

An aerial photograph of an airport, showing runways, taxiways, and various airport buildings. The image is slightly faded to serve as a background for the text.

# RWY 5-23 Rehabilitation Project

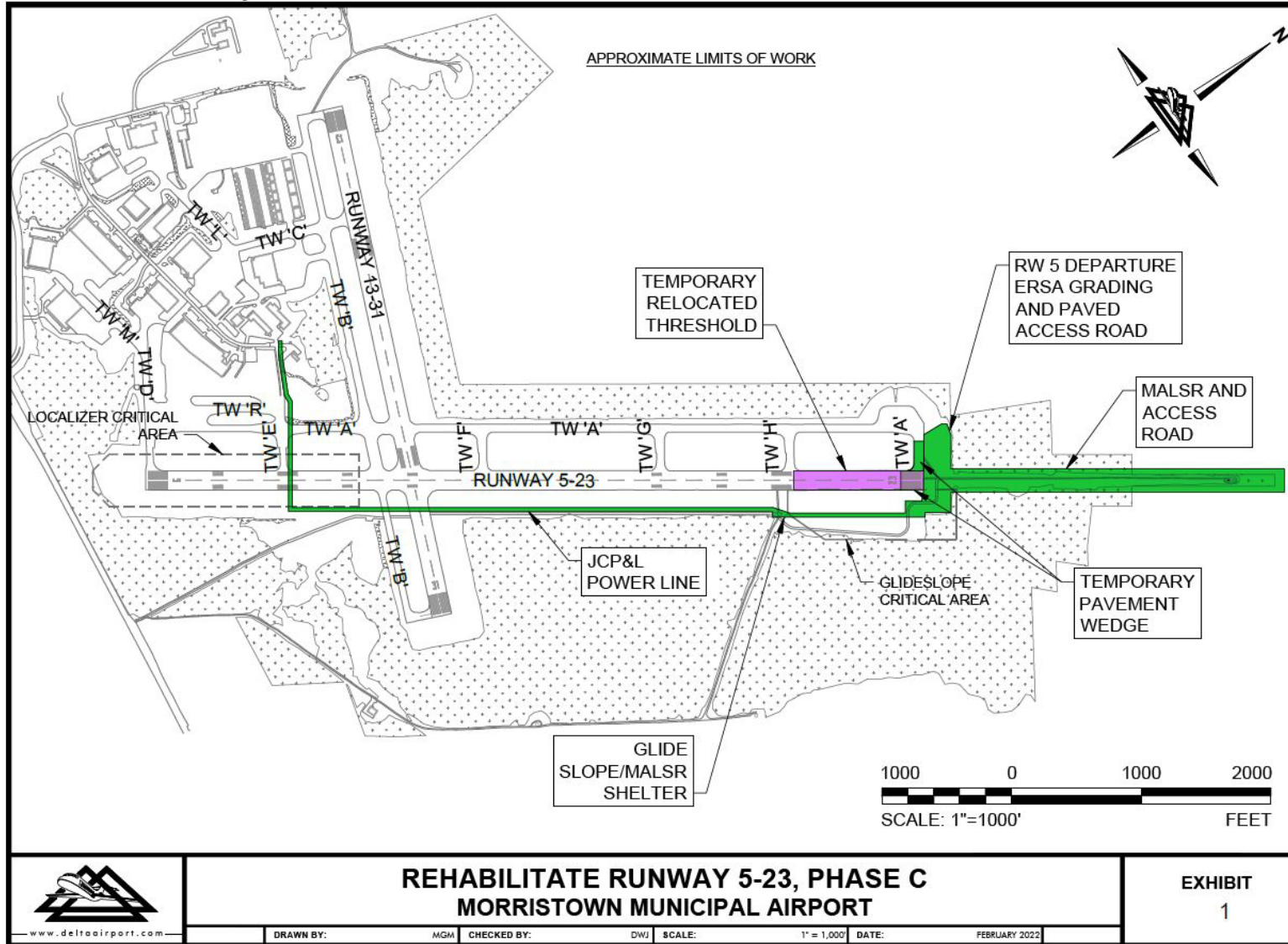
## **Phase II, Stage C** *Overview, Timing & Operational Impacts*

# Phase II, Stage C Aerial & Work Areas Overview



An aerial architectural rendering of an airport terminal complex. The central focus is a large, multi-winged terminal building with a light-colored facade and a flat roof. To the left of the terminal is a large, paved aircraft parking apron filled with numerous small, white commercial aircraft. Several hangars of varying sizes are situated around the terminal. To the right, a multi-lane highway with a complex interchange system runs parallel to the airport. The background shows a vast, flat landscape with some distant trees and a hazy horizon. The entire image has a slightly faded, semi-transparent quality, allowing the text to be clearly visible over the scene.

*This presentation was updated on August 29, 2022 to reflect the most updated, revised contractor schedule.*



