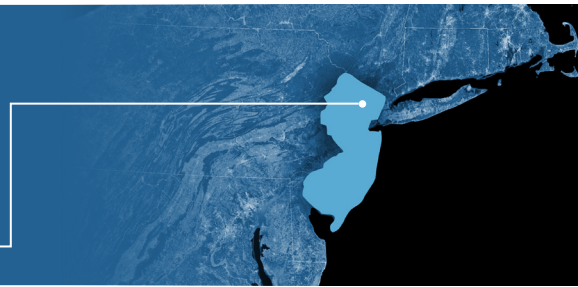


MORRISTOWN MUNICIPAL AIRPORT (MMU)



AIRPORT INFORMATION

NPIAS* ROLE:	NATIONAL
NPIAS SERVICE LEVEL:	RELIEVER
RUNWAY 5/23:	5,998' X 150'
RUNWAY 13/31:	3,997' X 150'
TOTAL GA OPERATIONS:	64,390
TOTAL BASED AIRCRAFT:	203
ENPLANEMENTS:	0

LOCATION INFORMATION

8 AIRPORT ROAD
MORRISTOWN, NJ 07960
973-538-6400
MORRIS COUNTY
ELEVATION: 186.5' MSL
ACREAGE: 625
40-47-57.6N / 74-24-53.6W

*NPIAS: National Plan of Integrated Airport Systems

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

GA INPUT INFORMATION

Total GA Operations:
64,390

Percent Itinerant:
57%

Itinerant GA Operations:
36,702

Estimated True Transient Arrivals:
6,062

Estimated GA Visitors:
33,340

Estimated Length of Stay:
1.9 days per visitor

Total Annual Number of Days Stayed:
63,340

Annual GA Visitor Expenditures:
\$18,556,600

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT
Direct: 603
Secondary: 884
Total: 1,487

VISITORS EMPLOYMENT
Direct: 217
Secondary: 90
Total: 307

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

PAYROLL

ON-AIRPORT TENANT PAYROLL
Direct: \$63,123,800
Secondary: \$52,817,600
Total: \$115,941,400

VISITORS PAYROLL
Direct: \$7,122,600
Secondary: \$5,160,200
Total: \$12,282,800

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

OUTPUT

ON-AIRPORT TENANT OUTPUT
Direct: \$218,827,300
Secondary: \$165,596,300
Total: \$384,523,600

VISITORS OUTPUT
Direct: \$18,556,600
Secondary: \$14,153,800
Total: \$32,710,400

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.