

**ORDINANCE TO ADOPT THE REQUIREMENTS OF  
THE AIR SAFETY AND ZONING ACT OF 1983, N.J.S.A. 6:1-80, et seq.,  
AND ITS ACCOMPANYING REGULATIONS, N.J.A.C. 16:62-1, et seq.**

**ORDINANCE #16- 2020**

**WHEREAS**, the Air Safety and Zoning Act of 1983, N.J.S.A. 6:1-80, et seq. (“Act”), and its accompanying regulations, N.J.A.C. 16:62-1, et seq. (“Regulations”), require municipalities with a public use airport to enact an Air Safety and Zoning Ordinance in compliance with the minimum standards for the control of airport and aeronautical hazards and land use adjacent to airports, consistent with the Regulations; and

**WHEREAS**, the Township seeks to comply with the requirements of the Act and Regulations; and

**WHEREAS**, pursuant to the Act and Regulations, “Airport” means any area of land or water, or both, designed and set aside for the landing and taking-off of fixed wing aircraft, utilized or to be utilized by the general public for such purposes, publicly or privately owned, and licensed by the Commissioner as a public use airport or landing strip, or a proposed facility for which an application for a license has been submitted in complete form pursuant to N.J.A.C. 16:54 and which has been determined by the Commissioner as likely to be so licensed within one year of the determination. As used in this Ordinance, “Solberg Hunterdon Airport” shall mean and refer the public use airport in Readington Township, Hunterdon County, New Jersey; and

**WHEREAS**, N.J.A.C. 16:62-1.2 provides that the standards set forth in the Act and Regulations to establish “the minimum standards for the control of airport and aeronautical hazards, and standards for land-use adjacent airports, which the municipalities shall implement. These standards are minimum State standards, and municipalities may adopt more rigorous standards for control of the areas and condition under the provisions of the Municipal Land Use Law.” Therefore, nothing in this Ordinance is intended to alter, change or modify the development regulations in Chapter 148, except to the extent the Act or Regulations may conflict with the provisions of that Chapter;

**NOW, THEREFORE, BE IT ORDAINED** by the Township Committee of the Township of Readington, in the County of Hunterdon and State of New Jersey, as follows:

**A. General Provisions**

1. Pursuant to the Act and the Regulations, and consistent therewith, this ordinance establishes minimum standards for the control of airport and aeronautical hazards and shall take precedence over any other ordinance regulations and/or requirements of the Township in conflict or inconsistent herewith.

2. Pursuant to the Act and Regulations, “Airport” means any area of land or water, or both, designed and set aside for the landing and taking-off of fixed wing aircraft, utilized or to be utilized by the general public for such purposes, publicly or privately owned, and licensed by the Commissioner as a public use airport or landing strip, or a proposed facility for which an application for a license has been submitted in complete form pursuant to N.J.A.C. 16:54 and which has been determined by the Commissioner as likely to be so licensed within one year of the determination. As used in this Ordinance, “Solberg Hunterdon Airport” shall mean and refer to the public use airport in Readington Township, Hunterdon County, New Jersey.
3. The definitions set forth in the Regulations, N.J.A.C. 16:62-1.1, are hereby incorporated into this Ordinance by reference.
4. Nothing in this Ordinance is intended to alter, change or modify the development regulations in the Township’s Land Development Ordinance, as set forth in Chapter 148 of the General Code of Readington Township (“Chapter 148”), except to the extent the Act or Regulations may conflict with the provisions of that Chapter.
5. Exhibit 1, (On File in Clerk’s Office) a letter from the New Jersey Department of Transportation to the Mayor of Readington Township, dated February 18, 2020, is attached hereto and made a part hereof.
6. Exhibit 2,(On File in Clerk’s Office) consisting of a series of diagrams graphically depicting the Airport Safety Zone, the methodology for the delineation thereof and regulations relating to vertical development within the Airport Safety Zone, dated April 2020, is attached hereto and made a part hereof.
7. No person shall build, rebuild, create or cause to be built, rebuilt or created any object, structure, or plant, or cause to be planted or permit to grow any tree or vegetation, which will interfere with, diminish, change or obstruct the airspace or landing and takeoff area available for the landing and takeoff of aircraft within the air safety zone as defined in this Ordinance.
8. This Ordinance shall not require the removal or lowering or other change or alteration of any structure or tree not conforming to the rules when this ordinance was adopted, or otherwise allow interference with the continuance of any nonconforming use. No prior nonconforming structure or tree or vegetation may be increased in height or allowed to increase in height so that its nonconformance is greater than at the time when this ordinance was adopted, i.e., no such structure may be increased in height and any tree may be required to be trimmed down to its original nonconforming height.
9. Nothing in this Ordinance shall be construed as limiting the power of the Commissioner regarding the design, placement, location, or operation of airports or other aeronautical facilities.