## Phase II, Stage C Overview

### Overall Project Timeline

**July 8, 2022 – November 13, 2022**

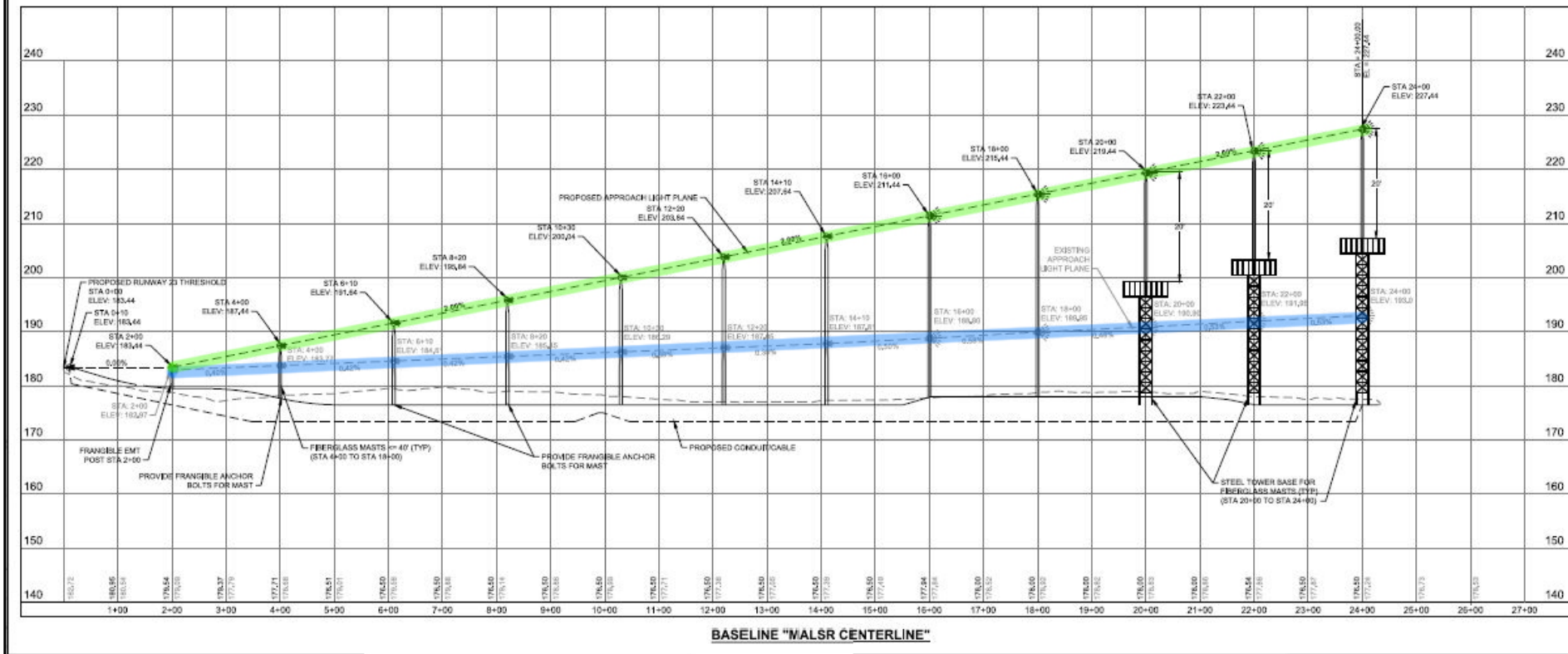
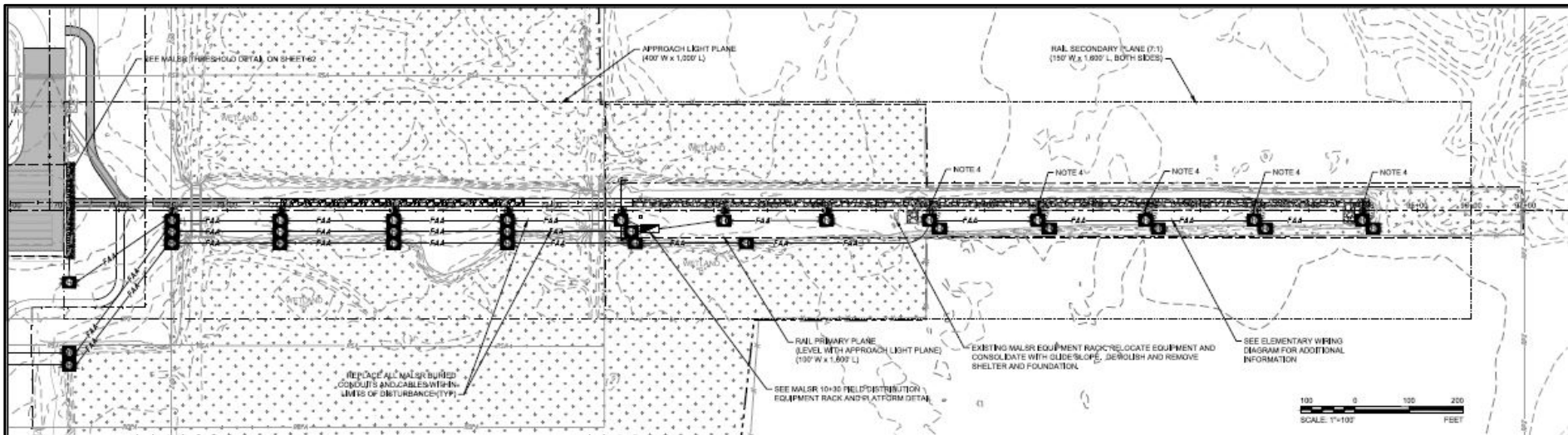
Work to take place in Phase II, Stage C of our Runway 5-23 Rehabilitation Project includes:

- Installation of a new Medium Intensity Approach Lighting System (MALSR)
- Installation of a new Glide Slope/MALSR Shelter
- Grade portions of RWY 23 Safety Area adjacent to Glide Slope.
- Installation of a new JCP&L power feed from FAA Tower area to the Glide Slope/MALSR Shelter
- Installation of a paved and gravel access road off the end of RWY 23
- Installation of a temporary pavement wedge on Taxiway Alpha at the end of RWY 23



*Contractors remobilize to site; TBD*

# New MALSR System

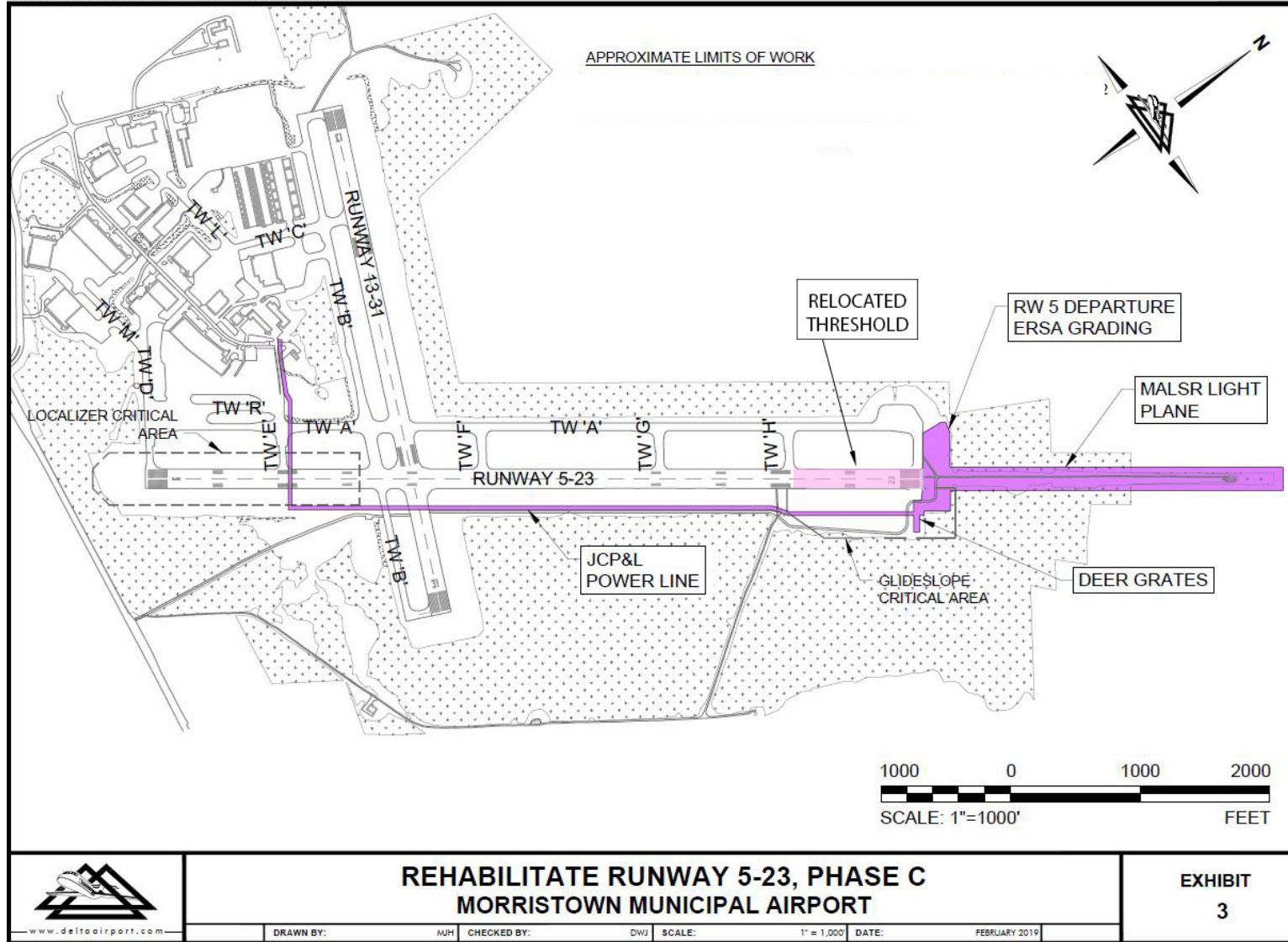


Green Line:

