APPENDIX C

Comments Received and Responses
<table>
<thead>
<tr>
<th>E-MAIL</th>
<th>PHONE</th>
<th>ADDRESS</th>
<th>NAME</th>
</tr>
</thead>
</table>

Joseph Russo
PO Box 900, Morristown, MT 57779-8212
701-829-0325

January 15, 2014
Public Meeting #1
Morristown Municipal Airport - Runway 6-23 Rehabilitation EA
Sign In Sheet
MORRISTOWN MUNICIPAL AIRPORT
8 AIRPORT RD
MORRISTOWN, NJ 07960-4624
Attn: Darren S. Large A.A.E.

Acct # 188638 Order # 0101954241

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<th>Publications</th>
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Affidavit of Publication Charge

TOTAL AMOUNT DUE

Check #: ______________________
Date: ______________________

CERTIFICATION BY RECEIVING AGENCY
I, having knowledge of the facts, certify and declare that the goods have been received or the services rendered and are in compliance with the specifications or other requirements, and said certification is based on signed delivery slips or other reasonable procedures or verifiable information.

SIGNATURE ________________________ DATE ________________________
TITLE ________________________

CERTIFICATION BY APPROVAL OFFICIAL
I certify and declare that this bill or invoice is correct and that sufficient funds are available to satisfy this claim. The payment shall be chargeable to:

APPROPRIATION ACCOUNT(S) AND AMOUNTS CHARGED
P.O. # ________________________
SIGNATURE ________________________
TITLE ________________________ DATE ________________________

CLAIMANT'S CERTIFICATION AND DECLARATION:
I do solemnly declare and certify under the penalties of the law that this bill or invoice is correct in all its particulars that the goods have been furnished or services have been rendered as stated herein. That no bonus has been given or received by any person or persons within the knowledge of this claimant in connection with the above claim. That the amount herein stated is justly due and owing and that the amount charged is a reasonable one.

Date: January 14, 2014
Signature: ________________________
Federal ID #: 061032273
Official Position: Clerk

Kindly return a copy of this bill with your payment so that we can assure you proper credit.
Affidavit of Publication
Publisher's Fee $31.72 Affidavit Charge $35.00

State of New Jersey } SS.
Morris County
Personally appeared ________ Cathy Williams

Of the Daily Record, a newspaper printed in Secaucus, New Jersey and published in Parsippany,
in said County and State, and of general circulation in said county, who being duly sworn, deposeth and saith
that the advertisement of which the annexed is a true copy, has been published in the said newspaper
1 times, once in each issue as follows:

1/6/2014

______________________________
BRIANNE G. D'SMITH
My Commission Expires 1/29/2011
Notary Public of New Jersey

A.D. 2014

______________________________
Cathy Williams
Sworn and subscribed before me, this
14 day of January, 2014

TOWN OF MORMISTOWN
NOTICE TO PUBLIC
MORMISTOWN MUNICIPAL AIRPORT -
RUNWAY 6-23 REHABILITATION
PROJECT PUBLIC MEETING
(Hanover Twp.) Morristown Municipal
Airport will be hosting a Public Informa-
tion Workshop on Wednesday, January
15, 2014 from 7-9 PM in the Wyndham
Hampton Park Hotel located at 175 Park
Ave, Florham Park, NJ 07932. Repre-
sentatives from the airport and the air-
port's consultants, McFarland Johnson
and Delta Airport Consultants, will be
available to answer questions. The Pub-
ic Information Workshop is the first of
two workshops that will be conducted as
part of a Federal Aviation Administration
(FAA) funded Environmental Assessment
for the proposed rehabilitation of Runway
6-23.

The Environmental Assessment will eval-
uate the following project elements that
are part of the overall rehabilitation of
Runway 6-23: Pavement Rehabilitation,
Runway Taxiway and MALSR Lighting
System Rehabilitation and Replacement,
Connector Taxiway and Filled Construc-
tion, Extended and Runway Safety Area
(ERSA & RSA) Improvements; Runway
13-31 Threshold Relocation to provide
Standard RBA's, Graded Slope Stabiliza-
tion and Drainage System and Outfall
Rehabilitation.

At this January 15th Public Information
Workshop, our airport consultants will
present exhibits illustrating the project
components and their alternatives as well
as a summary of existing environmental
conditions on the airport property. In ad-
dition, the analyses to determine impacts
and mitigation measures will be present-
ed. Representatives from the airport and
McFarland Johnson and Delta Airport
Consultants will be available to answer
questions and receive comments.

