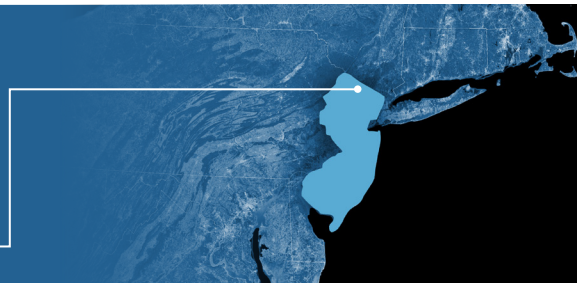


GREENWOOD LAKE AIRPORT

(4N1)



AIRPORT INFORMATION

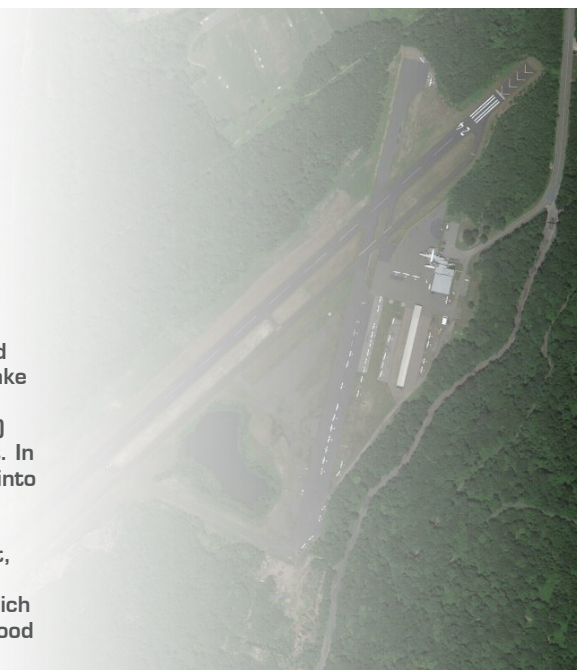
NPIAS* ROLE:	LOCAL
NPIAS SERVICE LEVEL:	GENERAL AVIATION
RUNWAY 6/24:	3,471' X 60'
TOTAL GA OPERATIONS:	18,099
TOTAL BASED AIRCRAFT:	70
ENPLANEMENTS:	0

*NPIAS: National Plan of Integrated Airport Systems

LOCATION INFORMATION

126 AIRPORT ROAD
WEST MILFORD, NJ 07480
973-728-7721
PASSAIC COUNTY
ELEVATION: 790' MSL
ACREAGE: 150
41-07-42.2N / 74-20-47.5W

Greenwood Lake Airport (4N1) is a non-towered general aviation airport that was purchased by the New Jersey Department of Transportation in 1999 and is operated by Greenwood Lake Airport Management. This facility is included in the NPIAS and is categorized as a general aviation local airport. In the early 1970's, the airport (temporarily known as Nairobi Airport) offered aerial tours for the Jungle Habitat theme park that operated adjacent to the airport. In 1977, 4N1 acquired a historic Lockheed Constellation (Connie) aircraft that has been built into the terminal building which has been used as a restaurant and pilot lounge. Current on-field services available include flight training and aircraft rental, scenic air tours, fueling, hangar and tie-down rentals, car rentals, airframe and power plant maintenance, on-site restaurant, and a banquet hall. 4N1 provides important access to a based air ambulance helicopter operator (Medevac) and an aerial power line and construction support services company which serve the local and regional communities. The airport is also the site of the popular Greenwood Lake Airshow, generally scheduled in August.



ECONOMIC IMPACT ANALYSIS

GA INPUT INFORMATION

Total GA Operations:
18,099

Percent Itinerant:
20%

Itinerant GA Operations:
3,620

Estimated True Transient Arrivals:
598

Estimated GA Visitors:
1,380

Estimated Length of Stay:
1.5 days per visitor

Total Annual Number of Days Stayed:
2,070

Annual GA Visitor Expenditures:
\$294,000

GENERAL AVIATION (GA) IMPACTS

EMPLOYMENT

ON-AIRPORT TENANT EMPLOYMENT

Direct: 12
Secondary: 18
Total: 30

VISITORS EMPLOYMENT

Direct: 3
Secondary: 1
Total: 4

TOTAL EMPLOYMENT

Direct: 15
Secondary: 19
Total: 34

PAYROLL

ON-AIRPORT TENANT PAYROLL

Direct: \$1,256,200
Secondary: \$1,051,100
Total: \$2,307,300

VISITORS PAYROLL

Direct: \$112,900
Secondary: \$81,800
Total: \$194,700

TOTAL PAYROLL

Direct: \$1,369,100
Secondary: \$1,132,900
Total: \$2,502,000

OUTPUT

ON-AIRPORT TENANT OUTPUT

Direct: \$4,356,800
Secondary: \$3,295,400
Total: \$7,652,200

VISITORS OUTPUT

Direct: \$294,000
Secondary: \$224,300
Total: \$518,300

TOTAL OUTPUT

Direct: \$4,650,800
Secondary: \$3,519,700
Total: \$8,170,500

2003 GA Total Output:
\$3,209,100

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.