



FINAL APPROACH

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NEW JERSEY AVIATION ASSOCIATION MAKES ITS DEBUT IN THE STATE HOUSE

The New Jersey Aviation Association, representing the \$1.8 billion state aviation industry, took wing on October 5, 2000 at a State House press conference.

Thomas D. Carver, President of the Association, said the group was formed to protect and promote the interests of the multi-faceted industry as a key component of New Jersey's transportation system. "We intend to increase the awareness of the positive economic contributions, including the approximate 100,000 jobs the industry provides to New Jersey" Carver said. He and other officials spoke under the NJAA banner, which proclaimed the association as the "Voice of New Jersey Aviation".

"New Jersey's airport system is under continuing threat, as development throughout the state continues at virtual break-neck speed," Carver noted. He said that many of the state's primary and secondary airports were located originally in rural areas. "In many cases, the communities have grown dramatically and new residential areas now border many of these facilities."

"We are fully cognizant of the concerns of many of the communities which host these aviation facilities. A major function of our mission will be to balance the legitimate concerns of both the towns and the industry."

Carver said it was imperative that aviation and airport community issues be analyzed from factual rather than emotional perspectives. He cited A-2332, a bill recently conditionally vetoed by Governor Christine Todd Whitman as a classic example. A-2332 would authorize the Commissioner of Transportation to purchase development rights at private or county owned



Assemblymen Alex DeCroce, chairman of the Assembly Transportation Committee, and Nick Felice, speaker pro tem, listen intently to Tom Carver at the State House press conference.

airports to ensure that such properties remain part of the airport. A provision of the sale contract would guarantee that the facility would remain an "unrestricted public use airport" in perpetuity. "This legislation is a step in the right direction," according to Carver.

AIRPORTS CREATE JOBS

"There are 48 private and public use airports in the State. They provide jobs and economic opportunities for the people of our state," said Carver.

He cited Teterboro, Trenton-Mercer and South Jersey Regional as examples. "According to a 1996 study done under the auspices of the State DOT, Teterboro produces over \$459 million for the Bergen County economy on an annual basis.

"South Jersey, in Burlington County produces \$16.5 million while Trenton-Mercer's output is \$217.9 million," Carver said. "The potential at Trenton-Mercer is tremendous. If Southwest Airlines commences operations at Trenton, that airport will drive prosperity for the Trenton Capitol and Central Jersey region," Carver stated.

"Each airport is a unique economic tool. Our mission is to keep them functioning while working with the various communities and citizens groups to minimize any real or perceived negative impact," Carver stated.

AVIATION INDUSTRY UNITES

The NJAA Board of Directors is comprised of numerous companies including Honeywell, Boeing, Executive Jet and Lucent, as well as airports such as Trenton-Mercer, Morristown and Woodbine, The Port Authority of New York and New Jersey and various aviation service and vendor companies.

Assemblyman Alex DeCroce (R-Morris) who sponsored A-2332, said he welcomed the Association as a needed information and lobbying source for the important aviation industry. "This is a statewide industry which is critically important to the New Jersey economy," DeCroce stated. "Now the legislature, future administrations and the general public will be able to work with a single unit to address the many issues surrounding the future of aviation in the State," he noted.

New Jersey Aviation Association • www.njaviation.org

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PRESIDENT'S UPDATE

Creating an association to represent the New Jersey Aviation industry was a long-held dream of people like aviation writer Jack Elliott and former Assemblyman Jack Penn. And while the dream lingered, both men sadly watched general aviation facilities in New Jersey get swallowed up, one-by-one through encroaching development that reduced the number to 48 from more than 100 at the end of World War II.



Tom Carver

The dream of an industry-wide association is now a reality. Spurred on by executives from major corporations, airport operators and aviation service companies, the New Jersey Aviation Association has been formed to represent the \$1.8 billion statewide industry. NJAA will serve as the "voice of New Jersey Aviation." It will defend and promote the industry's interests; serve as its advocate and lobbyist before the legislature; it will appear at hearings at the Federal, State and local levels; and, represent the industry on task forces and commissions. Board members already have been asked to serve on the State's airport master plan study team and have discussed cooperative strategies with the Department of Transportation.