10. This Ordinance is subject to review and approval by the Commissioner of Transportation.

## **B. Coordination with Other Aviation Regulatory Agencies**

1. State License Required: Any airport in the Township shall maintain a current valid license from the State of New Jersey pursuant to the provisions of N.J.A.C. 16:54, "Licensing of Aeronautical and Aerospace Facilities." Failure to maintain a current valid NJ license renders any rights granted by this Ordinance invalid.
2. Conformance with State Aeronautics Regulations: Any airports in the Township shall comply with the Act, Regulations and all applicable federal and state laws and regulations relating to airports, and any local ordinances not in conflict with any superseding state or federal law. Failure to maintain conformance with such laws, regulations and ordinances renders any and all rights granted by this Ordinance invalid.
3. Conformance with Federal Aeronautics Regulations: All airports in the Township shall maintain conformance with all lawful orders, directives, and requirements of the Federal Aviation Administration, United States Department of Transportation, United States Transportation Security Agency, and the National Transportation Safety Board. Failure to maintain conformance with the aforementioned orders, directives, and requirements renders any and all rights granted by this Ordinance invalid.
4. Site Planning and Internal Layout: The site planning and internal layout of airport land uses, paving, buildings and structures shall conform to such minimum internal setback and vertical height standards as may be prescribed by the applicable regulatory airport licensing and airport certification standards promulgated by the New Jersey Department of Transportation, Division of Aeronautics, the United States Department of Transportation, Federal Aviation Administration, and Chapter 148, unless the provisions of said Chapter are inconsistent with applicable state or federal law.
5. Airport Hazard Agreements Recognized: In the event that an airport owner or operator has a written agreement with the New Jersey Department of Transportation, Division of Aeronautics, or the United States Department of Transportation, Federal Aviation Administration, for the control of airport hazards or vertical height development, the airport owner or operator shall comply with the most protective provisions of said agreement, this Ordinance and Chapter 148, unless the provisions of this ordinance or Chapter 148 are inconsistent with applicable state and federal law.
6. Site Plan and Zoning Review Required: All airport development shall require applicable site plan approval and a zoning permit from Readington Township in accordance with the requirements of Chapter 148, unless the provisions of that Chapter are inconsistent with applicable state and federal law.
7. Informal Development Review Procedures Encouraged: Although not a requirement of this Ordinance, applicants for changes of use of airport land, new airport

development, or airport redevelopment are encouraged to make full use of informal development review procedures that may be available from State and Federal regulatory entities and the Township. It shall be the policy of the Township to encourage such informal review processes to help effectuate timely and cooperative coordination between the airport and State, Federal and local levels of government.

8. Variance Procedure: No variance or other relief shall be granted by the Planning Board or Board of Adjustment that conflicts with the spatial or use regulations of the Regulations before an approved permit granting relief is issued by the New Jersey Department of Transportation (“NJDOT”). The developer of a project requiring a variance or the creation or establishment of a prohibited land use or vertical height development shall first apply for approval of the creation or establishment of a prohibited land use or vertical height development from the Township approving authority pursuant to the provisions of N.J.S.A. 40:55D-1, et seq. (the Municipal Land Use Law or “MLUL”). If the approving authority approves the creation or establishment of a prohibited land use or vertical height development, such approval shall be conditioned on the developer applying for and receiving a permit from NJDOT pursuant to the provisions of N.J.A.C. 16:62, “Air Safety and Zoning.” Construction, development or creation of any prohibited land use shall also not commence until a permit has been issued by the NJDOT and any required approvals granted by the appropriate Township agency
9. Airport to be Considered Conforming Use: To the extent established by the Act and the Regulations, Solberg-Hunterdon Airport is considered a permitted conforming use by the Township and this will be noted in its Master Plan.

### **C. Methodology Established by the Regulations Used to Delineate Airport Safety Zones**

1. Airport safety zones shall be established for each runway at an airport.
2. Each airport safety zone shall consist of a runway zone, two runway end zones and two clear zones.
3. The overall airport safety zone for an airport is geometrically constructed by defining and locating the runway subzone and runway and each runway open to the public on an airport open to the public. The outermost borders of the subzones comprise the outermost boundary of the airport safety zone. The area within those outermost boundaries is the area regulated by the provisions of this chapter.
4. The methodology used to delineate the overall construction and outermost boundaries of the Airport Safety Zone for an airport is further graphically depicted in Exhibit 2, which is a series of diagrams entitled “Solberg-Hunterdon Airport Safety Zone: Runway Subzone Delineation”, “Solberg-Hunterdon Airport Safety Zone: Runway End Subzone Delineation” and “Solberg-Hunterdon Airport Safety Zone: Clear Zone Delineation”. Further clarification of the application of this methodology to the

specific runways of Solberg-Hunterdon Airport is provided in the diagrams in Exhibit 2 entitled “Runway 4/22 Physical End Detail”, “Runway 13/31 Physical End Detail 1”, and “Runway 13/31 Physical End Detail 2”.

