



Runway 5-23 Rehabilitation Project



Why is this project necessary?

As part of Morristown Airport's Master Planning process, RWY 5-23 and its components (MALSR Lighting System, Runway Safety Areas (RSA), etc.) were identified as areas in need of rehabilitation, allowing DM to continue to provide a premier general aviation airport for its tenants and transient users.

**Providing the best possible facility is
the most important job DM has!**

This RWY 5-23 Rehabilitation Project allow us to do that.

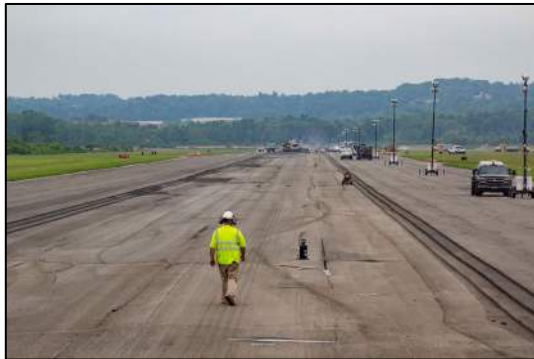
A Major Project, Years in the Making!

✈ 2006 – 2015: Prep Work for RWY 5-23 Rehabilitation Project, Phases I & II

- ✈ Investigation process of existing facilities
- ✈ Design process with DM, Delta Airports and McFarland Johnson
- ✈ Permitting applications and approvals
- ✈ Safety Management System discussions with tenants
- ✈ Construction Safety Management coordination between the FAA and Airport Users

✈ 2015 – 2017: Phase I, RWY 5-23 Keel Repair Project Recap

- ✈ New Keel section provided the proper structural integrity for future phases.



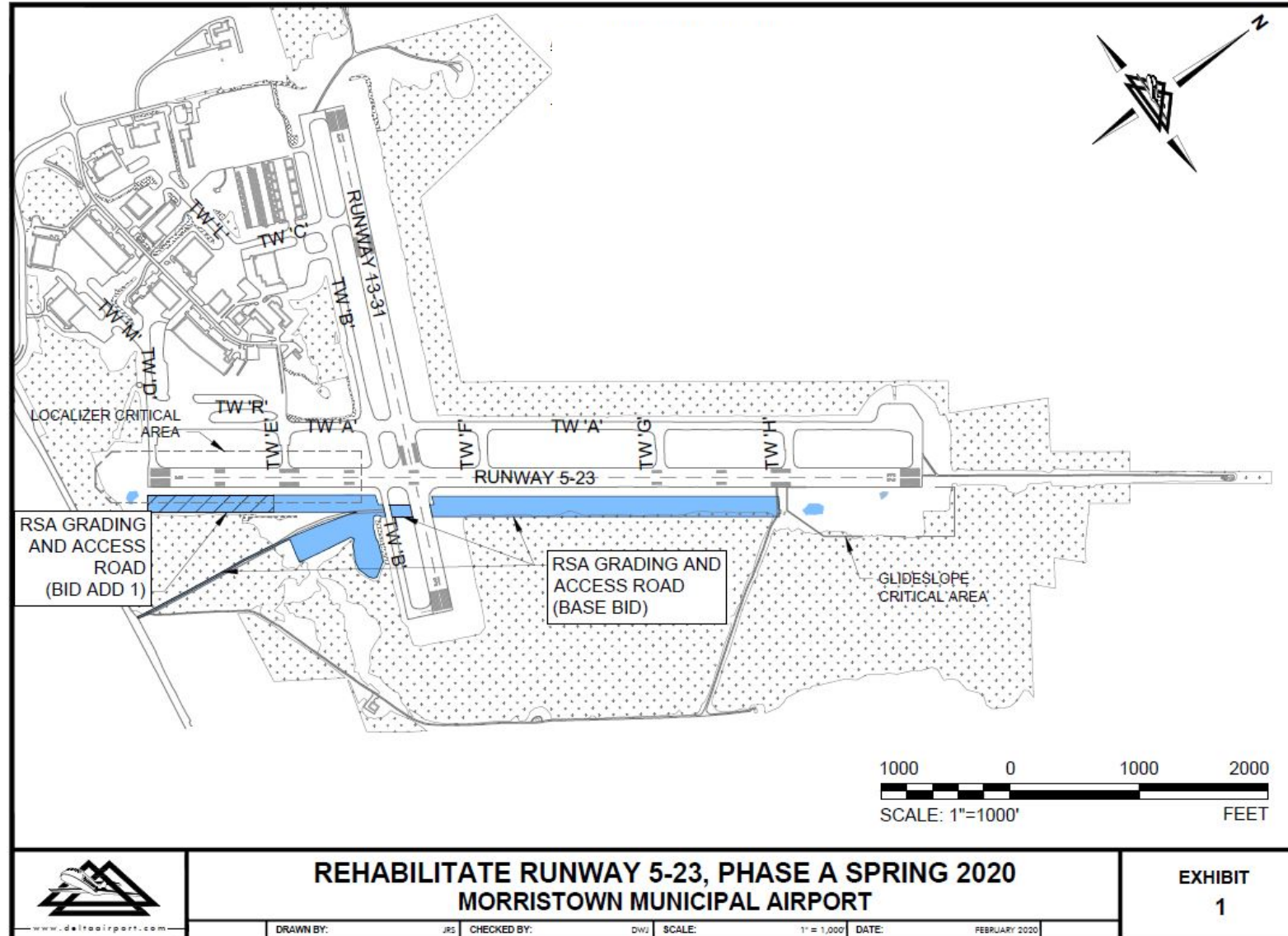
- ✈ Milled out and repaved center 50' Keel Section of 5,800' of RWY 5-23
- ✈ Addressed depression on RWY 5-23 to provide pilots with a better operational surface
- ✈ DM Provided daily project updates via Email, Social Media and Website to airport operators