Public input obtained at the meeting will
be considered in subsequent phases of
the project. Those phases include as-
seessment of the project alternatives, an-
ticipated impacts (both positive and nega-
tive) and mitigation measures.

For further information contact:
Damee R. Large A.A.E.
Manager, Facilities & Projects
DM AIRPORTS, LTD
20 Airport Rd.
Welcome

Morristown Municipal Airport (MMU) with McFarland Johnson & Delta Airport Consultants welcome you to the Public Information Workshop for the Runway 5-23 Rehabilitation Environmental Assessment.

Please Sign In at the Registration Desk

Please submit your comments in writing on the form included in the handout and located throughout the room. Comments will be accepted until January 31, 2014.

Thank you for attending!!
Purpose of an Environmental Assessment

- Comply with the National Environmental Policy Act (NEPA).
- A NEPA “finding” is required for FAA funding.
- Documentation to Justify the “Purpose and Need” for the proposed action is required.
- Evaluation of the environmental, social, and economic consequences of the proposed action is required.
- FAA Orders 1050.1E and 5050.4B establish standards for “significant” impacts.
Contents of an Environmental Assessment

- Proposed Action is Clearly Explained
- Purpose and Need is Justified
- Viable Alternatives are Evaluated
- Affected Environment is Inventoried
- Environmental, Social, and Economic Consequences of the Project are Disclosed
- The “Preferred Alternative” is Identified
- Technical Studies are Conducted as Needed
Purpose of This Workshop

- Explain the project and the NEPA evaluation process
- Solicit public input on key issues and concerns that should be addressed in the EA
- Have your questions about the process answered
- Meet the FAA and MMU representatives and the consultant team members
- Provide formal comments on the project to FAA, MMU and the consultant team
Proposed Projects

PROPOSED PROJECTS

- Relocate Taxiway "E"
- Relocate Threshold
- Exit Taxiway and Fillet Construction
- Rehabilitate Runway 5-23
- Runway Safety Area
- Rehabilitate Runway Safety Area
- Glideslope Stabilization Area Construction
- Safety Area Improvements (Grading)

SCALE
0 600 1200 FEET
Environmental Consequences: Impact Categories to be Evaluated

- Air Quality
- Land Use
- Construction Impacts
- Section 4(f)
- Farmlands
- Fish, Wildlife, Plants & Critical Habitat
- Floodplains
- Hazardous Material, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supplies
- Noise
- Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health/Safety Risks
- Water Quality
  - Surface Water
  - Storm Water
  - Groundwater
- Wetlands
- Cumulative Impacts
Key Issues Anticipated

- Wetland Impacts & Mitigation
- Habitat / Threatened & Endangered Species Impacts
- Changing Aircraft Operations Patterns During Construction only
- 100-YR Floodplain Impacts & Mitigation
- NJDEP Permits & Mitigation Costs
- Construction Impacts & Mitigation
- Continuity of Aircraft Operations During Construction
- Stormwater Management Compliance
- Excess Soil – Treatment & Disposal
Wetlands Regulatory Map
Threatened & Endangered Species Survey Study Areas
Environmental Assessment (EA) Review Process

• Prepare Draft EA Document
• Public and Agency Comment Period
• Prepare Final EA Document
  ▪ Incorporate comments (and responses) from stakeholders, regulatory agencies & the public received on the Draft EA
  ▪ Address technical issues or conduct further study, if necessary
• FAA Review / Decision (i.e., Finding)
  ▪ Finding of No Significant Impact (FONSI) or;
  ▪ Prepare an Environmental Impact Statement
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<td>November 20, 2013</td>
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<td>Public Workshop #1</td>
<td>January 15, 2014</td>
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<td>Selection of Preferred Alternative</td>
<td>March, 2014</td>
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<td>Completion of Impact Assessment</td>
<td>June, 2014</td>
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<td>Public Comment Period/</td>
<td>Fall 2014</td>
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<td>Public Workshop #2</td>
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</tbody>
</table>
Comments

Comments May be Submitted:

By Mail:
Mcfarland Johnson, Inc.
49 Court Street, Metrocenter
Binghamton, NY 13902
Attn: Jeff Wood