#### **D. Delineation of the Runway Subzones Pursuant to Regulations**

1. The runway subzone of an airport safety zone shall consist of a rectangle having the same line and length as the runway, unless a shorter length is necessitated by limited property ownership at the airport.
2. The width of the runway subzone shall be 2,350 feet.
3. The exact length of the runway subzone shall be determined by one of the two following methods:
  - a. For most airports, the length of the runway subzone will be the same as the physical length of the runway.
  - b. If the physical end of a runway is closer than 200 feet from the property or easement line of the airport, as measured along the runway's extended center line, then the end of the runway subzone shall be defined by a line drawn perpendicular to the runway center line at a point 200 feet inside of the airport property or easement line. In this case, a portion of the runway will extend beyond the bounds of the runway subzone.
  - c. The methodology used to delineate the runway subzone of an airport safety zone is illustrated in Exhibit 2B “Solberg-Hunterdon Airport Safety Zone: Runway Subzone Delineation”, Exhibit 2G “Runway 4/22 Physical End Detail”, Exhibit 2H “Runway 13/31 Physical End Detail 1” and Exhibit 2i “Runway 13/31 Physical End Detail 2”.

#### **E. Delineation of the Runway End Subzones Pursuant to the Regulations**

1. The runway end subzones of an airport safety zone shall consist of trapezoids located at either end of the runway subzone along the flight approach and departure path.
2. Each runway end subzone shall extend 3,000 feet from the end of the runway subzone, as measured along the extended centerline of the runway.
3. The base of the runway end subzone shall be defined by the end of the runway subzone and shall have a width of 2,350 feet. The width of the runway end subzone shall narrow as the distance from the end of the runway subzone increases. Its final width shall be 850 feet.

4. The methodology used to delineate the runway end subzones of an airport safety zone is illustrated in Exhibit 2C “Solberg-Hunterdon Airport Safety Zone: Runway End Subzone Delineation”, Exhibit 2G “Runway 4/22 Physical End Detail”, Exhibit 2H “Runway 13/31 Physical End Detail 1” and Exhibit 2i “Runway 13/31 Physical End Detail 2”.

#### **F. Delineation of Clear Zones Pursuant to the Regulations**

1. The clear zones of an airport safety zone shall consist of trapezoids located within the runway end subzone along the flight approach and departure path.
2. Each clear zone shall extend 1,000 feet from the end of the runway subzone, as measured along the extended centerline of the runway.
3. The base of the clear zone shall be co-located with the end of the runway subzone and shall have a width of 250 feet. The width of the clear zone shall increase as the distance from the end of the Runway Safety Zone increases. Its final width shall be 450 feet.
4. The methodology used to delineate the clear zones of an airport safety zone is illustrated in Exhibit 2D “Solberg-Hunterdon Airport Safety Zone: Clear Zone Delineation”, Exhibit 2G “Runway 4/22 Physical End Detail”, Exhibit 2H “Runway 13/31 Physical End Detail 1” and Exhibit 2i “Runway 13/31 Physical End Detail 2”.

#### **G. Methodology Established by the Regulations to be Used to Define Vertical Development Allowed Within an Airport Safety Zone**

1. Minimum obstruction ordinance standards establish the vertical limits up to which structures or trees may be allowed to be developed or grow within an airport safety zone.
2. Minimum obstruction ordinance standards are vertical standards measured in respect to elevations whose datum is the horizontal plane established by runway elevations. For example, if a point in an airport safety zone permits, at a specific point, development up to “X” feet, that means “X” feet above the runway horizontal plane and not “X” feet above the natural grade of the land at that point in the airport safety zone.
3. The vertical standards within the runway subzone of an airport safety zone are determined first by establishing the elevations at the runway centerlines at the ends of the runway subzone of the airport safety zone. From those elevations at the runway subzone ends, a line is run 90° outward from each side of the runway centerline for a distance of 125 feet. Within the area defined by these four points, no development is allowed above the natural grade of the soil except for runway and flight safety equipment.