Phase II: RWY 5-23 Rehabilitation Project (2019)

DM's Project Motto: "Complete the project as quickly as possible, or as long as it takes to maximize funding and minimize disruption"

- ✦ Received first funding in 2019
 - ✦ Phase II includes multiple Stages; **A through I**
 - ✦ **Phases A & B have been completed**
 - ✦ Phase II Stages separated over multiple years to minimize operational impact; maximizing efficiency of funding
 - ✦ Phase II, Stages A, B & C work summaries and preview presented in the following slides
 - ✦ Remaining work summaries for Phase II, Stages D – I will be added as they become available
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Phase II, Stage A: Completed



✈ Phase II, Stage A Work Summary:

- ✈ Construction Staging area built
 - ✈ *Completed in January 2020*
- ✈ Construction of access road along east side of RWY 23
- ✈ Grading in Runway Safety Areas

Construction Staging Area (Completed in January 2020 as part of [Phase II, Stage A](#))



The staging area for all construction vehicle access during the RWY 5-23 Rehabilitation Project was completed in January 2020.

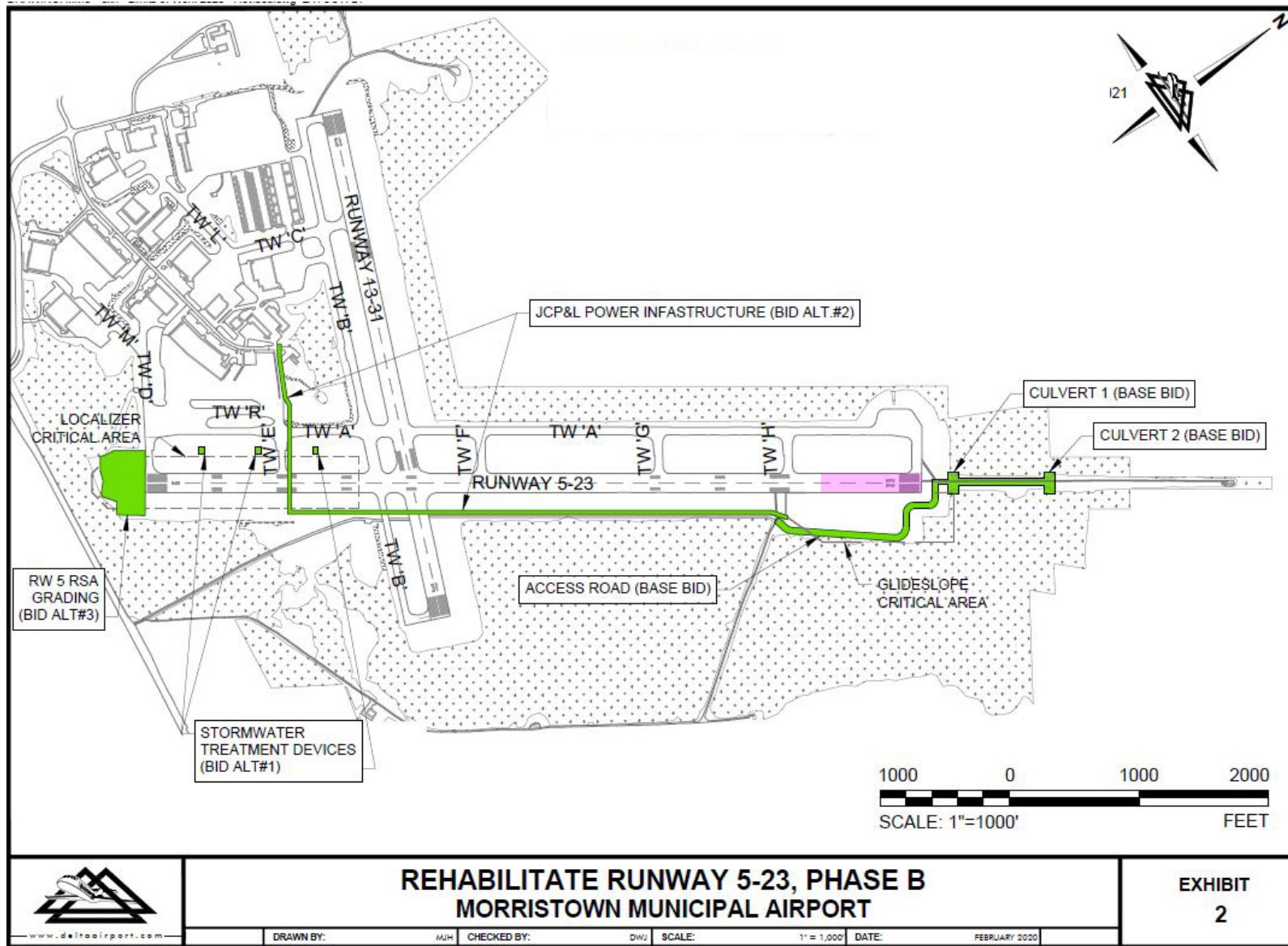
This area provides airport access via Columbia Turnpike, minimizing vehicle traffic operating on airfield.

