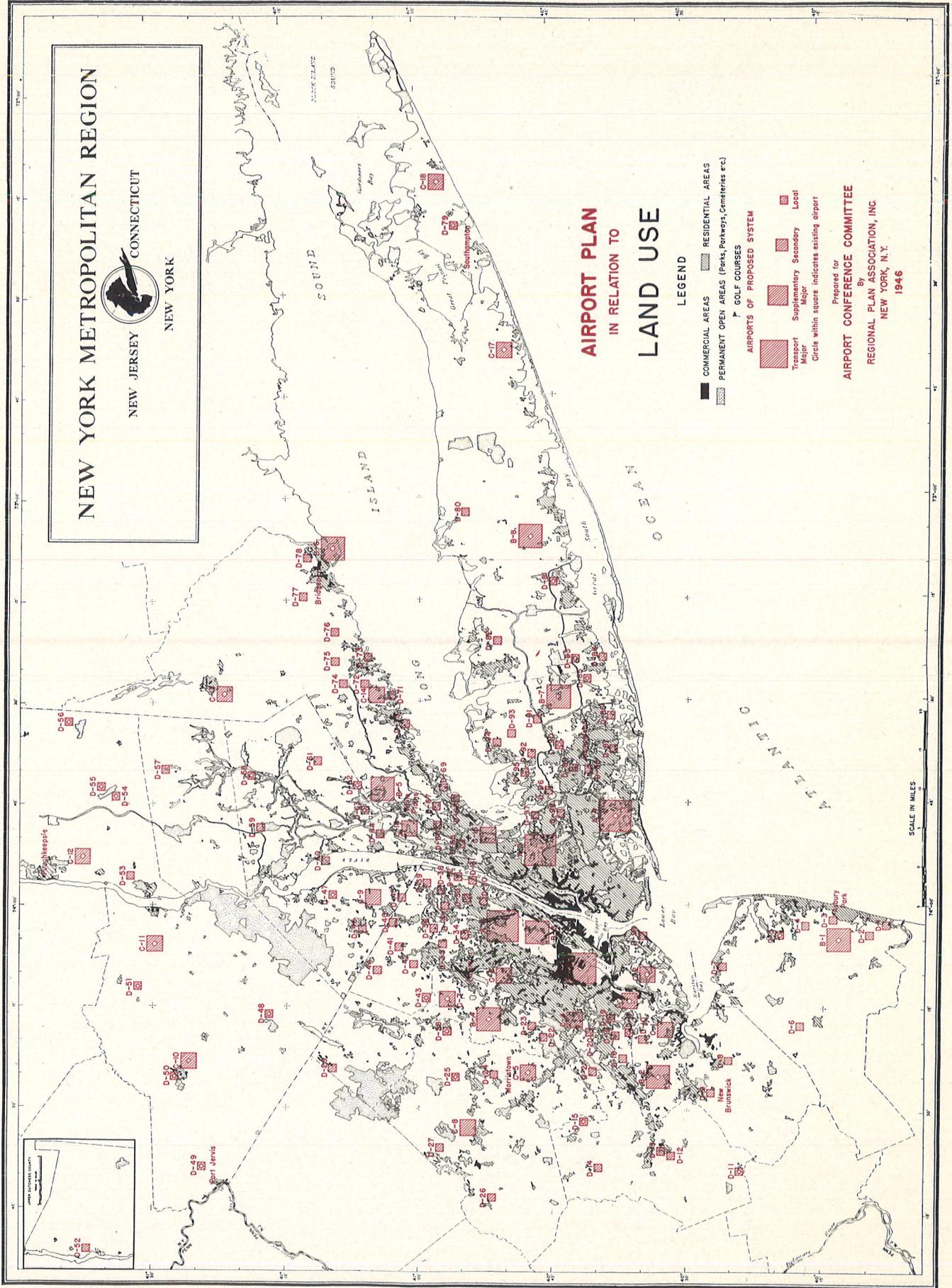


Figure 12

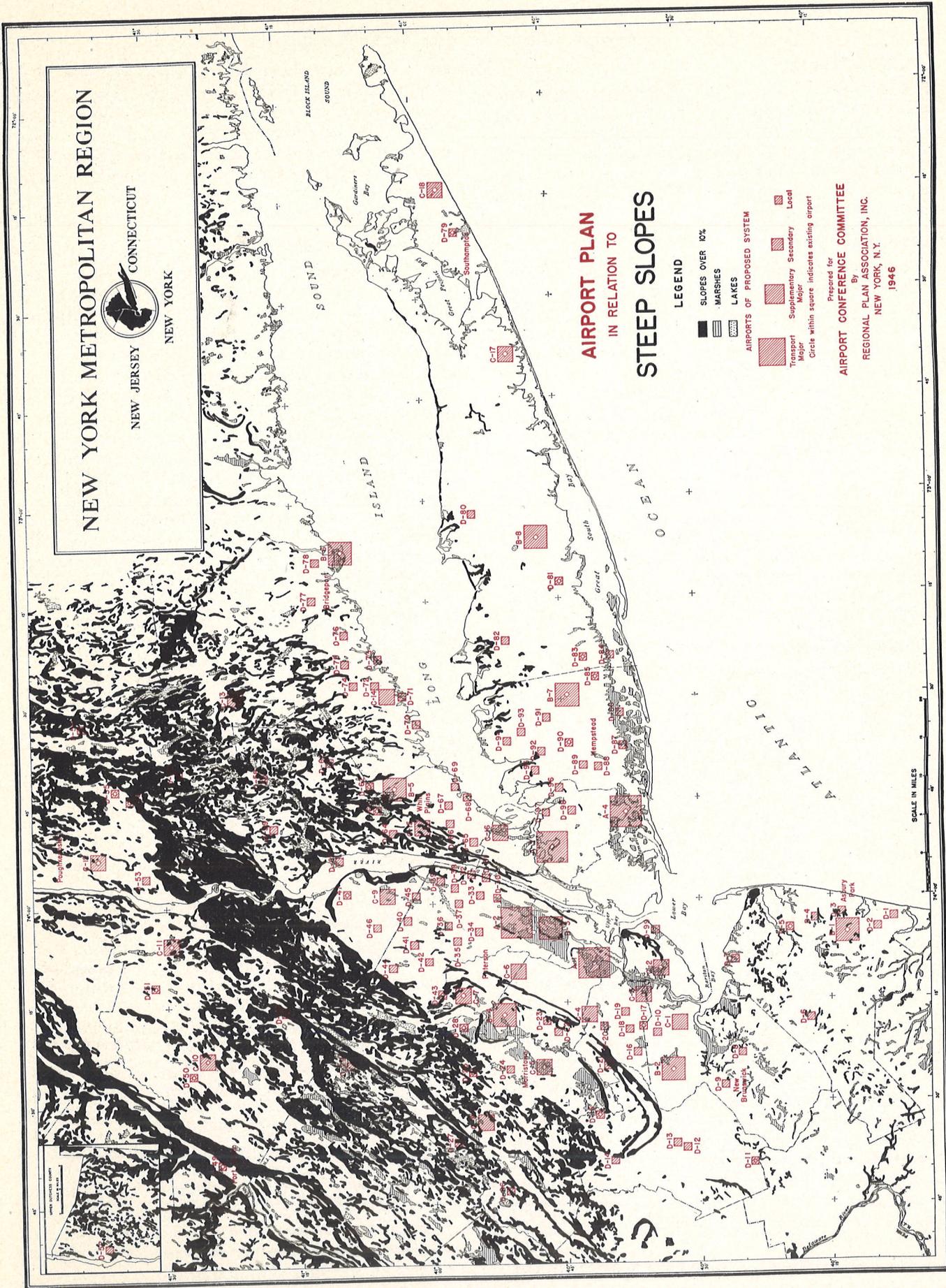


Figure 13

## 2. LOCAL AIRPORTS

### Personal Flying

LOCAL airports are essentially personal flying ports. Their development is necessary to take full advantage of the possibilities of civil aviation. An estimate of the private planes that will probably be operating within the next 10 years forms the principal basis for the number of local airports proposed in the Region.

### Existing Airports

Some of the private planes can be taken care of temporarily at the supplementary major airports. Some can be taken care of permanently at the secondary ports. The majority, however, will need the small ports. Many of these can be located more conveniently for the plane owners and are better adapted to the use of the small plane.

There are 60 airports existing in the Region with a Civil Aeronautics Administration rating. Of these, 13 are Class IV or over, five of Class III, 10 of Class II and 32 of Class I. Figure 11 shows the location of existing airports of all types with turning radii according to their present classification.

The overlap of turning space shows that some existing sites will have to be abandoned or put in limited, joint operation with conflicting airports. Some of the existing airports will remain or ultimately be used exclusively for military purposes.

### Registered Aircraft and Private Pilots

The distribution of registered aircraft is of interest in connection with the minor airports. Figure 16 shows the residence of owners of registered aircraft throughout the Region. While there may be some relation in outlying areas between airports for the small plane and residences of owners, this certainly does not apply to central districts. Brooklyn and Manhattan, for example, have a high registration of civil aircraft but there are no facilities in either borough for private land aircraft.