- a. The vertical standards within the remainder of the runway subzones of an airport safety zone are determined by establishing planes from the edges of the longitudinal zero-foot development restriction line, established in N.J.A.C. 16:62-3.2(b)1.ii, which slope upward and outward at a rate of seven feet horizontally to one foot vertically. This upward plane ceases when it reaches the outer longitudinal borders of the runway subzone of any airport safety zone at the elevation of 150 feet above its starting point at the longitudinal zero-foot development line. Vertical development standards for a runway subzone are illustrated in Exhibit 2E “Solberg-Hunterdon Airport Safety Zone: Vertical Development in Runway Subzones”.
4. The vertical standards within the runway end subzones of an airport safety zone area are determined by first establishing a plane with a rising slope of one foot upward to 20 feet outward from the end of the runway subzone to the outermost end of the runway end subzone. This plane is bisected by the extended runway center line and is 250 feet in total width at its innermost dimension and widens uniformly along its three-thousand-foot length so as to have a total width of 850 feet at its outermost dimension where it intersects with the outermost portion of the runway end subzone at the elevation of 150 feet above its starting point at the zero-foot development line.
    - a. The vertical standards within the remainder of the runway end subzone of an airport safety zone are determined by establishing sloping planes from the outermost longitudinal edges of the plane established in Subsection H(4) above. These planes rise upward at a rate of one foot upward to seven feet outward from the plane established in Subsection H(4) above to where they meet the outermost longitudinal boundaries of the runway end subzone at the elevation of 150 feet. Vertical development standards for runway end subzones are illustrated in Exhibit 2F “Solberg-Hunterdon Airport Safety Zone: Vertical Development in Runway End Subzones”.

## **H. Permitted and Prohibited Land Uses Within an Airport Safety Zone**

1. The following uses are specifically prohibited land uses by the Regulations:<sup>1</sup>
  - a. Residential (dwelling units) not situated on a lot of at least three acres in size;
  - b. Planned unit developments and multifamily dwellings;
  - c. Hospitals;
  - d. Schools;

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<sup>1</sup> Note: the zoning requirements of Chapter 148 establish more restrictive zoning requirements for land use development in the airport safety zone, subject to any conflicting state and federal regulations.

- e. Above ground bulk tank storage of compressed flammable or compressed toxic gases and liquids;
  - f. Within the runway end subzones only, the above ground bulk tank storage of flammable or toxic gases and liquids;
  - g. Uses that may attract massing birds, including landfills;
  - h. Above grade major utility transmission lines and/or mains.
2. Permitted uses in the airport safety zone are those permitted in Chapter 148, except to the extent that the provisions of that Chapter may conflict with the Regulations.
  3. Nothing in this ordinance is intended to alter, amend or modify the requirements of Chapter 148 for the Solberg-Hunterdon Airport, except to the extent applicable federal or state law conflicts with the provisions of that Chapter.

**I. State Permit Required for Creation or Expansion of a Prohibited Land Use or Vertical Development Within an Airport Safety Area**

1. Sections (I) through (M) set forth the requirements for obtaining a permit for construction or development within an airport safety zone from the New Jersey Department of Transportation (“Department”), Division of Aeronautics (“Division”), pursuant to the requirements of N.J.A.C. 16:62-6.1 – 6.5. All references to the “Commissioner” or “Director” refer to NJDOT positions as used by the Regulations.
2. No person may commence the construction or development of any structure, land use, or condition within an airport safety zone inconsistent with the Regulations unless first applying for and obtaining from the Commissioner a permit for creation or establishment of a nonconforming use or vertical height development within an airport safety zone upon the Commissioner’s determination that:
  - a. An application in conformance with the provisions of this Regulations has been properly submitted;
  - b. A conditional development approval has been granted by the appropriate Township agency, if required;
  - c. The creation of the prohibited land use or vertical height development will not, in fact, create an additional airport hazard limiting the size of the area available for landing, taking off and maneuvering of aircraft;
  - d. Creation or establishment of the prohibited land use or vertical height development will not harm the public health, safety and welfare.



3. No person may commence the construction or development of any structure, land use, or condition which is contrary to the standards of the Regulations without a valid permit issued by the Commissioner.
4. In considering an application for a permit, the Director may confer with and seek additional information from the applicant or any other interested party, agency, or governmental organization.
5. In considering an application for a permit, the Director may confer with and seek additional information from the applicant or any other interested party, agency or governmental organization.
6. In the review of an application, the Director may take into consideration any factor relevant to the hardship demonstrated by the applicant and any information relevant to the public health, safety and welfare.

#### **J. Municipal Approval**

1. A developer of a project requiring creation or establishment of a land use or vertical height development prohibited by the Regulations shall first apply for development approval from the appropriate Township agency. If the Township agency approves of the development, that approval shall be conditioned on the developer applying for and receiving a permit from the Commissioner. Construction, development or creation of any prohibited land use shall not commence until a permit has been issued by the Commissioner.
2. As provided in the Regulations, an application for a permit will only be considered by the Department if accompanied by a letter from the Township requesting the permit.
3. Any person proposing to the Commissioner to create or establish a prohibited land use or vertical height development in a designated airport safety zone not subject to municipal ordinances established in accordance with the Municipal Land Use Law (N.J.S.A. 40:55D-1, et seq.) shall present the proposed development to the municipal governing body, which shall be considered by it for purposes of compliance in accordance with the Regulations, including public safety, health and welfare and applicable law.