By Email:
MMUEA@mjinc.com
<table>
<thead>
<tr>
<th>NAME</th>
<th>ADDRESS</th>
<th>PHONE</th>
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<tbody>
<tr>
<td>Robert DiTino</td>
<td>137 Valley Road, Morristown</td>
<td>973-267-3853</td>
<td>beth.c. @centraljersey.title.com</td>
</tr>
<tr>
<td></td>
<td>NJ</td>
<td></td>
<td></td>
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<tr>
<td>Jerry Loughman</td>
<td>75 Park Ave, Morristown</td>
<td>914-589-9040</td>
<td></td>
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<td></td>
<td>NJ</td>
<td></td>
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</tr>
<tr>
<td>Dan Doyley</td>
<td>14 Airport Rd, Morris Plains</td>
<td>973-829-8212</td>
<td></td>
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<tr>
<td></td>
<td>NJ</td>
<td></td>
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<tr>
<td>Oscar de Rivas</td>
<td>10 Court St, Morristown</td>
<td>973-829-8212</td>
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<tr>
<td>Tom Falvo</td>
<td>400 Airpark Rd, Morris Plains</td>
<td>973-829-8212</td>
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<tr>
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<tr>
<td>Joe Russo</td>
<td>10 Court St, Morristown</td>
<td>973-829-8212</td>
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<tr>
<td>Pasquale Rodriguez</td>
<td>1 Airport Road, Morristown</td>
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<tr>
<td>Eric Bussard</td>
<td>17 Airport Rd. Morristown NJ</td>
<td>973-471-5136</td>
<td><a href="mailto:eric.bussard@bash.com">eric.bussard@bash.com</a></td>
</tr>
<tr>
<td>John Smith</td>
<td>7 Greenwood Rd. Morris Plains</td>
<td>973-539-4355</td>
<td></td>
</tr>
<tr>
<td>Art Vasquez</td>
<td>220 Morris Ave, Mountain Lakes</td>
<td>973-886-5569</td>
<td><a href="mailto:wangman94@optin.net">wangman94@optin.net</a></td>
</tr>
<tr>
<td>Brian Marshall</td>
<td>220 Morris Ave, Mountain Lakes</td>
<td>973-402-5466</td>
<td><a href="mailto:bunbupbe@optin.net">bunbupbe@optin.net</a></td>
</tr>
<tr>
<td>Amy DiBartolo</td>
<td>27 Ward Pl. E. Hanover</td>
<td>973-886-1656</td>
<td><a href="mailto:amy.dbartolo@gmail.com">amy.dbartolo@gmail.com</a></td>
</tr>
</tbody>
</table>
AFFIDAVIT OF PUBLICATION

Publisher's Fee $37.84 Affidavit $35.00

State of New Jersey } SS.
Morris County

Personally appeared ________

Of the Daily Record, a newspaper printed in Freehold, New Jersey and published in Parsippany, in said County and State, and of general circulation in said county, who being duly sworn, deposes and saith that the advertisement of which the annexed is a true copy, has been published in the said newspaper 1 times, once in each issue as follows:

01/05/15 A.D 2015

Sworn and subscribed before me, this 5 day of January, 2015

Ad Number: 0000243307

MELANIE C. ALTZ
NOTARY PUBLIC OF NEW JERSEY
My Commission Expires 11/19/2019
Notice of Availability of a Draft Environmental Assessment for the Runway 5-23 Rehabilitation Project at Morristown Municipal Airport

Notice is hereby given that a Draft Environmental Assessment (DEA) has been prepared, to evaluate the potential social, economic, and environmental impacts resulting from the rehabilitation of Runway 5-23 at the Morristown Municipal Airport. The project involves the following components: Runway 5-23 Pavement Rehabilitation; Runway 5-23 Runway Safety Area Improvements; Grading and Drainage Improvements; Replacement of Approach Lighting System; Taxiway E Relocation; and Runway 13-31 Runway Safety Area Improvements.

This Notice of Availability also serves to meet the public notice requirement of Executive Order 11990, Protection of Wetlands and Executive Order 11988, Floodplain Management. The FAA, as the lead federal agency, is required to avoid, to the extent possible, any long and short term adverse impacts associated with the destruction or modification of wetlands and to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains. Wetlands and floodplains would be impacted by the proposed Runway 5-23 Rehabilitation Project; however, mitigation would be incorporated by upon State of New Jersey regulations that would mitigate these impacts.