EDUCATION IS THE KEY

Of equal importance, NJAA will carry out educational, promotional and community relations efforts to educate state leaders and the public about the tremendous economic and social benefits the industry and the state airport system provide on a daily basis. More than 100,000 New Jerseyans work within the industry, which serves as a commercial conduit to the rest of the nation, and in some cases, the entire world.

If this agenda appears broad – it is – because but no less is required in these difficult times. Development in New Jersey continues unabated. Already the most densely populated state in the union, we continue to set new density records annually. Airports, which were built in rural areas, are now surrounded by homes and schools. This has created numerous confrontations between homeowners, environmental groups and the aviation community. New Jersey may be the NIMBY capital of America.

The Association's mission will be to address the needs of the industry in balance with local concerns. We shall meet with our opponents, whenever and wherever possible, to listen, to discuss and to learn. We may not overcome all opposition but we can create the dialogue necessary to tell the aviation story.

ORGANIZING ALL FACETS OF THE INDUSTRY

However, our first challenge is to organize the industry. We must convince every company, every airport operator, corporate flight department, airline and hopefully every pilot that they are part of a great industry. Only as a unified industry will we have the power and collective voice to make the future of aviation synonymous with the future of New Jersey. A significant element of economic development and job creation lies within a healthy and vital aviation industry in New Jersey.

It's a tall order, but one we can deliver with your help. Join today.

Thomas D. Carver, President

NEW BILL WOULD CURB RUNWAY EXTENSIONS

The latest bill, which if enacted could have severe impact on the entire New Jersey airport system has been introduced by two South Jersey legislators. Assemblymen Fran Bodine and fellow Republican Larry Chatzidakis whose 8th District encompasses Atlantic, Burlington and Camden Counties co-sponsored the legislation.

While there is no immediate concern that the legislation will proceed rapidly, this is another indication of the acute need to meet with and advise legislators of the serious consequences which could result from their desire to respond to local anti-noise or airport groups. The Bodine-Chatzidakis bill is just the latest of such actions.

Under the proposed legislation A2809, no runway could be extended at an airport where an educational facility is located within 3,000 feet. Two airports would be involved in that scenario. Part of a school property in Readington Township near Solberg Airport lies within that facility's safety zone. Although there is no structure within that area, a school was constructed and opened last year despite strong objections of the State. A second case involves South Jersey Regional Airport in Burlington County where an adjacent township, Mount Laurel, is determined to construct a school close to the approach pattern. Again, the State DOT has objected so far without success in stopping the project.

Other sections of the bill

would ban any airport or runway expansion:

- Within 1,000 feet of a residential dwelling whether or not the residence pre-dated the actual runway.
- Within two miles of the residential development of 7,000 dwelling units.
- Within two miles of an area where 15,000 or more residents live.

As can be seen, the negative impact of this legislation would be state-wide. Fortunately, this bill like all other such legislation is referred immediately to the Assembly transportation committee. The Association will make every effort to block the legislation in committee.

Assemblymen Bodine and Chatzidakis are not anti-aviation zealots. However, like other legislators, they are reacting to concern from small but organized constituent groups who oppose any attempt to improve airport operations, even if those enhancements enhance safety. In fact, improved safety is the primary reason South Jersey Regional is seeking to lengthen its runway.

Monitoring, and if necessary, opposing legislation is a primary but not the only role of the Association. More important is the effort to educate legislators, the general public and even opponents of the numerous economic and social benefits the airport system provides to the state on a daily basis.

The success of these combined educational, legislative and community efforts will determine the future of New Jersey Aviation.

ANTI-AIRPORT LEGISLATION PROLIFERATES

TOP NATIONAL AVIATION GROUPS QUICK TO RALLY TO NJAA SUPPORT

Major national organizations have been quick to endorse the New Jersey Aviation Association. Chief among these is the National Business Aviation Association, representing 6,200 of the nation's corporations which operate or use business aircraft.