#### **K. State Permit Application Requirements**

1. To be considered complete, an application to the Department for a permit for creation of a land use or vertical height development prohibited by the regulations within an airport hazard area must include the following:
  - a. Copies of a completed permit application form.

- b. A letter requesting issuance of a permit from the Township agency having jurisdiction, together with a copy of the conditional approval for development granted by the appropriate municipal agency, if required;
  - c. A detailed statement of the hardship condition necessitating the application for variance or relief, and a showing that the public health, safety and welfare will not be harmed by the creation of the prohibited land use or vertical height development;
  - d. Certification that the applicable airport owner(s) or authority were notified of the permit application by registered mail;
  - e. Submission of a nonrefundable permit application fee of \$75;
  - f. Submission of site plans, specifications and construction drawings detailing the substance of the proposed development for which a permit is sought from the Commissioner. Site plans shall bear the raised seal of a New Jersey licensed professional engineer, professional planner, land surveyor or architect and shall show the location of property lines, the location of runways, the boundaries of the airport safety zone, and elevations of proposed development showing where and by what amount the development exceeds the minimum standards for vertical development adopted under this ordinance;
  - g. Any other material deemed necessary to the permit application by the Director.
2. Applications for permits issued under the provisions of this chapter and correspondence to the Department relating to the provisions of this section should be forwarded to the following address:

New Jersey Department of Transportation  
Division of Aeronautics  
Air Safety and Zoning Permits  
1035 Parkway Avenue — CN 600  
Trenton, New Jersey 08625

#### **L. Permit Review Procedures by the Commissioner of Transportation**

1. As provided in the Regulations, for routine applications, review of an application shall be completed by the Division within 90 days of the date on which an application is accepted as complete.
2. As provided in the Regulations, non-routine cases requiring the review or approval of a federal agency or any other state agency prior to issuance of a permit, shall be conducted in as timely a fashion as possible. The Director shall notify the applicant of a delay in the review process necessitated by another agency's involvement. The notification shall be provided prior to 90 days following the date of acceptance of a

complete application and shall include an estimate of the date by which a completion of the review process can be anticipated.

3. As provided in the Regulations, for routine cases not requiring review by other agencies, the Division may, at its discretion, extend the ninety-day review period by 30 days if determined necessary to complete the review process. The applicant and affected municipality shall be notified of this extension by the Department at least 15 days prior to the expiration of the ninety-day period.
4. As provided in the Regulations, following review of an application by the Division, the Director shall determine whether to recommend to the Commissioner that the permit be granted or denied.
5. As provided in the Regulations, if the Director recommends denial, the applicant and municipal agency will be notified within five working days of the date of decision. An applicant who has been so notified by the Director may request an appeal before the Office of Administrative Law pursuant to N.J.S.A. 52:14B-1, et seq., and N.J.A.C. 1:1. The applicant shall notify the Division by certified mail within 14 calendar days of notification of denial that an appeal will be forwarded to the Office of Administrative Law.
6. As provided in the Regulations, pursuant to N.J.S.A. 52:14B-1, et seq., and N.J.A.C. 1:1, a final determination to either deny or grant the permit application will be made by the Commissioner subsequent to the filing of an initial decision by the Administrative Law Judge who conducted the hearing.

#### **M. Permit Application Decisions by the Commissioner**

1. As provided in the regulations, the Commissioner may take one of the following actions:
  - a. Approve the application as submitted. The applicant will receive a permit which shall be effective during the same period as the development approval granted by the municipal agency. The Department will mail a copy of the permit to the applicant and municipal agency within five working days of the date of approval;
  - b. Deny the application. The Department will mail a copy of the permit denial to the applicant and municipal agency within five working days of the date of decision;
  - c. Phased or partial approval. Where conditions warrant, the Commissioner may provide for a phased approval of an application. The Commissioner may also approve part of an application and deny the remainder. The nature of approvals granted, and the denials shall be transmitted to the applicant and municipal agency within five working days;

- d. Any applicant whose application was recommended for denial by the Director. An applicant who has been so notified by the Director may request an appearance before the Office of Administrative Law pursuant to N.J.S.A. 52:14B-1, et seq., and N.J.A.C. 1:1.