There will be a workshop style public meeting intended to present the findings, answer questions, and receive comments at the Frelinghuysen Arboretum, 353 East Hanover Avenue, Whippany, NJ on January 14, 2015 from 6:30pm. This meeting will be attended by airport personnel and their consultants. The DEA will be available for public review and comment for thirty (30) days beginning on January 5, 2015 through February 4, 2015. The DEA can be viewed in PDF format from the Morristown Municipal Airport website, www.MMUAIR.com or in report format at the following locations during normal business hours: Morristown Municipal Airport, Administration Building or the Morristown County Library. Written comments on the DEA will be accepted until 5:00 PM on February 4, 2015 and should be sent to the following: Jeffrey Wood, McFarland Johnson, Inc., 49 Court Street, Metromcenter, PO
Notice of Availability of Draft Environmental Assessment for the Runway 5-23 Rehabilitation Project at Morristown Municipal Airport

Notice is hereby given that a Draft Environmental Assessment (DEA) has been prepared to evaluate the potential social, economic, and environmental impacts resulting from the rehabilitation of Runway 5-23 at the Morristown Municipal Airport. The project involves the following components: Runway 5-23 Pavement Rehabilitation; Runway 5-23 Runway Safety Area Improvements; Grading and Drainage Improvements; Replacement of Approach Lighting System; Taxiway E Relocation; and Runway 13-31 Runway Safety Area Improvements.

This Notice of Availability also serves to meet the public notice requirement of Executive Order 11990, Protection of Wetlands and Executive Order 11988, Floodplain Management. The FAA, as the lead federal agency, is required to avoid, to the extent possible, any long and short-term adverse impacts associated with the destruction or modification of wetlands and to avoid to the extent possible the long and short-term adverse impacts associated with the occupancy and modification of floodplains, wetlands, and floodplains would be impacted by the proposed Runway 5-23 rehabilitation project; however, mitigation would be incorporated by upon State of New Jersey regulations that would mitigate these impacts.

There will be a workshop style public meeting intended to present the findings, answer questions, and receive comments at the Frelinghuysen Arboretum, 353 East Hanover Avenue, Whippany, NJ on January 14, 2015 from 6-8:30pm. This meeting will be attended by airport personnel and their consultants. The DEA will be available for public review and comment for thirty (30) days beginning on January 9, 2015 through February 8, 2015. The DEA can be viewed in PDF format from the Morristown Municipal Airport website, www-MMUANJ.com or in report format at the following locations during normal business hours: Morristown Municipal Airport, Administration Building or the Morris County Library.

Written comments on the DEA will be accepted until 5:00 PM on February 4, 2015 and should be sent to the following address: Jeffrey Wood, McFarland Johnson, Inc., 49 Court Street,

STATE OF NEW JERSEY
COUNTY OF ESSEX

Cherilyn Asten

Being duly sworn, according to law, on his/her oath sayeth that he/she is CLERK of the Star-Ledger, in the County of Essex, and that the notice, of which the attached is a copy, was published in said paper on the 5th day of Jan and continued therein for successively, at least once in each for one day

Sworn to and subscribed before me this 12th day of Jan 2015

NOTARY PUBLIC of NEW JERSEY
Federal Aviation Administration (FAA)
Morristown Municipal Airport (MMU)
McFarland Johnson & Delta Airport Consultants

welcome you to the
Public Information Workshop
for the
Runway 5-23 Rehabilitation
Draft Environmental Assessment

Please Sign In at the Registration Desk

Please submit your comments in writing on the form included in the handout and located throughout the room. Comments will be accepted until February 4, 2015.

Thank you for attending!!
Purpose of an Environmental Assessment

• Document and justify the “Purpose and Need” of the project
• Evaluate all reasonable alternatives including the No Action Alternative
• Engage the public and seek public input
• Select a Preferred Alternative that becomes the Proposed Action
• Evaluate the environmental, social, and economic consequences of the Proposed Action based upon FAA Orders 1050.1E and 5050.4B
• Provide evidence and analysis sufficient to determine whether an Environmental Impact Statement (EIS) is required
• Assist the FAA in their compliance with the National Environmental Policy Act (NEPA)
Contents of an Environmental Assessment

- Purpose and Need statement
- Explanation of the alternatives evaluated
- Explanation of why one alternative was selected as the Preferred Alternative - therefore becoming the Proposed Action
- Probable environmental impacts from the Proposed Action including environmental, social and economic conditions
- List of the agencies and people consulted to develop the Environmental Assessment
- List of people that prepared the Environmental Assessment and their qualifications
Purpose of This Workshop