The places of residence of registered private pilots are shown in Figure 17. The relation to plane potential may be seen by reference to Figure 14.

### Private Plane Potential

The estimates for private planes were based on procedures developed by the Civil Aeronautics Administration, modified to meet special conditions in the New York Region. They are partly derived from the number of people who can afford to own and operate a plane and partly from the population density of the area in which they live.

Plane ownership will be higher per unit of population in the outlying sections of the Region than in central areas, very much in the same way as motor vehicle ownership. In New York City there are two cars for every 15 persons while in the part of the Region outside the City there are two cars for every seven persons.

Three zones were selected roughly corresponding

to the urban, suburban and rural sections of the Region. Three strata of income were selected, derived from rents as recorded in the United States Census. Rentals between \$50 and \$74 per month constituted one group; those between \$75 and \$100, another, and those above \$100, the third group. The percentages applied to derive plane potentials varied with the zone and with the income level.

### Private Plane Distribution

The distribution of the resulting private plane potentials for 10 years hence in relation to the airport plan is shown in Figure 14. It is obvious that most of the plane owners in the central area will have to depend on airports in outlying areas. In the selection of sites this was taken into account. Manhattan, for example, will have to depend entirely on landings outside its boundaries. Convenience of highway access from the various sections of the Island will largely determine the direction the plane owner will select. The actual demand in the counties near Newark and New York City will include part of the potential from these cities.

On the basis of the airports and airport sites selected in the Plan, the central potential for private flying will be serviced by the landings within a 30-mile radius from Times Square in the Westchester and Long Island sectors of the Region and within a 22½-mile radius west of the Hudson River. In other words, within the area so described the airports for private flying will jointly serve that area. The ports beyond will tend to serve only the districts in their immediate vicinity.

### Coming — 19,417 Private Planes

The distribution of private plane potentials originating in the counties is shown in Table V. A total of 19,417 private planes is expected in the next 10 years for the whole Region. New York City with approximately 3,500 accounts for a considerably smaller part of the regional total than is the case with automobile registration. Westchester County heads the list of counties with 3,266, Essex, with 2,314 is second.

Two other methods of estimating the number of private planes in the Region resulted in figures so near the 19,417 recorded above that a rounded figure of 20,000 was accepted for computation of the number of airports required. The Civil Aeronautics Administration estimates that the national total will be 400,000 in 10 years. On the basis of population, the Region's share would be 38,000 since the Region has 9.5 per cent of the nation's population. If the per cent of the national motor vehicle registration in the Region is used (7.8 per cent) the Region's share would be 31,200. The factors that tend to suppress motor vehicle registration in population centers of high density are stronger as applied to airplanes so that the figure of 20,000 (5 per cent) is consistent with the national total.

## Needed — 100 Local Airports

On the basis of 200 planes per airport, derived from limitations of the probable peak hour load and space for hangars, there should be the equivalent of 100 local airports to service the expected number of planes. Some of the secondary airports can take care of part of this demand, and some of the local ports will not have a capacity load.

About 100 movements per hour is the peak load of a single-runway airport. A peak hour of 100 would normally mean approximately 150 planes per airport. The figure of 200 is based on the assumption that the greatest rush periods, that would occur in connection with summer holidays and weekends, could be spread over more than one hour.

**TABLE V**

### Private Plane Potentials by Counties and Rental Groups for 10-Year Period

County	Medium	Medium High	High	Totals
Connecticut State				
Fairfield	531	314	511	1,356
New York City				
Bronx	74	58	125	257
Kings	126	137	426	689
New York	90	180	1,380	1,650
Queens	100	94	311	505
Richmond	200	71	110	381
Total	590	540	2,352	3,482
New York State (excl. NYC)				
Dutchess	121	81	131	333
Nassau	543	379	897	1,819
Orange	124	96	135	355
Putnam	52	52	171	275
Rockland	66	39	83	188
Suffolk	263	183	509	955
Westchester	868	705	1,693	3,266
Total	2,037	1,535	3,619	7,191
Total State	2,627	2,075	5,971	10,673
New Jersey State				
Bergen	644	312	407	1,363
Essex	689	519	1,106	2,314
Hudson	18	15	49	82
Middlesex	141	87	99	327
Monmouth	237	179	648	1,064
Morris	216	158	265	639
Passaic	167	46	66	279
Somerset	98	53	84	235
Union	439	241	405	1,085
Total State	2,649	1,610	3,129	7,388
Grand Total	5,807	3,999	9,611	19,417

### Percentages Applied to Rental Groups

Zone I	.001	.005	.025
Zone II	.025	.05	.1
Zone III	.05	.1	.15

*Medium* rentals consist of urban and rural non-farm rentals or rental equivalents between \$50 and \$74 per month.