- New MALSR

Blue Line:

- Current MALSR



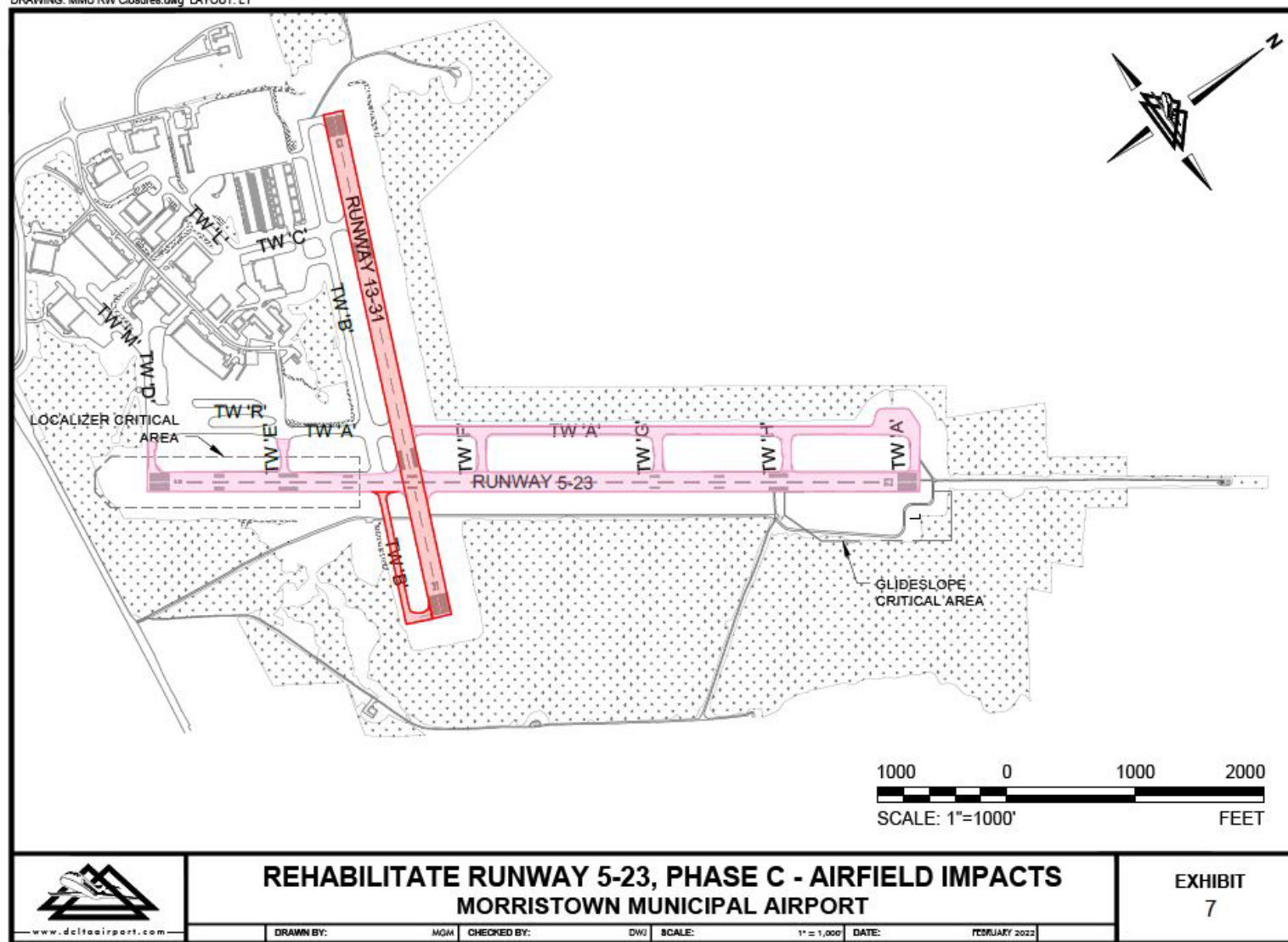
## Phase II, Stage C Operational & Navaid Impacts Overview

### Operational Impacts

- Relocation of RWY 23 Threshold
- **FULL Closure of RWY 5-23 from 2200L on 7/8 through 0600 on 7/11**
  - **RWY 5-23 shortened to 4,998'**
- Restore Relocated Threshold
- **FULL Closure of RWY 5-23 from 2200L on 9/30 through 0600 on 10/3**
  - **RWY 5-23 restored to 5,998'**
- *Nightly Closures of RWY 5-23*
- *Daily Closures of RWY 13-31*
- *Nightly Closures of RWY 13-31*