- Present the Proposed Action to the public
- Solicit public input on key issues and concerns that should be addressed in the Final Environmental Assessment
- Answer questions from the public, stakeholders, or elected officials
- Opportunity for the public to meet the FAA and Airport representatives as well as their consultant team
- Opportunity for the public to provide input and formal comments on the project to the FAA, Airport, and the consultant team
Environmental Consequences: Impact Categories Evaluated

- Air Quality
- Land Use
- Construction Impacts
- Section 4(f)
- Farmland Soils
- Fish, Wildlife, Plants & Critical Habitat
- Floodplains
- Hazardous Material, Pollution Prevention, and Solid Waste
- Historic, Architectural, Archeological, and Cultural Resources
- Light Emissions and Visual Impacts
- Natural Resources and Energy Supplies
- Noise
- Socioeconomic Impacts, Environmental Justice, and Children’s Environmental Health/Safety Risks
- Water Quality
  - Surface Water
  - Storm Water
  - Groundwater
- Wetlands
- Secondary (Induced) Impacts
- Cumulative Impacts
Environmental Overview

Key Issues:

- Wetland Impacts (1.3 acres) & Mitigation (2:1 ratio)
- Threatened & Endangered Species Impacts (None anticipated)
- 100-yr Floodplain Impacts & Mitigation (Net increase in flood storage capacity)
- NJDEP Permits & Mitigation Costs
- Construction Impacts & Mitigation (Best management practices implemented)
- Continuity of Aircraft Operations During Construction
- Stormwater Management Compliance
- Excess Soil – Treatment & Disposal
- Aircraft Operations Patterns (Changes to occur only during construction)
Surrounding Land Use

Legend
- Airport Property
- Barren Land
- Commercial/Services
- Forest
- Industrial
- Other Urban Land Uses
- Recreational
- Residential
- Transportation
- Water
- Wetlands

Source: DMA, Bing Maps, 1/20/2007 Land Use/Land Cover update

Surrounding Land Use
Wetland & Riparian Zone Impacts

### Wetland Impacts

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<th>PROJECT</th>
<th>PERMANENT IMPACTS</th>
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<td>RW 5-23 LATERAL RSA</td>
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<td>KGSR RD</td>
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### Riparian Zone Impacts

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100-year Floodplain Impacts

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<td>LALSR REPLACEMENT &amp; DEGAGING OF VALSR ROAD</td>
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<td>GLEESOPE STABILIZATION AREA</td>
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<td>GLEESOPE ROAD</td>
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<td>APPROACH LIGHTING SYSTEM REPLACEMENT</td>
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**FLOOD STORAGE VOLUME CREDIT**

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<td><strong>AIRPORT PROPERTY</strong></td>
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Environmental Assessment Review Process

- Prepare Draft Environmental Assessment
- Public and Agency Comment Period
- Prepare Final Environmental Assessment
  - Incorporate comments (and responses) from stakeholders, regulatory agencies & the public received on the Draft Environmental Assessment
  - Address technical issues or conduct further study, if necessary
- FAA Review / Decision (i.e., Finding)
  - Finding of No Significant Impact (FONSI) or;
  - Prepare an Environmental Impact Statement
Construction Phasing
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<th>Task</th>
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<tr>
<td>Issue Draft Environmental Assessment</td>
<td>January 5, 2015</td>
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<tr>
<td>Public Comment Period</td>
<td>January 5 to February 4, 2015</td>
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<td>Public Workshop #2</td>
<td>January 14, 2015</td>
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<tr>
<td>Issue Final Environmental Assessment</td>
<td>February 18, 2015</td>
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<td>FAA Finding</td>
<td>April 23, 2015</td>
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<td>NJDEP Permit Review</td>
<td>Spring 2016</td>
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<td>NJDEP Permit Issuance</td>
<td>Fall 2016</td>
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<td>Construction to Start</td>
<td>2017 / 2018</td>
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</table>
Comments

Comments may be submitted:

by mail:
McFarland Johnson, Inc.
49 Court Street, Metrocenter
Binghamton, NY 13902
Attn: Jeff Wood

by email:
MMUEA@mjinc.com
Whippany River Watershed
Action Committee, Inc.
PO Box 223, Morristown, NJ 07963-0223
Phone: 973-886-7969    Fax: 848-227-3736
www.wrwac.org

February 4, 2015

McFarland Johnson, Inc.
49 Court St, Metrocenter
PO Box 1960
Binghamton, NY 13902-1980

Attn: Mr. Jeffrey Wood

Re: Morristown Municipal Airport
    Draft Environmental Assessment
    Runway 5-23 Rehabilitation Project

Dear Mr. Wood:

The Whippany River Watershed Action Committee (WRWAC) appreciates being invited to participate in the review and comment process for the Runway 5-23 Rehabilitation Project.

