1.0 INTRODUCTION

Morristown Municipal Airport (hereinafter referred to as “MMU” or “Airport”) is a busy general aviation reliever airport owned by the Town of Morristown and operated by DM AIRPORTS, LTD. (hereinafter referred to as “DM”). DM is responsible for overseeing the daily activities of the Airport, as well as for providing all operational services (either directly or under contract), ensuring safety and security, and for the growth and development of the facility.

This Environmental Assessment (EA) addresses the potential social, economic, and environmental consequences associated with the Runway 5-23 Rehabilitation Project being proposed at the Airport which is located in the Township of Hanover, Morris County, New Jersey. Based upon the findings in the previous studies, listed below, the proposed Runway 5-23 Rehabilitation Project is necessary to address existing infrastructure deficiencies throughout Runway 5-23. These studies include:

- Master Plan Update (MPU) (2013)
- Runway 5-23 Feasibility Study Phase I (August 2012)
- Runway 5-23 Feasibility Study Phase II (May 2013)
- Runway Safety Area Determination (June 2013)
- Pavement Condition Index Assessment (2013)
- Preliminary Engineering Report (June 2014)

These previous work efforts were prepared in accordance with Federal Aviation Administration (FAA) design criteria and safety standards based upon the existing and forecast demand at MMU. FAA criteria were taken from FAA Advisory Circular (AC) 150/5300-13A, Airport Design and Federal Aviation Regulations (FAR) Part 77, Objects Affecting Navigable Airspace. The Runway 5-23 Rehabilitation Project is also intended to bring the Airport into compliance with these FAA criteria.

This EA has been prepared in accordance with FAA guidelines and is in conformance with the National Environmental Policy Act (NEPA) of 1969; the Council on Environmental Quality (CEQ) regulations set forth in 40 Code of Regulations (CFR) Part 1500 et seq. Guidance Regarding NEPA Regulations released in 1983; and FAA Orders 1050.1E, Environmental Impacts: Policies and Procedures, and 5050.4B, and NEPA Implementing Instructions for Airport Actions. Upon reviewing this EA, the FAA will determine if any of the environmental or socioeconomic impacts identified herein are significant and warrant further study.

A Public Workshop to present the project and receive public input was held on January 15, 2014 prior to the commencement of the preparation of the Draft EA. The Workshop was advertised in a newspaper of local circulation and notice of the Workshop was mailed to the elected and appointed officials throughout the region. Further details and the presentation materials are enclosed in Appendix C.
State and local officials, as well as the public-at-large, were given the opportunity to review this document as per U.S. Department of Transportation (USDOT) Order 4600.13. The Draft EA was available to the public, both electronically and hard copy, beginning on January 5, 2015. The Notice of Availability (NOA) was published in newspapers of local and regional circulation as well as mailed to the elected and appointed officials throughout the region (refer to Appendix C for a copy of the Affidavits of Printing and the NOA). The NOA also informed the public of the Public Workshop held on January 14, 2015. The workshop occurred within the 30-day comment period of the Draft EA. Two comments were received during the 30-day period and are enclosed and addressed in Appendix C.

1.1 BACKGROUND

The Airport is located approximately three miles east of downtown Morristown, fifteen miles northwest of Newark Liberty International Airport, and twenty-five miles west of New York City. The majority of the Airport property is situated in the Township of Hanover, with a small portion or the property located in the Borough of Florham Park. Refer to Figure 1-1 Location Map that depicts the Airport on a U.S. Geological Survey Map and Figure 1-2 Aerial Location that depicts the Airport and its surroundings on a 2012 aerial photograph image.

MMU is used by general aviation users, corporate aircraft and helicopters in the NY/NJ Metropolitan area. MMU also provides community services for medical facilities, as many hospitals in the region use the Airport to transport patients, medical samples and human organs for transplants to various locations throughout the U.S.¹

The Airport was classified as one of 84 “National” General Aviation airports in the U.S. in the FAA’s May 2012 report entitled General Aviation Airports: A National Asset. “National” designates a category of general aviation airports that “supports the national and state system by providing communities with access to national and international markets in multiple states and throughout the United States.” According to the FAA report, National airports account for 13% of total flying at studied general aviation airports.