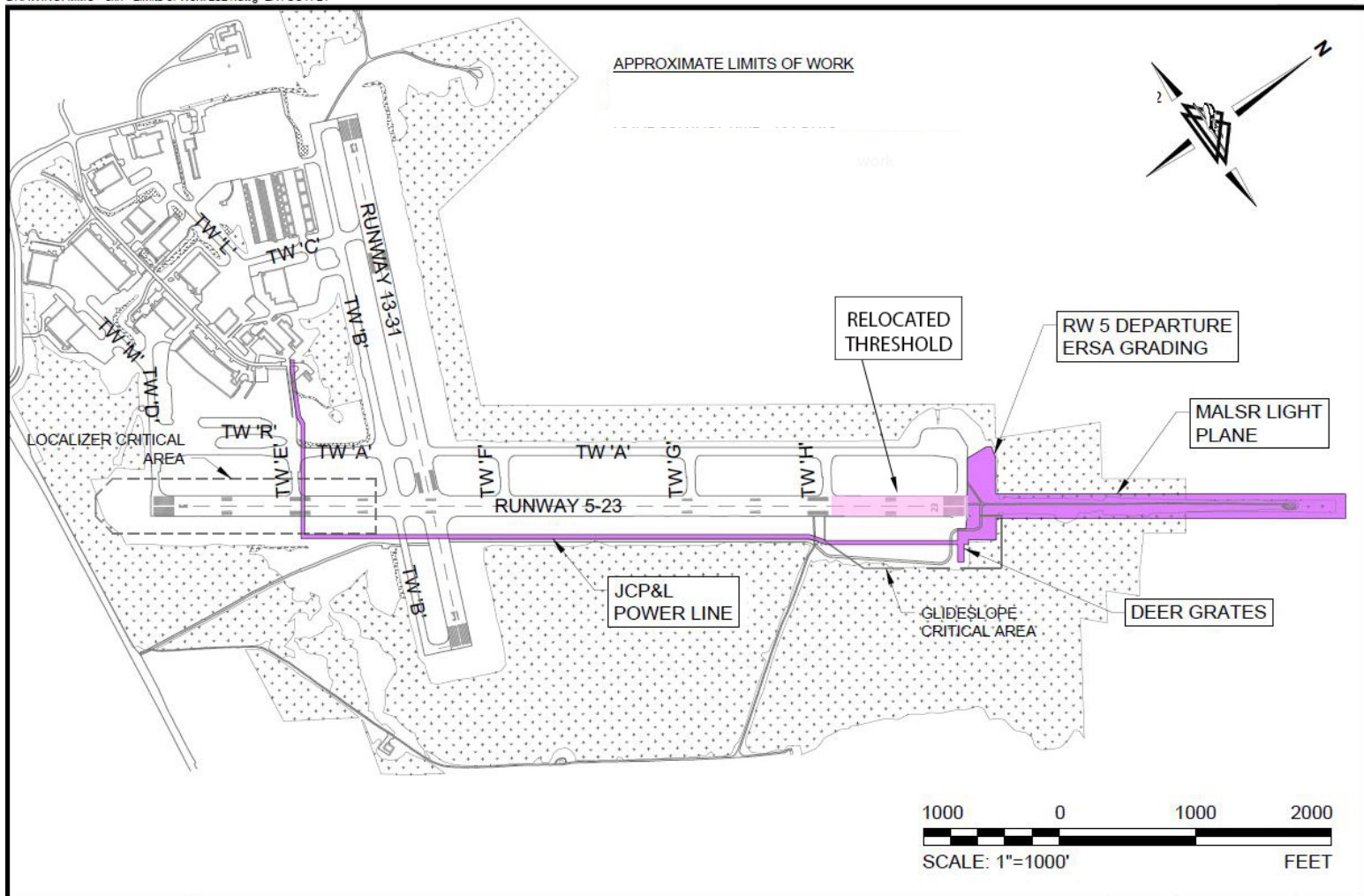
### NAVAID Impacts

- RWY 23 Glideslope and MALS Out of Service from 7/8 through TBD



## Phase II, Stage C Airfield Impacts during RWY Closures

- **During RWY 5-23 Closures:**
  - Taxiway Delta: Closed from Taxiway Alpha to RWY 5
  - Taxiway Alpha: Closed from RWY 13-31 to RWY 23
  - Taxiways Echo, Golf, Foxtrot & Hotel: Closed from Taxiway Alpha to RWY 5-23
- *Impacts depicted in **Pink***
- **During RWY 13-31 Closures:**
  - Taxiway Bravo: Closed from RWY 5-23 to RWY 31
- *Impacts depicted in **Red***



## REHABILITATE RUNWAY 5-23, PHASE C MORRISTOWN MUNICIPAL AIRPORT

EXHIBIT  
3

DRAWN BY: MJH CHECKED BY: DWJ SCALE: 1"=1,000' DATE: FEBRUARY 2019

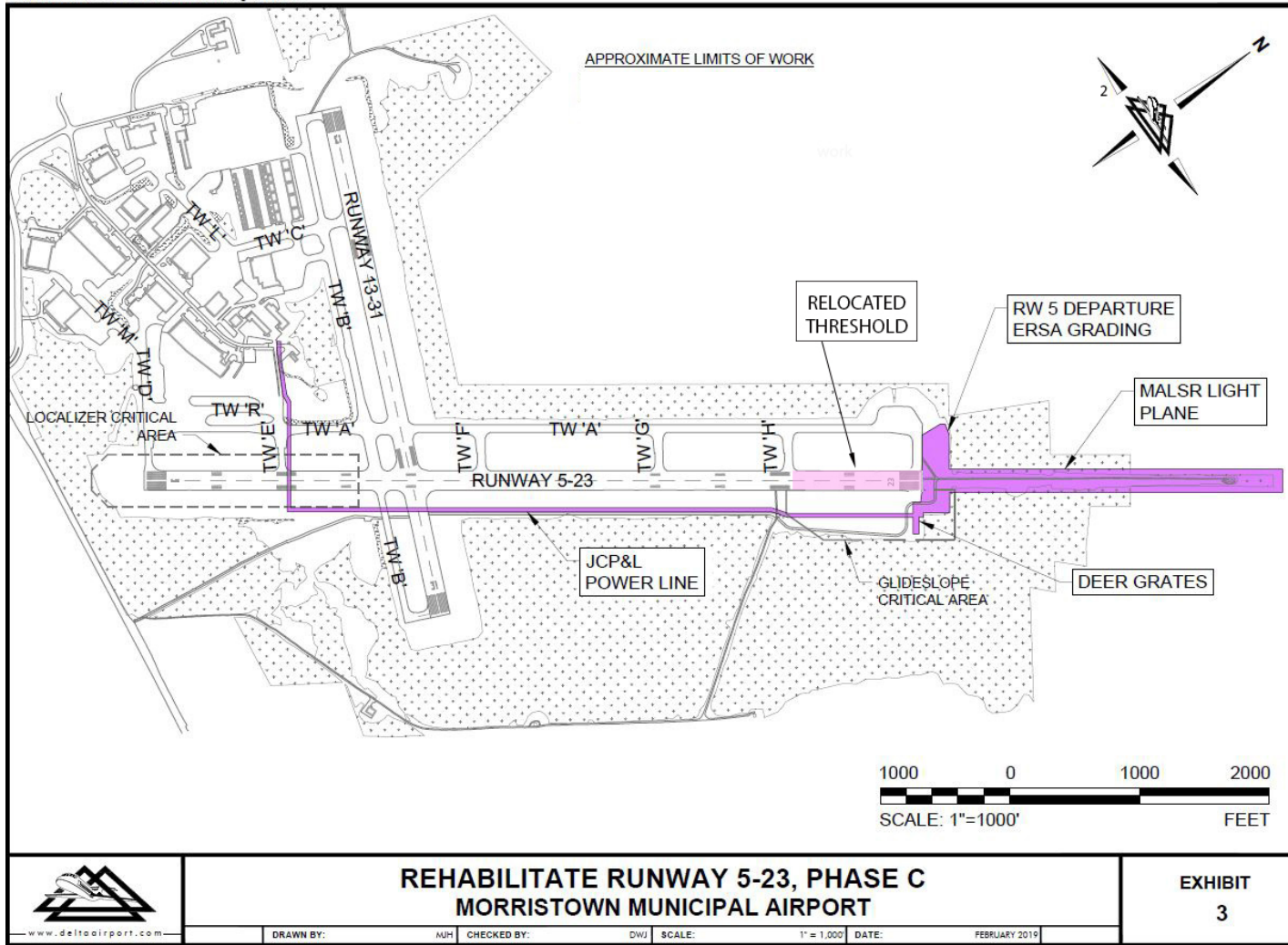


www.delawareairport.com

## Phase II, Stage C

### Phase II, Stage C Major Impacts

- Temporary relocated threshold installed:
  - 7/8 through 7/11
- Relocated threshold restored:
  - 9/30 through 10/3
- Entire project timeline:
  - 7/8 through 11/13