WRWAC's primary concern is with the land and water resources of the Whippany River, its tributaries, and its watershed. The Morristown Municipal Airport is located within the Black Brook watershed, which is a sub-watershed of the Whippany River. Previous airport development has modified the natural flow patterns of Black Brook, and most future airport projects will likely affect Black Brook and the Whippany River.

Following are specific comments related to the Draft Environmental Assessment:

1) The Morristown Airport team should be commended for including drainage system improvements as part of the Runway 5-23 Rehabilitation Project. The site drainage system is an important component of the overall airport infrastructure. Correcting grading deficiencies and increasing stormwater flow capacity could provide operating benefits while extending the lifespan of the overall airport infrastructure.

2) Table 5.4 summarizes the cut and fill volumes associated with each construction component of the project and presents an estimated net flood storage volume increase of 41,500 cy. Assuming that the various newly excavated areas are interconnected, the additional available volume could help minimize existing deficiencies in onsite flood storage, while improving onsite stormwater management.
However, the Flood Hazard Rules (N.J.A.C 7:13) may limit use of this additional flood storage volume as a "credit" (such as indicated in DEA Table 5.4) against future projects. Because the proposed flood storage volume as a result of this project is greater than existing, Section 10-4(e) applies, and no excess credit is generated. Creation of flood storage volume (65,000 cy) on the Runway 5-23 Rehabilitation Project can be applied to displaced volume (23,500 cy) on the same project (as has been done in Table 5.4), but any net excess volume (41,500 cy) generally cannot be saved for unspecified future projects. Future onsite projects resulting in net fill would be regulated by Section 10-4(g), and the flood storage volume displaced by that project would be evaluated in comparison to the storage volume in existence on March 25, 1977 (designated benchmark date for the Central Passaic Basin).

3) Drainage system improvements, culvert replacement, and increased flood storage volume could have a net positive impact to onsite stormwater and flood management. However, stream and stormwater flow patterns on and around the airport site are complicated by a variety of factors, many of which have not been evaluated. Consequently, the overall impacts (positive or negative) of the proposed actions to onsite and offsite water flow and storage cannot truly be predicted without a broader analysis.

The only way to assess the environmental impacts of the Runway 5-23 Rehabilitation Project on water resources of the Black Brook and Whippany River watersheds is to extend the analysis to beyond the boundaries of the airport property, which has not yet been done. Parameters potentially affected by this project that should be evaluated beyond the site boundaries include water flow direction/patterns, water flow volume, flood elevations, lateral extent of flooding, plus any impacts on water quality, stream bank erosion, sedimentation; riparian corridors/buffers, wetlands, wetland buffers, and sensitive habitats.

Thank you for the opportunity to provide these comments. Please feel free to contact me directly (973-402-5466) should you have any questions.

Very truly yours,

Brian R. Marshall
Environmental Engineer

Cc: Arthur Vesprignani
    Saverio Iannaccone
    Amy DiBartolo
MMU
MORRISTOWN MUNICIPAL AIRPORT

Draft Environmental Assessment for Runway 5-23 Rehabilitation Project

What do you think?

Your input and participation in the process is very important. Please use the space below for your comments on the above referenced project. Please write legibly so that we can address your comment in an appropriate manner. You may write your comments here and leave them here at the designated location or you may write your comments at home and send them to the address below. All written comments must be postmarked or emailed no later than January 31, 2015. Thank you in advance for your participation.

McFarland-Johnson, Inc.
Attn: Jeffrey R. Wood
49 Court Street, Metrocenter PO Box 1980
Binghamton, NY 13902-1980
MMUEA@mjinc.com

FROM:

Name
Eric Bussard

Address
MMU Airport Road
Morrystown, NJ 07960

Phone
973-245-7461

I wholeheartedly support this project. As a first tier reliever airport to Newark International Airport, and the primary airport serving corporate aircraft in Morris County, MMU is a major transportation asset and resource for the region. It is essential that this facility remains viable, and continues to meet industry standards for safety and operational efficiency. The ebb and flow of the commerce for global corporations and business entities located in the region is greatly facilitated and enhanced by offering a first class airport facility.