Based upon the total number of operations in 2012 (138,236), the Airport averages approximately 400 operations per day, with over 230 based aircraft, approximately 58 of which are jet aircraft. The Airport is equipped with a 5,998 foot long by 150 foot wide primary Runway 5-23 and a 3,997 foot long by 150 foot wide cross-wind Runway 13-31. Both runways are served by full length parallel taxiways. Runway 5-23 is equipped with a Category I Instrument Landing System (CAT I ILS) approaches to Runway 23 as well as Lateral Precision, Vertically Guided (LPV), global positioning system (GPS) and visual approaches. Runway 13-31 has no published instrument approaches.

¹ New York/New Jersey/Philadelphia Metropolitan Area Airspace Redesign Draft EIS
1.2 PROPOSED ACTION

Numerous alternatives have been investigated and the variations of the alternatives were identified and analyzed in this EA. The analysis provided in Chapter 3 concludes that only one alternative for each project element is practical and feasible relative to meeting the project purpose and need, which is detailed in Chapter 2. These selected alternatives for each project element, in total, are referred to as the Proposed Action.

The Proposed Action was developed through a series of aeronautical and engineering studies and analyses as well as preliminary engineering design (30% design) based upon the requirements of FAA AC 150/5300-13 and FAR Part 77. The preliminary engineering design efforts provided approximate footprints and impact estimates that are discussed in this EA. This preliminary engineering design is enclosed in Appendix A Preliminary Engineering Report.

Refer to Figure 1-3 Proposed Action for an illustration of the project in its entirety. At the conclusion of these studies it was determined that these individual elements or alternatives meet the project purpose and need and collectively minimizes the amount of impact to human and natural resources to the extent practicable.

This Proposed Action is intended to address existing deficiencies in the aging infrastructure, make MMU safer and bring the runway closer to compliance with FAA safety and design criteria. The entire Proposed Action includes the following elements:

- Runway 5-23 Pavement Rehabilitation
- Runway 5-23 Runway Safety Area Grading and Drainage Improvements
- Glide Slope Critical Area Stabilization Grading and Drainage Improvements
- Medium Intensity Approach Lighting System (MALSR) with Runway Alignment Indicatory System Replacement
- Runway 5 Departure End Extended Runway Safety Area Improvements
- Runway 23 Departure End Extended Runway Safety Area Improvements
- Taxiway E Relocation
- Drainage System and Outfall Replacement
- Connector Taxiway and Fillet Construction
- Runway and Taxiway Lighting Rehabilitation and Replacement
- Runway 13-31 Runway Safety Area Improvements

The Proposed Action and each element that creates the Proposed Action are further detailed in Chapter 2 - Purpose and Need; Chapter 3 - Alternatives; and Chapter 5 - Environmental Consequences and Chapter 6 - Mitigation.
1.3 TIMEFRAME PLANNED FOR THE PROPOSED ACTION

The following is the planned timeframe to implement the Proposed Action, pending funding availability by FAA.

<table>
<thead>
<tr>
<th>Year</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>2014-2015:</td>
<td>Complete NEPA EA</td>
</tr>
<tr>
<td>2015-2016:</td>
<td>Complete Engineering Design</td>
</tr>
<tr>
<td>2015-2016:</td>
<td>Obtain Regulatory Permits</td>
</tr>
<tr>
<td>2017:</td>
<td>Construction Begins</td>
</tr>
</tbody>
</table>

1.4 TERMINOLOGY FOR RUNWAY DISCUSSION

The terminology used in this EA to discuss areas of the airport and in particular, Runway 5-23, is based upon the direction of the departures by aircraft. For example, the 23-end of the Runway is used by departures coming from the 5-end; therefore, all references to the 23-end are referred to as Runway 5 Departure End. And, vise versa, the 5-end of the runway is referred to as Runway 23 Departure End. Similar to Runway 5-23, the 13-end of Runway 13-31 is referred to as Runway 31 Departure End and the 31-end is referred to as the Runway 13 Departure End.