## RWY 5-23 Navigational Aid Impacts During Phase II, Stage C

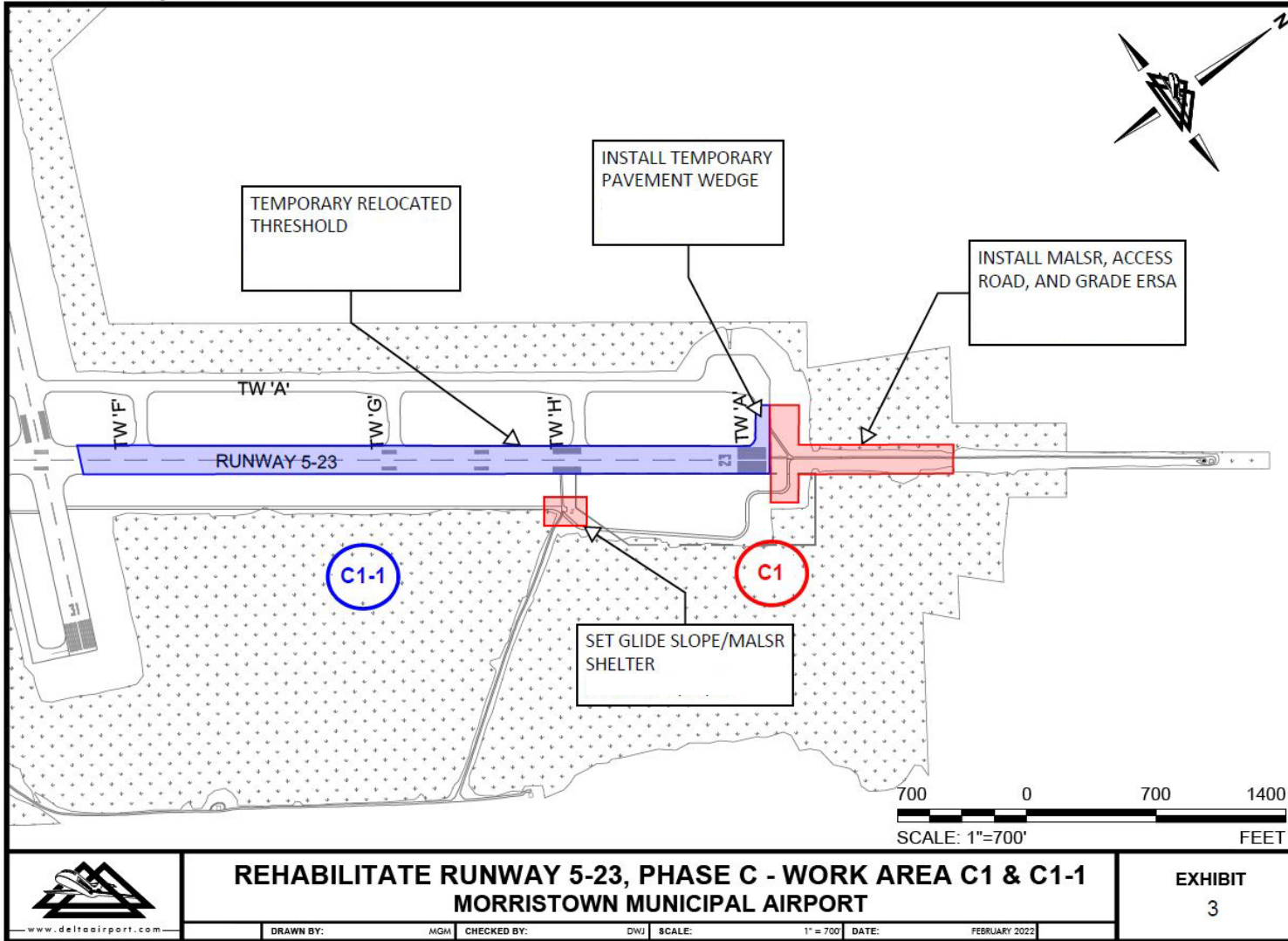
- **July 8 – TBD**
- \*RWY 23 Glide Slope and MALSR is to be out of service during this time frame
- *\*Old MALSR system being dismantled to make way for new system installation. Grading on the MALSR rd.*

## Available Approaches During Phase II, Stage C

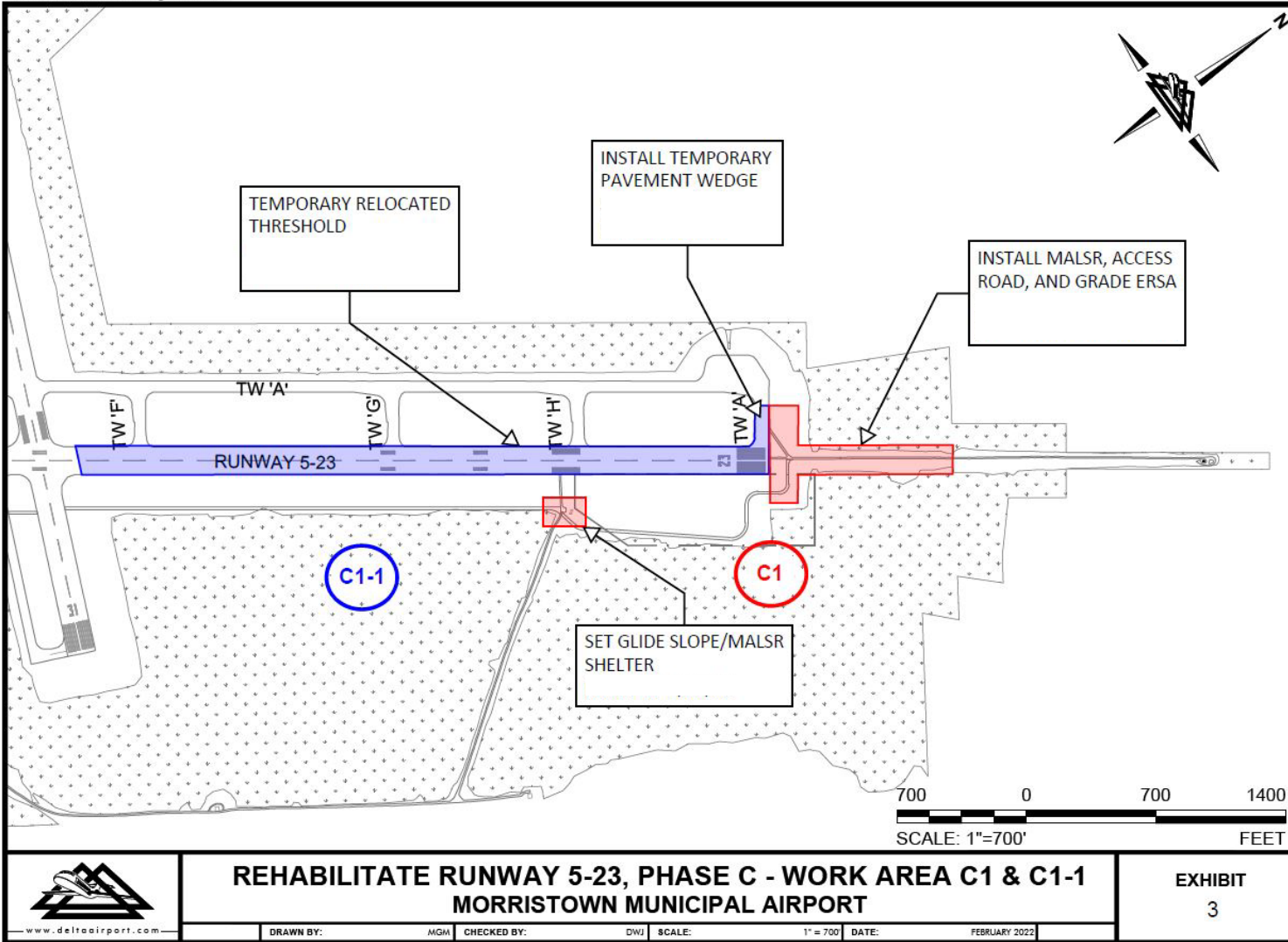
- ✈ RNAV (RNP) Y RWY 23
- ✈ RNAV (GPS) RWY 05
- ✈ RNAV (GPS) Z RWY 23

# Phase II, Stage C1

DRAWING: C1 & C1-1 Work.dwg LAYOUT: L1



- **July 8 – August 22**
- Install markings for RWY 23 Temporary Relocated Threshold (4,998 ft of runway available)
  - **July 8 – 11**
    - Install temporary pavement wedge on TW A and the end of RW 23
    - Demo existing MALSR
    - Grade Extended Runway Safety Area (ERSA)
    - Install new MALSR
    - Install new Glide Slope/MALSR Shelter
    - Install access road to MALSR
- Restore original RWY 23 Threshold markings (Full 5,998 ft of runway available)
  - **September 30 – October 3**