**N. Notice to Prospective Buyers**

1. Pursuant to N.J.S.A. 6:1-85.2, any person who sells or transfers property in the Airport Safety Zone and appearing on a municipal map used for tax purposes shall provide notice to a prospective buyer that the property is located in an Airport Safety Zone, prior to the signing of a contract of sale. Failure to provide such notice may result in the suspension or revocation of the person's license to engage in real estate sales or other appropriate disciplinary action by the New Jersey Real Estate Commission in the case of a person subject to the jurisdiction of the Commission as provided by N.J.S.A. 6:1-85.2.
- O.** The preambles recited in the “Whereas” portions above are made part of this Ordinance as if fully set forth herein.
- P.** The sections, subsections and provisions of this Ordinance may be renumbered as necessary or practical for codification purposes.
- Q.** All ordinances or parts of ordinances inconsistent with this Ordinance are hereby repealed to the extent of such inconsistency.
- R.** If the provision of any article, section, subsection, paragraph, subdivision or clause of this ordinance shall be adjudged by a court of competent jurisdiction to be invalid, such order or judgment shall not affect, impair or invalidate the remainder of any such article, section, subsection, paragraph, subdivision or clause and, to this end, the provisions of this ordinance are hereby declared to be severable.
- S.** This ordinance shall take effect immediately upon final passage and publication in accordance with law and upon filing with the Hunterdon County Planning Board.

I hereby certify that the attached ordinance is a true and correct copy of an ordinance entitled ***ORDINANCE TO ADOPT THE REQUIREMENTS OF THE AIR SAFETY AND ZONING ACT OF 1983, N.J.S.A. 6:1-80, et seq., AND ITS ACCOMPANYING REGULATIONS, N.J.A.C. 16:62-1, et seq.*** which was introduced at the meeting of Readington Township Committee on May 18, 2020 adopted at the meeting of the Readington Township Committee on June 15, 2020.

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Vita Mekovetz, RMC/MMC/QPA  
Municipal Clerk

## Exhibit 1:

Letter from the New Jersey Department of Transportation to the Mayor of Readington Township,  
dated February 18, 2020



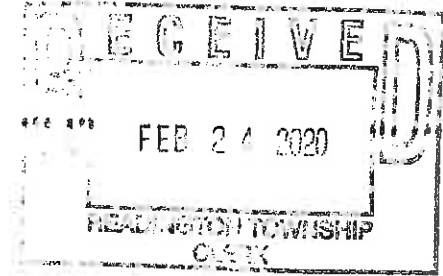
# State of New Jersey

DEPARTMENT OF TRANSPORTATION  
P.O. Box 600  
Trenton, New Jersey 08625-0600

PHILIP D. MURPHY  
*Governor*

SHEILA Y. OLIVER  
*Lt. Governor*

DIANE GUTIERREZ-SCACCETTI  
*Acting Commissioner*



February 18, 2020

The Honorable Jonathan Heller  
Mayor, Township of Readington  
509 Route 523  
Whitehouse Station, NJ 08889

Dear Mayor Heller:

Senator Bateman has asked me to respond to your inquiry regarding the length of the runways at Soldberg Airport. On behalf of the New Jersey Department of Transportation (NJDOT), I appreciate the opportunity to assist you.

As currently licensed by NJDOT's Bureau of Aeronautics, the Soldberg Airport operates two runways with the following approved lengths:

1. Primary Runway 4/22: 3735' x 50' (3000' paved asphalt, 735' turf) in good condition
2. Secondary Runway 13/31: 3442' x 200' (turf) in good condition

I hope this information is helpful. If you have any additional questions, please feel free to contact Meredith Hammond, Office of Community and Constituent Relations, at (609) 963-1982.

Sincerely,

Jay Jimenez  
Chief of Staff

## Exhibit 2:

Exhibits 2A-2i consisting of diagrams depicting the Airport Safety Zone, the methodology for the delineation thereof and regulations relating to vertical development within the Airport Safety Zone, dated April 2020.