Jack Olcott, president of the NBAA, and a resident of New Jersey, has recognized the urgent need for in-state organizations such as the NJAA to address the many local issues affecting business aircraft operators and has offered his support in promoting the NJAA. He indicated that the NJAA would also become a partner in the NBAA's regional strategy program. A reciprocal joint membership arrangement has been established between the two organizations.



Jack Olcott, President NBAA

Phil Boyer, President of the Aircraft Owners and Pilots Association, whose 365,000 members make it the largest pilot organization in the world, is another industry leader who has endorsed the NJAA. Boyer and AOPA have welcomed the NJAA as the grassroots agency to address problems that impact individual pilots who fly from and into many of the State's smaller airports.

Local airport and community issues impact aviation on a nationwide basis. However, the problems are more acute in New Jersey because it is the most densely populated state in the union. As a result, New Jersey has become the virtual NIMBY (not in my backyard) capital of America. Outspoken, often strident groups have arisen to fight virtually any transportation issue from tolls, to railroads and road construction. Although aviation is not the only target of these groups, it is often the easiest to hit.

A major problem so far has been the lack of any group to organize the industry to effectively counter such opposition. The NJAA has been founded to become the "Voice of New Jersey Aviation" and serve as the industry's advocate on a statewide basis.

New Jersey is also one of the nation's most highly industrialized states. It is home to many major national corporations who employ thousands of workers in New Jersey and throughout the country. Executives of these corporations rely heavily on the ability to use such airports as Teterboro, Morristown, Trenton-Mercer and other state airports. A curb on the operations at these airports could have a significant economic impact on New Jersey. Additionally, many companies set up operations in New Jersey specifically because our airport system gives them access to New York, Philadelphia, and of course, New Jersey markets.

The importance of the New Jersey Aviation Association to the rest of the country cannot be overstated. The State is a leader in many areas. Strategies adopted here will spread across the country as airport opponents join with other groups to widen their effectiveness. Therefore, alliances with other state and national organizations are of paramount importance.

THE BULLETIN BOARD

MEMBERSHIP INFORMATION

NJAA is an organization created for every company and individual involved in the aviation industry. If you or someone you know would like to join NJAA or receive Final Approach, please call the Association's office at (609) 599-3031 or e-mail to info@njaviation.org.

NJAA PUSHES ITS AGENDA WITH TOP STATE OFFICIALS

➔ Tom Carver and Jack Penn met with the two top State officials responsible for New Jersey's aviation infrastructure: Transportation Commissioner Jim Weinstein, and Executive Director of the Division of Aeronautics Ted Matthews.

Commissioner Weinstein expressed great satisfaction over the formation of the NJAA and looked forward to working closely with our organization. He expressed the belief that without a comprehensive plan and public information programs, airports would be swallowed one by one.

The Commissioner suggested that an effort be launched to enlist the cooperation of a university, such as Princeton or NJIT, to join with NJAA and the State to sponsor a one-day seminar on the economic importance of aviation in New Jersey. NJAA is working with Ted Matthews on this suggestion.

➔ Carver attended the Association of Counties transportation seminar, from which he reports Assemblyman Alex DeCroce made a strong case for aviation to be included in all stages of regional planning. Both Assemblyman DeCroce and Commissioner Weinstein expressed the opinion that aviation was critical to the State's needs.

➔ Carver spoke with Assemblyman Fran Bodine, co-author of a bill (with Assemblyman Larry Chatzidakis) that would stop virtually all runway extensions (see page 2). They discussed the possibility of setting up a meeting between the NJAA and opponents of South Jersey Regional Airport's plans to lengthen its runway.

➔ On a more positive note, Cumberland County Freeholder Director Louis Magazzu asked Carver to work with him and other elected officials in promoting the development of Millville Airport. NJAA Board member Hugh McElroy of Dallas Airmotive is deeply involved with those plans.

ASSOCIATION LEADERS HAVE STRONG AVIATION/TRENTON BACKGROUNDS

Leaders of the New Jersey Aviation Association are well known in the aviation industry and the legislative halls in Trenton.