*Medium-High* rentals include urban and rural non-farm rentals or rental equivalents between \$75 and \$100 per month. Also farms valued between \$3,000 and \$4,900.

*High Rentals* include urban and rural non-farm rentals or rental equivalents over \$100 per month. Also farms valued over \$5,000.

Zones — I, II, III are approximately the central urban, suburban and rural sections of the Region respectively.

## The Plan

The complete regional system consists of 129 airports: four major transport landings, eight supplementary major airports, 18 secondary airports and 99 local airports.

In the case of local airports, the four major factors in site selection are: 1) relation to the private plane potential — 2) character of development surrounding the site — 3) highway access and — 4) topographic and other physical conditions of the site.

Figure 14 shows the relation of the sites selected to the probable future demand. The data shown in Figure 12, supplemented by field inspection, determined the character of surroundings. Figure 10 shows the principal highway access routes; Figure 13 shows the airports in relation to steep slopes.

### Carrying Out the Plan

Within 25 miles of the regional center where the local airports are practically pooled to provide facilities for the built-up center, and where development threatens to absorb the sites, it is important that the proposed sites be protected in some way against development that would make them no longer available for airports. In some cases zoning could help particularly in connection with the areas surrounding the sites. In many cases the only effective method is immediate purchase. Development of the airport itself could be delayed until there is evident need for it.

Beyond the 25-mile radius there is less urgency in the immediate protection of the sites, except in areas of rough topography where there are few potential sites.

### The Question of Public Ownership

Not all the local ports shown are necessarily recommended as municipal airports. However, there are many reasons for having the airport in municipal ownership. The assembly of land is often difficult for the private owner and in many cases it is practically impossible. The power of condemnation can be applied only by some level of government for public purposes.

Airport approaches can be protected from development that creates obstruction by 1) purchase of sufficient land, 2) purchase of easement, 3) zoning. The first is usually impractical because of cost. The use of the second and third together can be more readily effected if the airport is in municipal ownership.

To qualify for public aid the airport must be in public ownership. This applies to funds of the National Airports Act and probably to whatever state aid may be offered.

Public ownership does not imply public operation. There are many advantages in private operation of public airports.

Relation of the Plan to governmental units is shown in Figure 15.

