

STATEMENT OF LEONARD L. GRIGGS, ASSISTANT ADMINISTRATOR FOR AIRPORTS, FEDERAL AVIATION ADMINISTRATION, BEFORE THE SENATE COMMITTEE ON APPROPRIATIONS, SUBCOMMITTEE ON TRANSPORTATION, CONCERNING JOINT MILITARY AND CIVILIAN USE OF McGUIRE AIR FORCE BASE. TRENTON, NEW JERSEY. JULY 22, 1991.

Mr. Chairman and Members of the Subcommittee:

I welcome this opportunity to appear before you to discuss the possible joint civilian and military use of McGuire Air Force Base. Accompanying me today is Paul L. Galis, Director of our Office of Airport Planning and Programming.

The possible joint use of McGuire Air Force Base could be mutually beneficial to those concerned with relieving the capacity and congestion problems associated with major civilian airports in the New York - Philadelphia corridor. Joint military and civilian use of McGuire could also provide a substantial boost to the local economy as a result of the realignment and reduction of the Army's mission at Fort Dix.

Secretary Skinner and Secretary Cheney support the potential use of military assets for civilian use, as indicated in July and September 1990 correspondence. Their commitment was given added impetus, when Congress directed the Department of Transportation, the FAA, and the Department of Defense to work together toward strengthening the management of the national airspace system, including the use of military air bases for civil aviation. As a

result, a formal memorandum of understanding between the Department of Defense and the FAA was signed in February of this year supporting the potential use of military assets for civilian use.

It is important to point out that the FAA and DOD have fostered a much closer working relationship as a result of the two Secretaries agreeing in principle to work closely together on joint use, airspace management, and other issues of mutual concern. As a result, the FAA in September 1990 commissioned a feasibility study on joint use at active military bases, with a specific site study at McGuire Air Force Base. McGuire was among seven potential locations which the Department of Air Force expressed a willingness to explore.

A final draft site study on McGuire Air Force Base was completed on May 17, 1991. While the draft is still in coordination in various DOD offices, copies have been made available to the New Jersey Department of Transportation. In addition, Mr. Chairman, your office and that of Congressman Saxton have also received draft copies. The conclusion of this draft site study reflect a number of benefits to the Air Force as well as to the civilian sector.

Benefits to the civilian sector include the potential for development of a hub facility, which could reduce

current capacity problems in the Philadelphia-New York corridor, as well as the development of an intermodal transportation hub serving both commercial and military needs. An incidental benefit of joint use to the state and region would be to mitigate the adverse economic impact resulting from reduction in scale of activity at Fort Dix.

Among the potential benefits to the Air Force were reduced airfield operating and maintenance costs, improved approach and departure control airspace, and increased FAA cost sharing of national airspace-required air traffic and navigation equipment. Other possible benefits identified were improved logistic support to meet airbase requirements and an improved off-base transportation infrastructure.

The draft site study for feasibility of joint use at McGuire Air Force Base included ten major conclusions, which I think are important to highlight for the hearing record. They are:

1. The base is well located to serve a large and growing population base with passenger and freight service. By use of Fort Dix facilities and land, a major intermodal complex could be developed.
2. The facility can generate sufficient demand for passenger services to provide a good level of air transportation service to the region.

3. Impact of joint use on the military mission would be minimal.
4. Development cost for civil facilities would be moderate, compared to cost of new airport development.
5. Environmental impacts would be moderate, since airport development would take place on or contiguous to government property.
6. Delays at Newark International and Philadelphia International Airports would be reduced as a result of McGuire meeting regional demands.
7. Passenger travel time and delays would be reduced.
8. Military transportation costs would be reduced.
9. Joint use is feasible from an airspace and security perspective.
10. Local and regional benefits, including income and employment growth, new business opportunities, enhanced transportation infrastructure, would off-set economic losses as a result of down scaling of Fort Dix.

Based on the site feasibility study, we believe that McGuire has the potential to meet national airspace management needs and to further the aviation service needs and economic development of the State of New Jersey. The FAA will continue to work closely with DOD in meeting Congressional direction and developing an overall joint-use program. We also stand ready to assist the New Jersey Department of Transportation and local

sponsors in future planning efforts toward developing joint civil and military operations at McGuire Air Force Base.

Mr. Chairman, that concludes my prepared statement. We would be pleased to answer any questions you may have.