

Morristown Municipal Airport

IATA/ICAO CODE: MMU/KMMU
CITY: Morristown
STATE: NJ
COUNTRY: USA

AIRPORT CONTACT

Information updated by the airport April 2019

Name:	Scott McMahon, AAE	Darren Large, AAE
Title:	Airport Director	Director, Facilities & Operations
Airport:	Morristown Municipal Airport	Morristown Municipal Airport
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Name: Rosemary Rizzo-Antunes, A.A.E., ACE
Title: Facilities & Operations Supervisor
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8 Airport Road
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Airport Web Site: <http://www.mmuair.com>

ELEVATION: 187 ft.

RUNWAY INFORMATION				
Orientation	Length (ft)	Displaced Threshold (ft)	Glide Slope(deg)	Width (ft)
05/23	5998	-	-	150
13/31	3997	-	-	150
Check FAA Airport Diagrams for current information.				

NOISE ABATEMENT PROCEDURES

Maps and details of the noise abatement procedures shown on the airport's web site as

follows:

Aircraft Greater Than 12,500 LBS [Page 1 and Page 2](#)

Aircraft Less Than 12,500 LBS [Page 1 and Page 2](#)

Aircraft weighing less than 12,500 lbs Page 1

- Runway 5, Runway 23 and Runway 13 - Climb runway heading until reaching 1200 ft MSL before proceeding on course. Runway 31- As soon as feasible, a climbing 10 degrees left turn until reaching 1200 ft MSL before proceeding on course.

Aircraft weighing more than 12,500 lbs:

Departures:

-Runway 5: maintain runway heading to 1700ft. MSL before proceeding on course.

-Runway 23: Climb runway heading until reaching 500ft. MSL, then climb on heading of 210 degrees until reaching 1700ft. MSL before proceeding on course.

-Runway 13: Climb runway heading until reaching 500ft. MSL then climb on a heading of 100 degrees until reaching 1700ft. MSL before proceeding on course.

-Runway 31: No turbojet departures unless wind exceeds 16 knots. Climb 10 degree left turn until reaching 1700ft. MSL before proceeding on course.

Arrivals:

-Runway 5, 23, 31: Maintain 1700ft. MSL or higher as long as practical. Use minimum flap setting and delay extending landing gear until established on final approach. Use thrust reduction techniques and minimize rapid RPM changes.

-Runway 13: No turbojet arrivals unless wind velocity exceeds 16 knots.

[Helicopter Noise Abatement Procedures Page 1 and 2:](#)

CONTINUOUS DESCENT ARRIVAL (CDA) - NONE

AIRPORT CURFEWS - NONE

PREFERENTIAL RUNWAYS

Runway 05/23 is the preferred runway. No turbojet landing on Runway 13 unless wind velocity exceeds 16 knots. No turbojet departures on Runway 31 unless the wind velocity exceeds 16 knots. No touch and go operations on Runway 31 at any time. No closed traffic operations on any runway between the hours of 2200 local and 0830 local.

OPERATING QUOTA - NONE

ENGINE RUN-UP RESTRICTIONS

Jet engine maintenance run-ups are limited to the hours of 0830-2000 local. All jet engine maintenance run-ups must be coordinated through the airport operations office.

APU OPERATING RESTRICTIONS - NONE

NOISE BUDGET RESTRICTIONS - [NONE](#)

NOISE SURCHARGE - [NONE](#)

NOISE MITIGATION/LAND USE PLANNING PROGRAM INFORMATION

Type of Program	Date Implemented	Status
Sound Insulation (Residences and Public Buildings)	-	-
Purchase Assurance for Homeowners Located Within the Airport Noise Contours	-	-
Avigation Easements	-	-
Zoning Laws	-	-
Real Estate/Property Disclosure Laws	-	-
Acquire Land for Noise Compatibility to date	-	-
Population within each noise contour level relative to aircraft operations	-	-
Airport Noise Contour Overlay Maps	-	-
Total Cost of Noise Mitigation Programs to Date	-	-
Source of Noise Mitigation Program Funding for Aircraft Noise	-	-

NOISE MONITORING SYSTEM - [NONE](#)

FLIGHT TRACK MONITORING SYSTEM - [NONE](#)

NOISE LEVEL LIMITS - [NONE](#)

STAGE 2 RESTRICTIONS

Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.

STAGE 2 PHASEOUT

[U.S. Stage 2 Phase out complete as of 12/31/1999 \(CFR Part 91.801\). Stage 2 airplanes >75,000 lbs are prohibited from operating at airports within the 48 contiguous states.](#)

STAGE 3 RESTRICTIONS - [NONE](#)

COMMENTS