Importance of Phase II, Stage A Construction

- ✈ Access road necessary for equipment to efficiently move to and from the RSA and ultimately to access the approach end of RWY 23 construction areas
- ✈ Grading of RSA enhances proper drainage away from RWY 5-23 providing a stable surface that does not retain water
- ✈ Grading of RSA reduces chance of aircraft damage when deviation from RWY occurs

End of Phase II, Stage A Overview

Phase II, Stage B: Completed Summer/Fall 2021



✈ Phase II, Stage B Work Summary:

- ✈ Relocated threshold was installed on RWY 23 approach end for culvert replacement on MALSR road
 - ✈ RWY 5-23 back to full length as of Nov. 7, 2021
- ✈ Completion of additional perimeter road

**Timing of project dependent on availability of grant funding*

Importance of Phase II, Stage B Construction

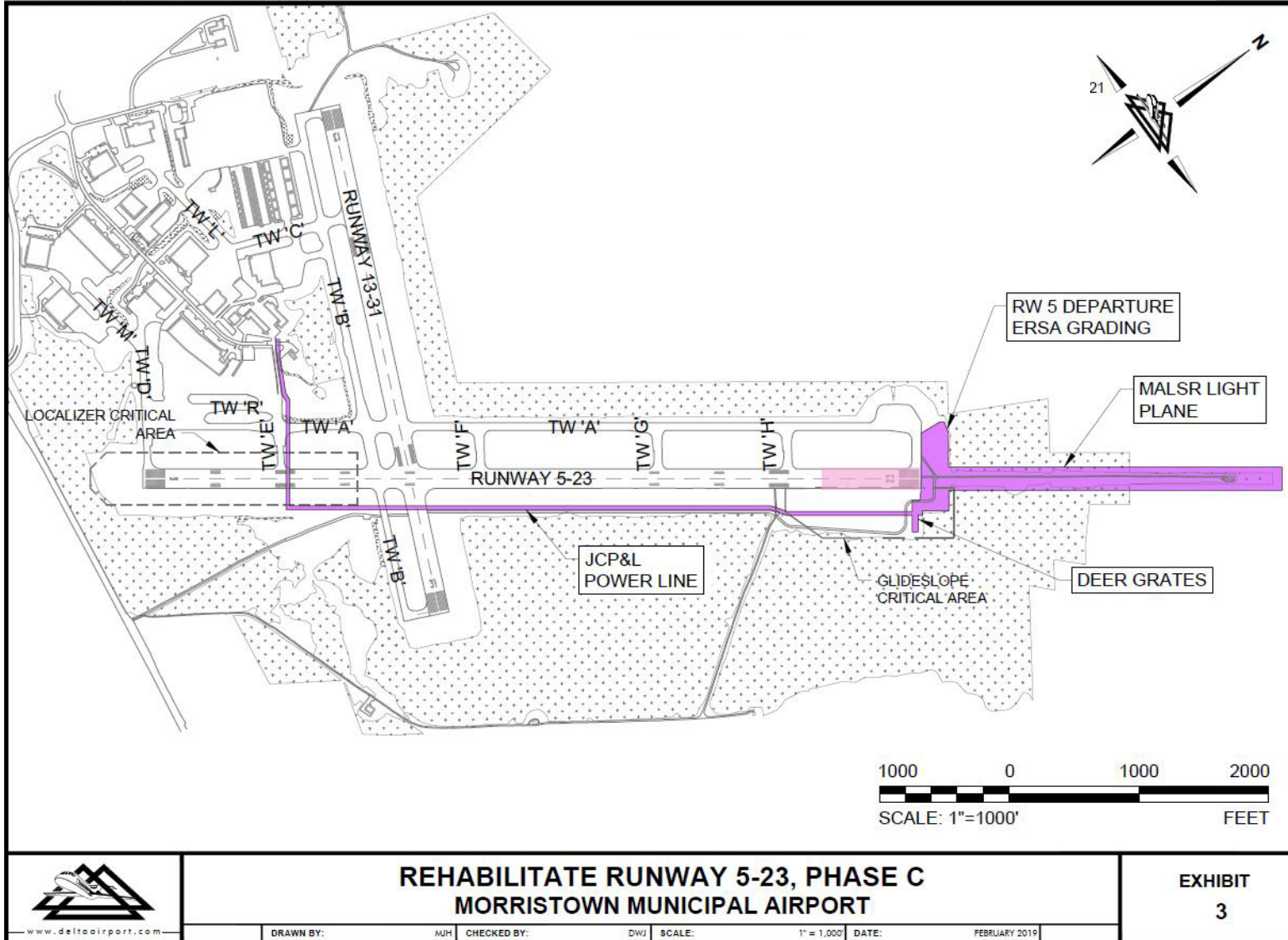
- ✈ Significantly improved RSA by establishing weight-bearing structures under MALSR road for the first 1,000'