Tom Carver, the Association President had a 22-year career in the Aviation Department of The Port Authority of NY and NJ. Carver began

his career at the Authority in 1961 as a community representative after serving as a reporter for The Record in Hackensack. At The Port Authority, Carver spent the majority of his tenure with the Aviation staff in a variety of positions. He served as a Supervisor of Aviation Public Services and later as Chief of that division and Assistant to the Director of Aviation. On the operational side, Carver was first Manager of the International Arrivals Building and North Terminal at Kennedy International, as well as Manager of the Airport Services Division and Assistant General Manager of Newark International Airport.

Carver left the Port Authority in 1984 to become the President of the Casino Association of New Jersey. He served as spokesman, chief lobbyist and labor negotiator for the State's multi-billion Casino industry. Through Carver's efforts, the Casino industry was able to have the legislature agree to numerous changes in the Casino Control Act to improve industry eco-



Tom Carver



Jack Penn



Paul A. Boudreau

nomics. He left the Casino Association in January 1994 to form the Carver Group, a multi-faceted government and community affairs firm that later merged with Castle Governmental Initiatives and Resources. Carver is co-managing partner of Castle along with former Assemblyman Jack Penn. An attorney, Carver graduated from St. Peter's College and New York Law School.

Jack Penn, Honorary Chairman of the Association, has an equally broad background in aviation, politics and public service. After a 10-year stint in the State Assembly, Penn became Executive Director of the Division of Aeronautics and Freight Systems in the New Jersey Department of Transportation. While in the Assembly, Penn served as Deputy Speaker and was on the Transportation and Independent Authorities Committees. He was twice Chairman of the Financial Institutions Committee.

A licensed pilot, Penn served with the Marine Corps in the Pacific during World War II. He is active in the Aircraft Owners and Pilots

Transportation. Penn formerly was the president of the Penn-White Company, Inc., a commercial and investment real estate concern. He attended Columbia University and Rutgers. The creation of the New Jersey Aviation Association was a long time dream of Penn and Jack Elliott, the State's foremost aviation writer and historian.

Association Chairman **Paul A. Boudreau** also has a unique legislative and business background. Boudreau served in the Maine House of Representatives from 1976 to 1980. He was Manager of Governmental Relations, Scott Paper Company from 1980 to 1983 when he joined Allied Signal. Since 1983, he has worked in fifteen states on a variety of local state and federal issues impacting Allied Signal/Honeywell. He has been a leader in numerous coalitions supporting NAFTA, China trade and electricity deregulation in Michigan, New Jersey, and Virginia. Boudreau is a graduate of the University of New Hampshire and has a masters degree from the University of Maine.

Association, and is a member of the New Jersey Aviation Hall of Fame and the Wings Club. He is widely credited with obtaining additional funds and improvements for the New Jersey airport community during his tenure at the Department of

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NJAA MEMBERSHIP APPLICATION

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What is your company's primary industry?

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|---|--|---|
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<input type="checkbox"/> Airline
<input type="checkbox"/> Airports
<input type="checkbox"/> Automotive
<input type="checkbox"/> Aviation Fuel Supplier
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How many employees does your company have? _____ **Your flight department?** _____

Annual Dues Structure

<i>Platinum</i>	Corporate Membership	Yearly Gross Revenues \$100,000,000 +	\$5,000
<i>Gold</i>	General Membership	Yearly Gross Revenues \$50,000,000 to \$100,000,000	\$2,500
<i>Silver</i>	Associate Membership	Yearly Gross Revenues \$10,000,000 to \$50,000,000	\$1,000
<i>Bronze</i>		Yearly Gross Revenues up to \$10,000,000	\$500
<i>Individual Membership</i>			\$50

Return this application with annual dues payable to New Jersey Aviation Association, Membership Department, 172 West State Street, Suite 301, Trenton, NJ 08608 or fax application to (609) 599-2336.

I have enclosed my check in the amount of _____.

I am forwarding my check in the amount of _____.

Date _____ Signed _____

Platinum	Eligible for Board membership based upon available openings. Access to restricted areas of website, newsletter and updates.
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Questions: Call 609.599.3031