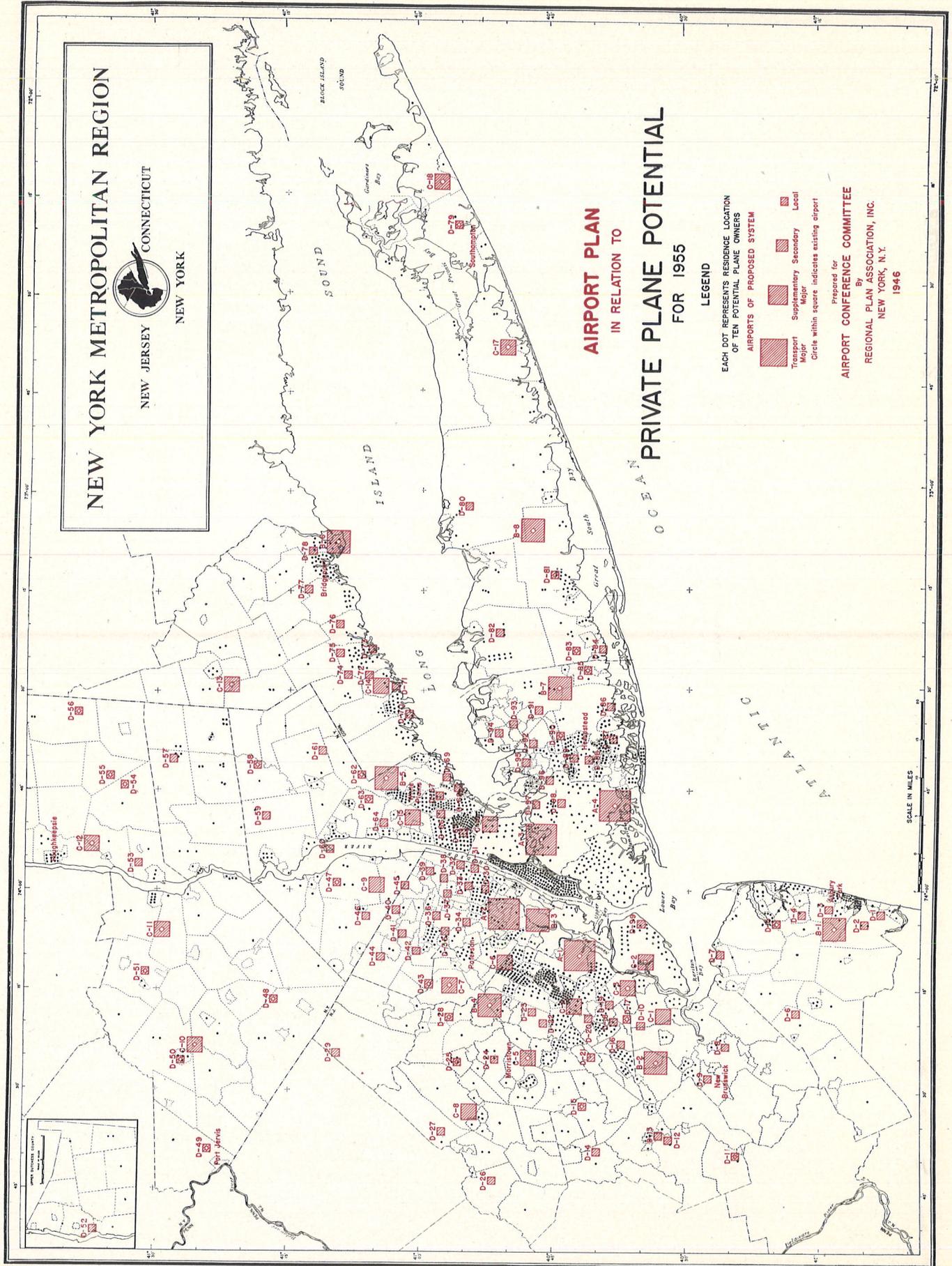


Figure 14

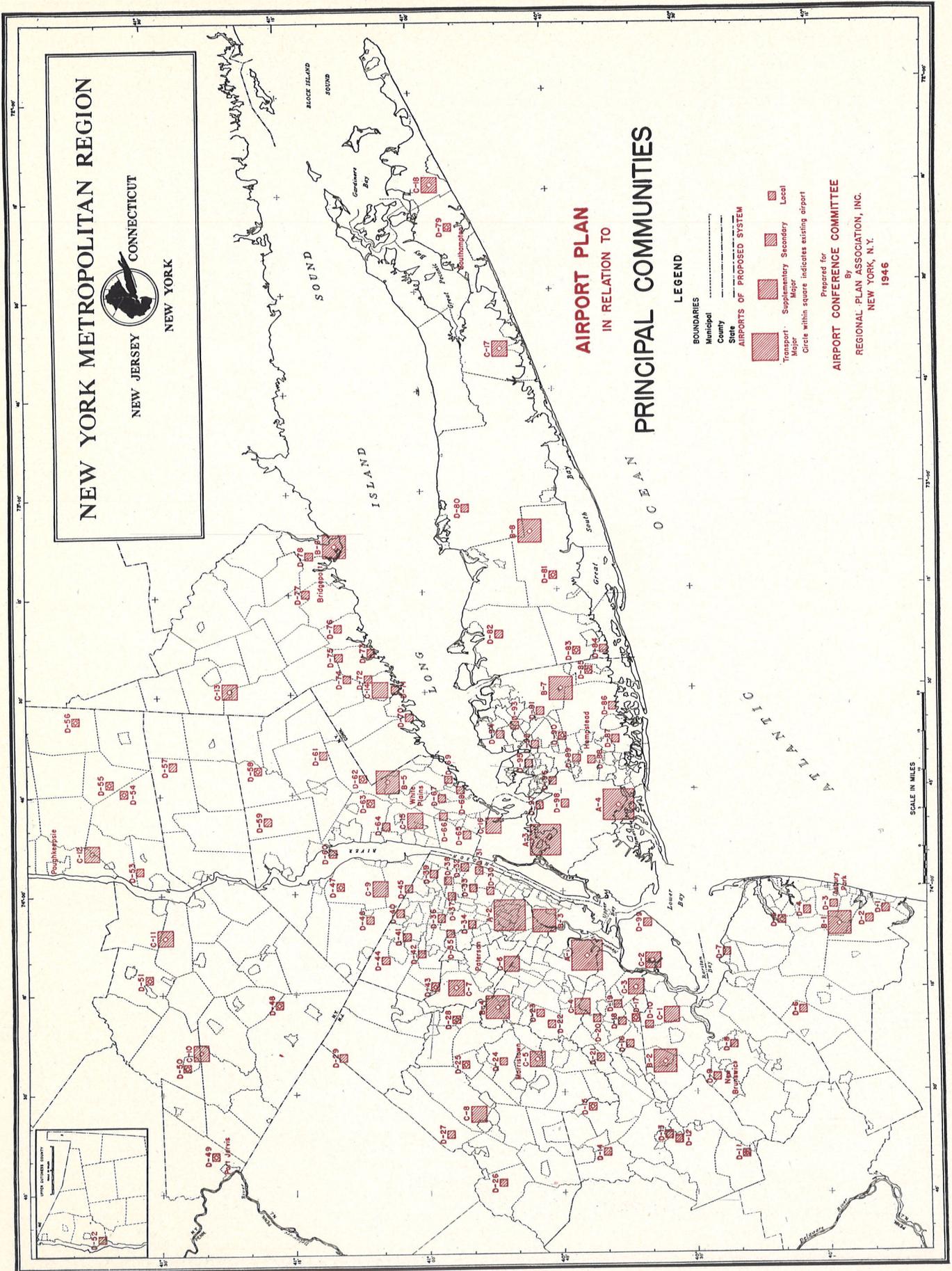


Figure 15

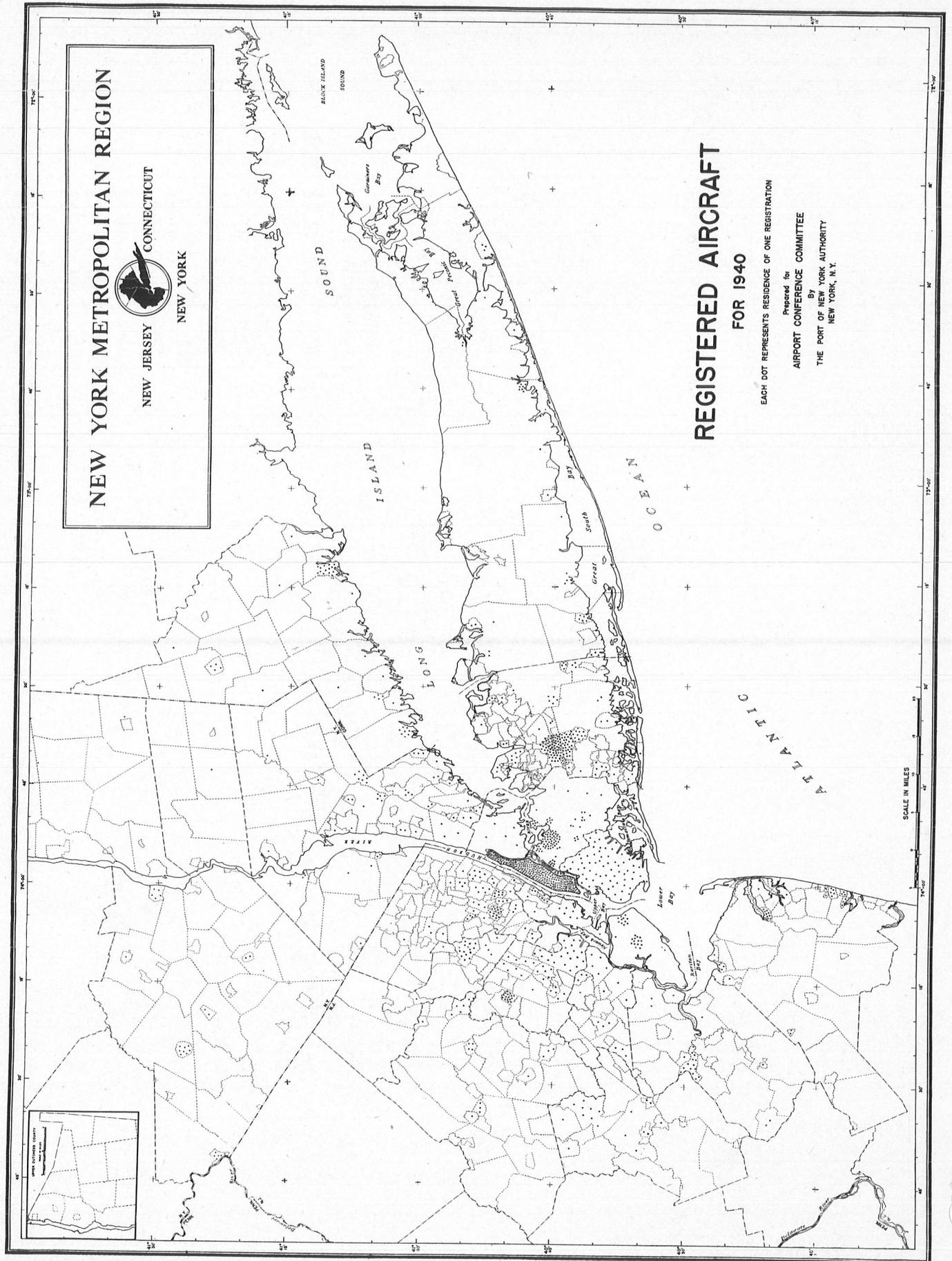
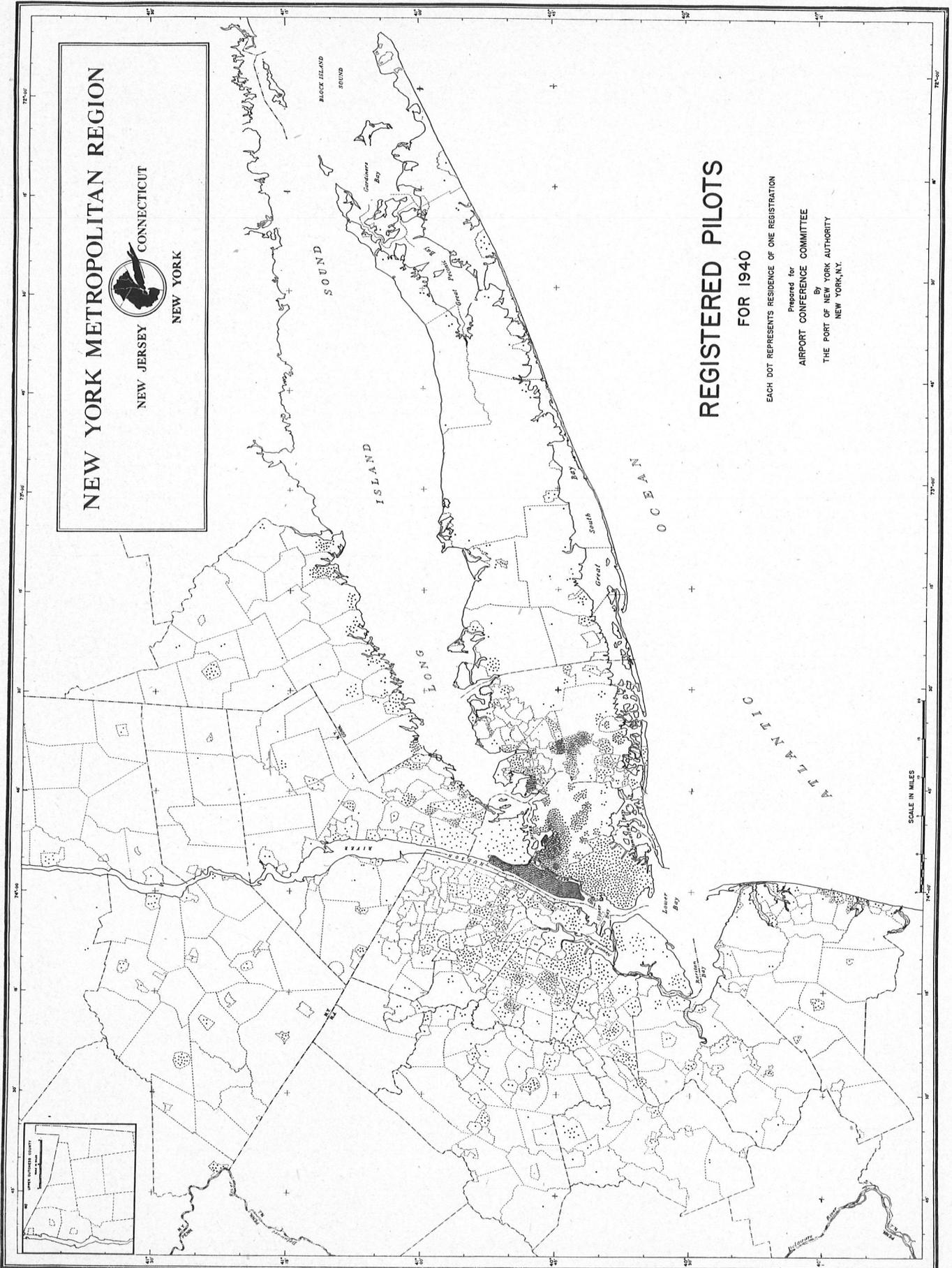


Figure 16



NEW YORK METROPOLITAN REGION

NEW JERSEY CONNECTICUT  

  
 NEW YORK

REGISTERED PILOTS  
 FOR 1940

EACH DOT REPRESENTS RESIDENCE OF ONE REGISTRATION

Prepared for  
 AIRPORT CONFERENCE COMMITTEE  
 By  
 THE PORT OF NEW YORK AUTHORITY  
 NEW YORK, N.Y.

SCALE IN MILES

Figure 17

## Summary of Local Airports in the Regional Airport Plan

(Key numbers correspond to those on maps).