End of Phase II, Stage B Overview

Phase II, Stage C: *Timing: TBD, Anticipated Start Date is Late June 2022

DRAWING: MMU - exh - Limits of Work 2021.dwg LAYOUT: L1



✈ Phase II, Stage C Work Summary:

- ✈ Relocating RWY 23 Threshold to allow:
 - ✈ Regrading of Runway End Safety Area
 - ✈ MALSR replacement
 - ✈ Upgraded to rising lighting plane
 - ✈ Installation of JCP&L Power Line
 - ✈ If not completed in earlier phase
 - ✈ Replacement of deer grates
- ✈ **4,998' of usable RWY when displaced**

* Timing dependent on Phase II, Stage B completion and funding availability

Important Impacts of Phase II, Stage C Construction

- ✈ Grading work will provide an enhanced Runway Safety Area when departing RWY 5
- ✈ Current MALSR system is outdated and needs to be upgraded. New MALSR System will be installed on a rising plane to provide greater visibility during IFR conditions.

End of Phase II, Stage C Overview

Look Ahead: Phases D through I*

Phase	Date	RWY 5-23 Impact
Phase D	2023 (Fall)	<ul style="list-style-type: none">• 20-day complete airport closure; all fixed-wing• 30 night-closures, RWY 5-23 (2200L – 0600L)
Phase E	2024 (Fall)	<ul style="list-style-type: none">• 15-day complete airport closure; all fixed-wing• 35-day complete closure RWY 5-23
Phase F	2025 (Fall)	<ul style="list-style-type: none">• 20-day complete closure RWY 5-23• 30 night-closures RWY 5-23 (2200L – 0600L)
Phase G	2026 (Fall)	<ul style="list-style-type: none">• 20-day complete closure RWY 5-23• 30 night-closures RWY 5-23 (2200L – 0600L)
Phase H	2027 (Fall)	<ul style="list-style-type: none">• 2-day complete airport closure; all fixed-wing• 5-day complete closure RWY 5-23• 30 night-closures RWY 5-23 (2200L – 0600L)• 30 night-closures RWY 13-31 (2200L – 0600L)
Phase I	2028 (Fall)	<ul style="list-style-type: none">• RWY 5 displaced, 140 calendar days• RWY 5-23 closed 35 nights (2200L – 0600L)

**Projects starts subject to FAA Grant Funding availability and previous stage completions within Phase II*

✈ **Phase II Overall Operational Impacts:**

- ✈ Nightly Runway Closures
 - ✈ Full Weekend Airport Closures
 - ✈ Consecutive 24-Hour Airport Closures
 - ✈ Navigation Aid impacts
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✈ **Phase II Overall Benefits:**

- ✈ Enhanced runway safety areas for RWY 5-23
- ✈ Installation of new MALSR Lighting System
- ✈ New runway lighting, taxiway lighting and guidance signs
- ✈ New operating surface for RWY 5-23

Online Resources

www.mmuair.com

- Airfield Alerts:
 - www.mmuair.com home page
 - Enter email under “MMU Alerts”
- Follow [@MMUairport](https://twitter.com/MMUairport) on Twitter

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