## Phase II, Stage C1 Operational & Navaid Impacts

- FULL closure of RWY 5-23 to install relocated threshold
  - July 8 – 11
- FULL closure of RWY 5-23 to remove relocated threshold
  - September 30 – October 3
- Nightly Closures of RWY 5-23
- Nightly Closures of RWY 13-31
- Daily Closures of RWY 13-31
- RWY 23 Glide Slope and MALSR out of service

[illegible]

**RW 23 TEMPORARY RELOCATED THRESHOLD  
4,998 FEET OF RUNWAY AVAILABLE**

**REMINDER: NO aircraft allowed  
beyond the temporary relocated  
threshold**

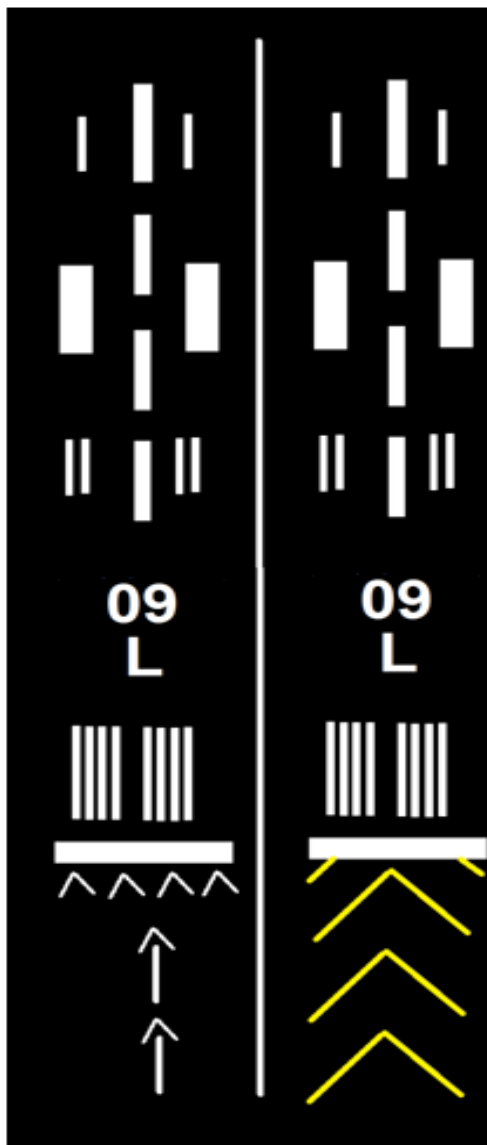
# Relocated Threshold vs. Displaced Threshold

## Relocation of a Threshold

When construction, maintenance, or other activities require the threshold to be relocated towards the rollout end of the runway. When a threshold is relocated, it **closes** a set portion of the approach end of a runway and shortens the length of the opposite direction runway.

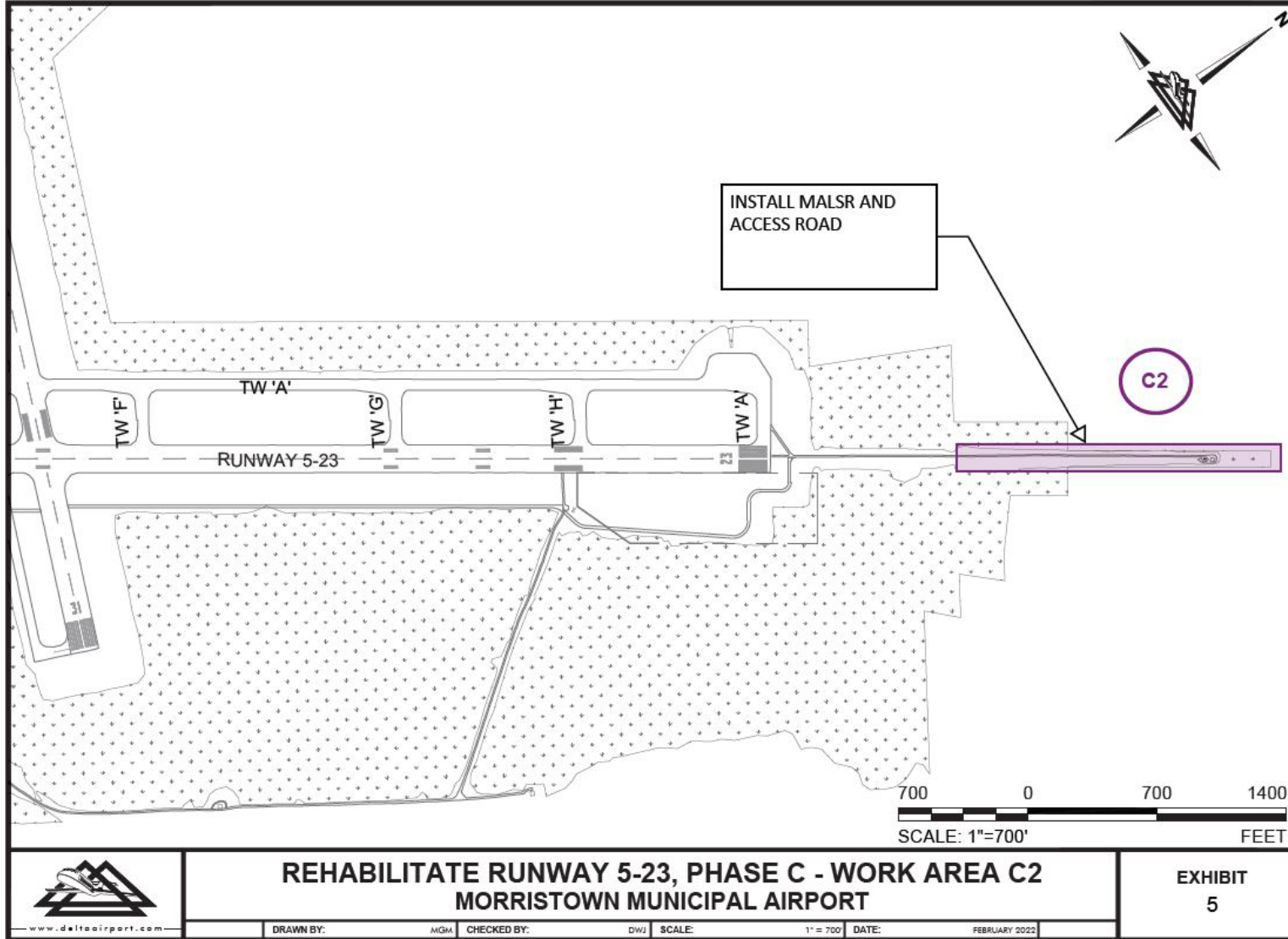
## Displaced Threshold

A displaced threshold is a threshold located at a point on the runway other than the designated beginning of the runway. Displacement of a threshold reduces the length of runway available for landings. The portion of runway behind a displaced threshold **is available** for takeoffs in either direction and landings from the opposite direction.



