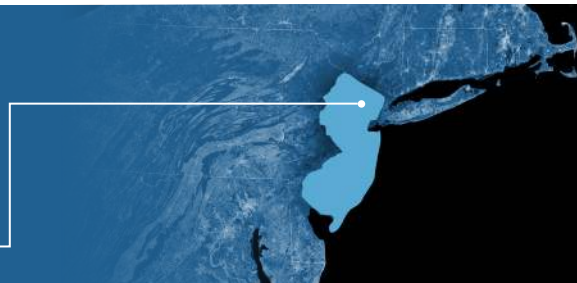


# MORRISTOWN MUNICIPAL AIRPORT (MMU)



## 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

## 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.

Note: 2003 impacts were developed using different modeling software.