The environmental impact of these improvements is negligible, and mostly positive, due to improved drainage and the increase in flood storage capacity. This, too, directly benefits the local community.

I urge the community to endorse and support the implementation of these improvements.
Summary of Comments & Responses

Comments Received from Whippany River Watershed Action Committee, Inc.
Date Received: February 4, 2015

Comment 1) The Morristown Airport team should be commended for including drainage system improvements as part of the Runway 5-23 Rehabilitation Project. The site drainage system is an important component of the overall airport infrastructure. Correcting grading deficiencies and increasing stormwater flow capacity could provide operating benefits while extending the lifespan of the overall airport infrastructure.

Response: None required.

Comment 2) Table 5.4 summarizes the cut and fill volumes associated with each construction component of the project and presents an estimated net flood storage volume increase of 41,500 cy. Assuming that the various newly excavated areas are interconnected, the additional available volume could help minimize existing deficiencies in onsite flood storage, while improving onsite stormwater management.

However, the Flood Hazard Rules (N.J.A.C 7:13) may limit use of this additional flood storage volume as a “credit” (such as indicated in DEA Table 5.4) against future projects. Because the proposed flood storage volume as a result of this project is greater than existing, Section 10-4(e) applies, and no excess credit is generated. Creation of flood storage volume (65,000 cy) on the Runway 5-23 Rehabilitation Project can be applied to displaced volume (23,500 cy) on the same project (as has been done in Table 5.4), but any net excess volume (41,500 cy) generally cannot be saved for unspecified future projects. Future onsite projects resulting in net fill would be regulated by Section 10-4(g), and the flood storage volume displaced by that project would be evaluated in comparison to the storage volume in existence on March 25, 1977 (designated benchmark date for the Central Passaic Basin).

Response: On page 5-23 of the Environmental Assessment document, it states that the Proposed Action would not have significant environmental effects on the Black Brook floodplain due to the overall net cut of 41,500 CY. A Flood Hazard Area Individual Permit and Hardship Waiver would be required for this project under the Flood Hazard Area Rules. The “zero net fill” requirement in the Flood Hazard Rules is demonstrably achievable and the Proposed Action would be designed to meet the full technical requirements of the Rules. No change to the Environmental Assessment document has been made.

Comment 3) Drainage system improvements, culvert replacement, and increased flood storage volume could have a net positive impact to onsite stormwater and flood management. However, stream and stormwater flow patterns on and around the airport site are complicated by a variety of factors, many of which have not been evaluated. Consequently, the overall
impacts (positive or negative) of the proposed actions to onsite and offsite water flow and storage cannot truly be predicted without a broader analysis.

The only way to assess the environmental impacts of the Runway 5-23 Rehabilitation Project on water resources of the Black Brook and Whippany River watersheds is to extend the analysis to beyond the boundaries of the airport property, which has not yet been done. Parameters potentially affected by this project that should be evaluated beyond the site boundaries include water flow direction/patterns, water flow volume, flood elevations, lateral extent of flooding, plus any impacts on water quality, stream bank erosion, sedimentation, riparian corridors/buffers, wetlands, wetland buffers, and sensitive habitats.

Response: As stated in the response to Comment 2, a Flood Hazard Individual Permit would be required to implement the Proposed Action. The technical analysis required includes the evaluation of both upstream and downstream impacts. The Proposed Action would be designed to meet the full technical requirements of the Flood Hazard Control Act rules, N.J.A.C. 7:13 et seq. No change to the Environmental Assessment document has been made.

Comments Received from Mr. Eric Bossard
Date Received: January 15, 2015

Comment 1) I wholeheartedly support this project. As a first tier reliever airport to Newark International Airport, and the primary airport serving corporate aircraft in Morris County, MMU is a major transportation asset and resource for the region. It is essential that this facility remains viable, and continues to meet industry standards for safety and operational efficiency. The ebb and flow of the commerce for global corporations and business entities located in the region is greatly facilitated and enhanced by offering a first class airport facility.

The environmental impact of these improvements is negligible, and mostly positive, due to improved drainage and the increase in flood storage capacity. This, too, directly benefits the local community.

I urge the community to endorse and support the implementation of these improvements.

Response: None required.