**Displaced  
Threshold**  
Available  
for takeoff  
or roll out.

**Relocated  
Threshold**  
Closed to  
all use.



## Phase II, Stage C2

### ✈ July 11 – TBD

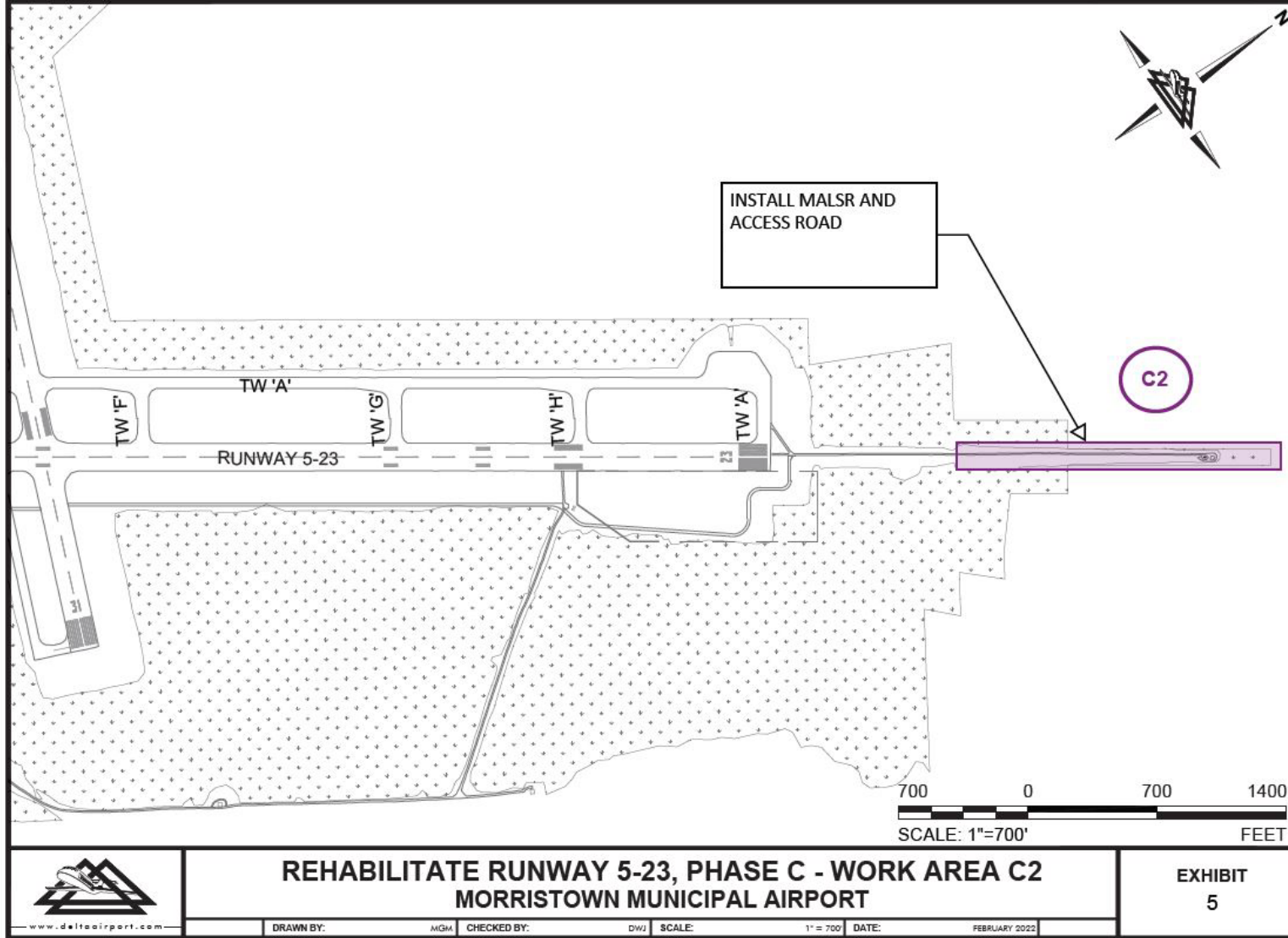
- ✈ Demo existing MALSR
- ✈ Grade project area
- ✈ Install new MALSR
- ✈ Install access road

- ✈ *MALSR work closer to the Runway 23 end to be completed while relocated threshold is in place.*

### ✈ July 8 – October 3

- ✈ *Remainder of the MALSR installation will occur once Runway 23 threshold is restored*