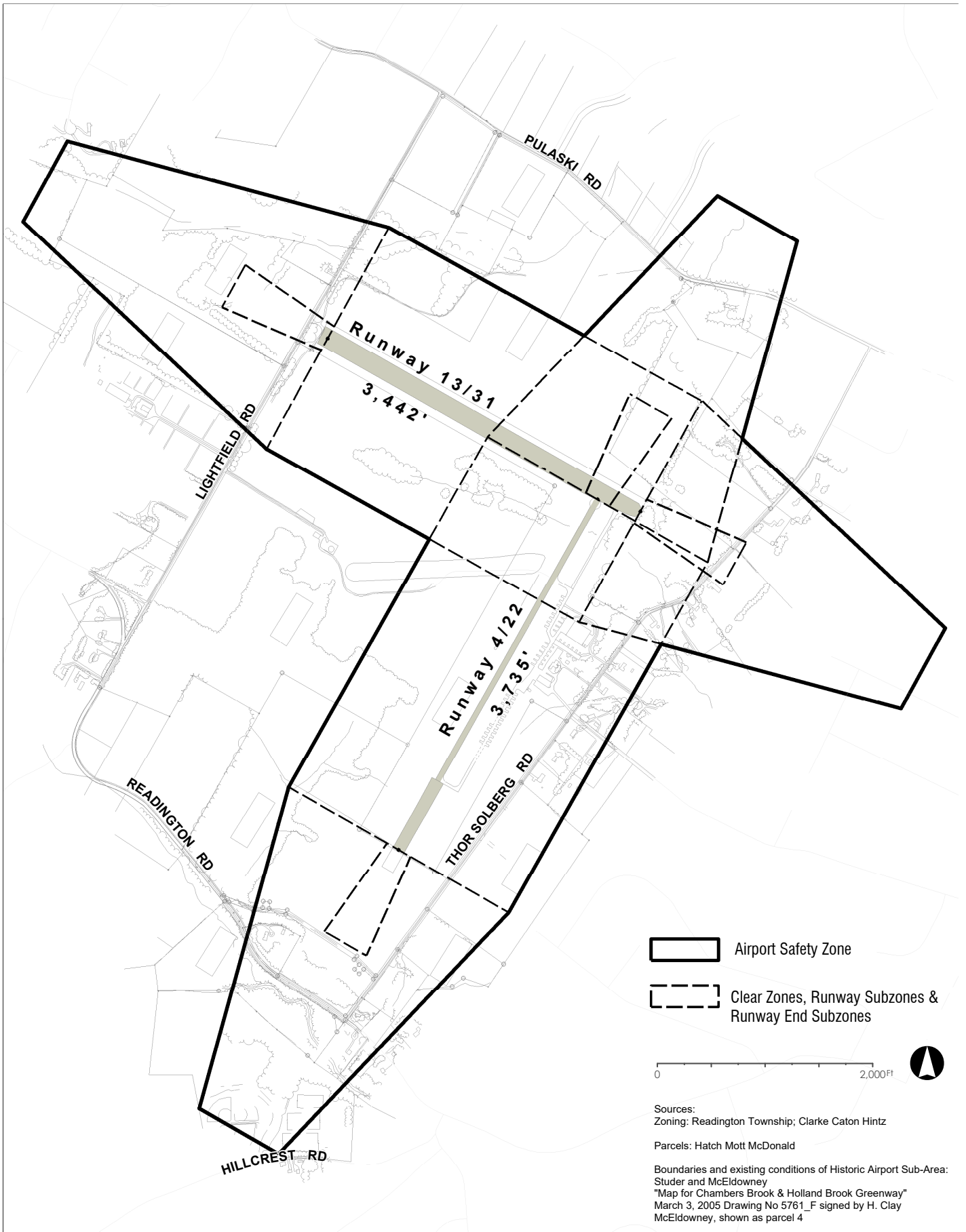


Exhibit 2A

# Solberg-Hunterdon Airport Safety Zone

Readington Township, Hunterdon County, NJ April 2020

**Clarke Caton Hintz** 

Architects  
 Planners  
 Landscape Architects

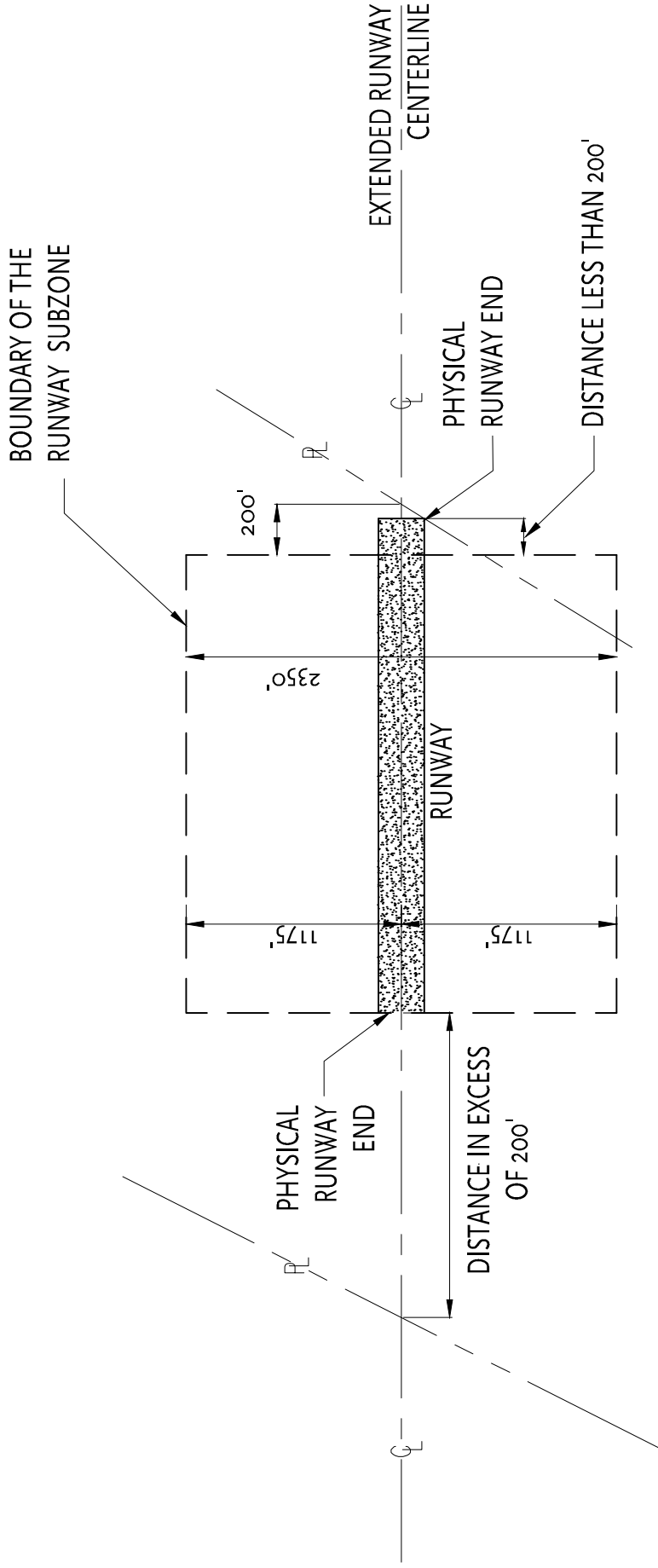


Exhibit 2B