Key No.	Nearby Community	Class	Remarks	Key No.	Nearby Community	Class	Remarks
<b>MONMOUTH</b>				<b>DUTCHESS</b>			
D-1	Sea Girt	I		D-52	Rheinbeck	I	Replaces Airport in Village
D-2	Baileys Corners	I		D-53	Beacon	I	Wappingers Falls Airport too close to New Hackensack Airport
D-3	Asbury Park	I		D-54	Stormville	II	Existing Stormville Airport
D-4	Eatontown	I		D-55	Beckman	I	Existing Lime Ridge Airport
D-5	Red Bank	I	Existing	D-56	Wingdale	II	Existing Wingdale Airport
D-6	Freehold	I		<b>PUTNAM</b>			
D-7	Union Beach	I		D-57	Towners	I	
<b>MIDDLESEX</b>				<b>WESTCHESTER</b>			
D-8	South River	I		D-58	Somers	I	Existing Somers Airport
D-9	New Brunswick	I		D-59	Yorktown	II	
D-10	Iselin	I		D-60	Croton Point	I	
<b>SOMERSET</b>				D-61	Bedford Village	I	Existing La Roe Airport
D-11	Princeton	I	Proposed Class II	D-62	Armonk	I	Existing Westchester Aviation Country Club
D-12	Somerville	I		D-63	Hawthorne	I	Existing Westchester Airport
D-13	Manville	I		D-64	Eastview	I	
D-14	Bedminster	I		D-65	Yonkers	I	County owned property
D-15	Bernardsville	I	Existing Somerset Hills Airport	<b>FAIRFIELD</b>			
<b>UNION</b>				D-70	Stamford	I	
D-16	Plainfield	I		D-71	Noroton	I	
D-17	Rahway	I	Existing Westfield Airport	D-72	West Norwalk	I	
D-18	Westfield	I		D-73	East Norwalk	I	
D-19	Cranford	I		D-74	Silvermine	I	
D-20	Kenilworth	I		D-75	Cranbury	I	
D-21	Benders Corner	I		D-76	Westport	I	
<b>ESSEX</b>				D-77	Plattsville	I	
D-22	Northfield	I		D-78	Stratford	I	
D-23	Livingston	I		<b>SUFFOLK</b>			
<b>MORRIS</b>				D-79	Bridgehampton	I	Existing
D-24	Parsippany	I		D-80	Port Jefferson	I	
D-25	Boonton	I	Existing Aircraft Radio Corp. Airport	D-81	Islip	I	Existing
D-26	Budd Lake	I		D-82	Northport	I	
D-27	Lake Hopatcong	I		D-83	Farmingdale	I	Existing Zahn's Airport
D-28	Lincoln Park	I	Existing	D-84	Amityville	I	
<b>PASSAIC</b>				<b>NASSAU</b>			
D-29	Upper Greenwood Lake	I		D-85	Massapequa	I	Existing Fitzmaurice
<b>BERGEN</b>				D-86	Freeport	I	
D-30	Teaneck	I		D-87	Baldwin	I	
D-31	Englewood Cliffs	I		D-88	Malverne	I	
D-32	Alpine	I		D-89	Franklin Square	I	
D-33	Bergenfield	I		D-90	Garden City	II	Existing Roosevelt Field
D-34	Paramus	I		D-91	Jericho	I	
D-35	Ridgewood	I		D-92	Roslyn	I	
D-36	Westwood	I		D-93	Brookville	I	
D-37	Oradell	I		D-94	Glen Cove	I	
D-38	Demarest	I		D-95	Plandome	I	
D-39	Norwood	I		<b>QUEENS</b>			
D-40	Montvale	I		D-96	Lake Success	I	
D-41	Saddle River	I		D-97	Fort Totten	I	
D-42	Waldwick	I		D-98	Cunningham Park	I	
D-43	Pompton Lakes	I	Existing North Jersey Airport	<b>RICHMOND</b>			
D-44	Mahwah	I		D-99	South Beach	I	
<b>ROCKLAND</b>				<b>QUEENS</b>			
D-45	Orangeburg	I		D-96	Lake Success	I	
D-46	Monsey	I		D-97	Fort Totten	I	
D-47	New City	I	Existing Christie Airport	D-98	Cunningham Park	I	
<b>ORANGE</b>				<b>RICHMOND</b>			
D-48	Warwick	I	Existing Warwick-Wickham Airport	D-99	South Beach	I	
D-49	Huguenot	I	Existing Huguenot Airport	<b>QUEENS</b>			
D-50	Middletown	I	Existing Starhaven, Class II	D-96	Lake Success	I	
D-51	Waldon	I	Existing Waldon Airport	D-97	Fort Totten	I	