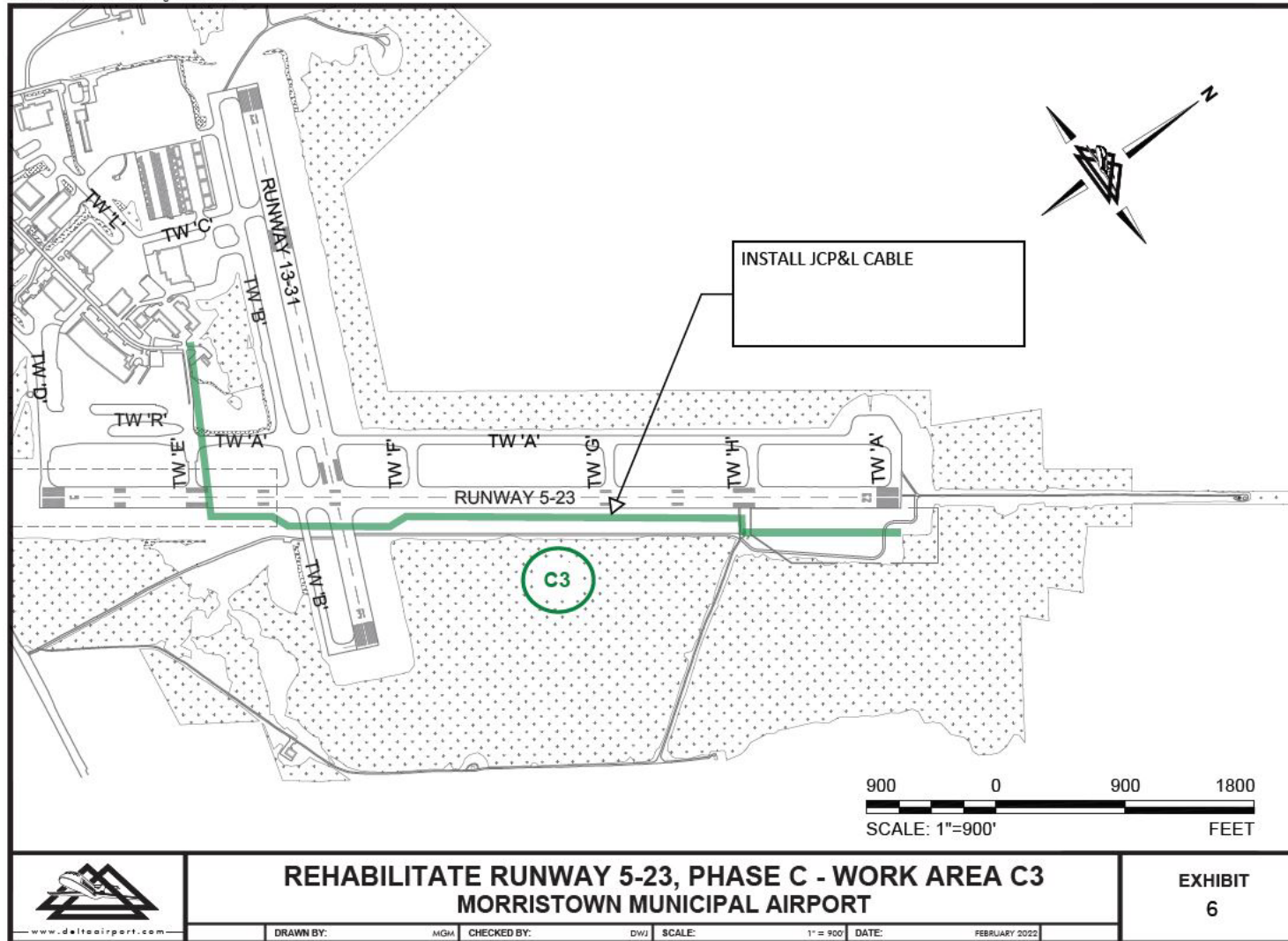
### ✈ September 12 – TBD



## Phase II, Stage C2 Operational & Navaid Impacts

### ✈ July 11 – TBD

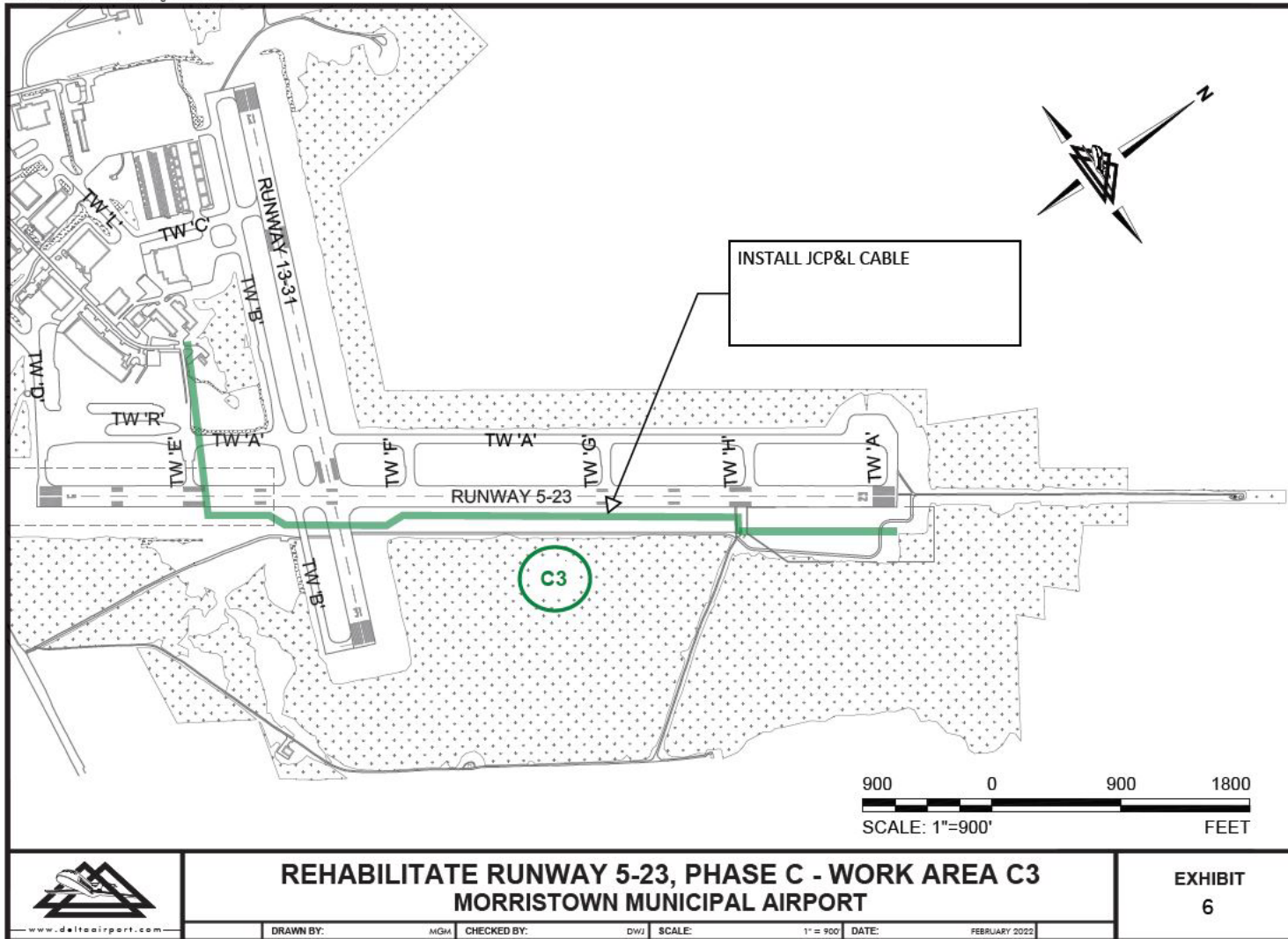
- ✈ Nightly Closures of RWY 5-23
- ✈ Daily Closures of RWY 13-31
- ✈ RWY 23 Glide Slope and MALSR out of service



## Phase II, Stage C3

### ✈ July 11 – September 12

- ✈ Work Area C3 will be completed concurrently with Work Area C2
- ✈ Install JCP&L power feed from the FAA Tower to the Glide Slope/MALSR Shelter
- ✈ Install conduit and cable to MALSR



## Phase II, Stage C3 Operational and Navaid Impacts

### ✈ July 11 – September 12

- ✈ Nightly Closures of RWY 5-23
- ✈ Daily Closures of RWY 13-31
- ✈ RWY 23 Glide Slope and MALSR out of service

The following closures are subject to change due to weather and other impacts on the project.

For the most up to date schedule, visit  
[MMUair.com/Runway523](http://MMUair.com/Runway523)

# SEPTEMBER 2022

SUN	MON	TUE	WED	THU	FRI	SAT
				1	2	3
				X		
4	5	6	7	8	9	10
11	12	13	14	15	16	17
18	19	20	21	22	23	24
25	26	27	28	29	30	

# OCTOBER 2022

SUN	MON	TUE	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29
30	31					

✈ **Red Rectangle = Full RWY 5-23 Closure**

✈ Restoration of relocated RWY 23 threshold

✈ **RWY 13-31 Available**

✈ **Yellow X = Nightly Closure 5-23**

✈ (2200L – 0600L)

✈ **Blue rectangle = Daily Closures\***

✈ **RWY 13-31: 0700 – 1700**

✈ *\*Closures subject to change*

# NOVEMBER 2022

SUNDAY	MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY
		1	2	3	4	5
6	7	8	9	10	11	12
13	14	15	16	17	18	19
20	21	22	23	24	25	26
27	28	29	30			

✈ Blue rectangle = Daily Closures\*

✈ RWY 13-31: 0700 – 1700

✈ *\*Closures subject to change*

# Fall Construction Work

- Runway 13-31 Keel Rehabilitation tentatively scheduled for September or October 2022. More information to come as we get closer.

# RWY 5-23 Rehabilitation Project

## *Phase II, Stage C*

# DM AIRPORTS, LTD. Contacts

Phase II, Stage C Operational  
and Airfield Related questions:

**Darren Large**

Director, Facilities & Operations

[darrenl@mmuair.com](mailto:darrenl@mmuair.com)

973-538-6400

**John Palishen**

Airfield Supervisor

[johnp@mmuair.com](mailto:johnp@mmuair.com)

973-538-6400

Phase II, Stage C Scheduling and  
Project Overview Questions

**Corey Hanlon**

Manager, Communications & Gov't Relations

[coreyh@mmuair.com](mailto:coreyh@mmuair.com)

973-538-6400