**Solberg-Hunterdon Airport Safety Zone:  
Runway Subzone Delineation**  
Pursuant to NJAC 16:62-3.3



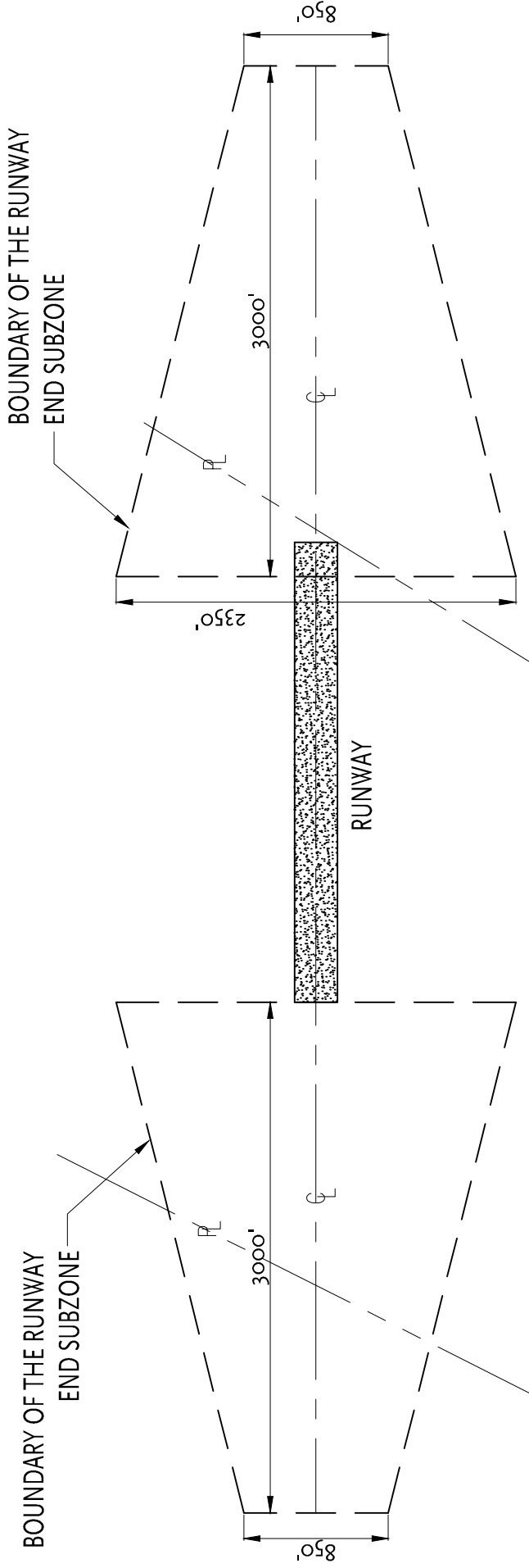


Exhibit 2C

**Solberg-Hunterdon Airport Safety Zone:  
Runway End Subzone Delineation  
Pursuant to NJAC 16:62-3-4**



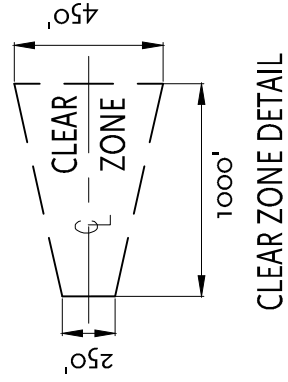
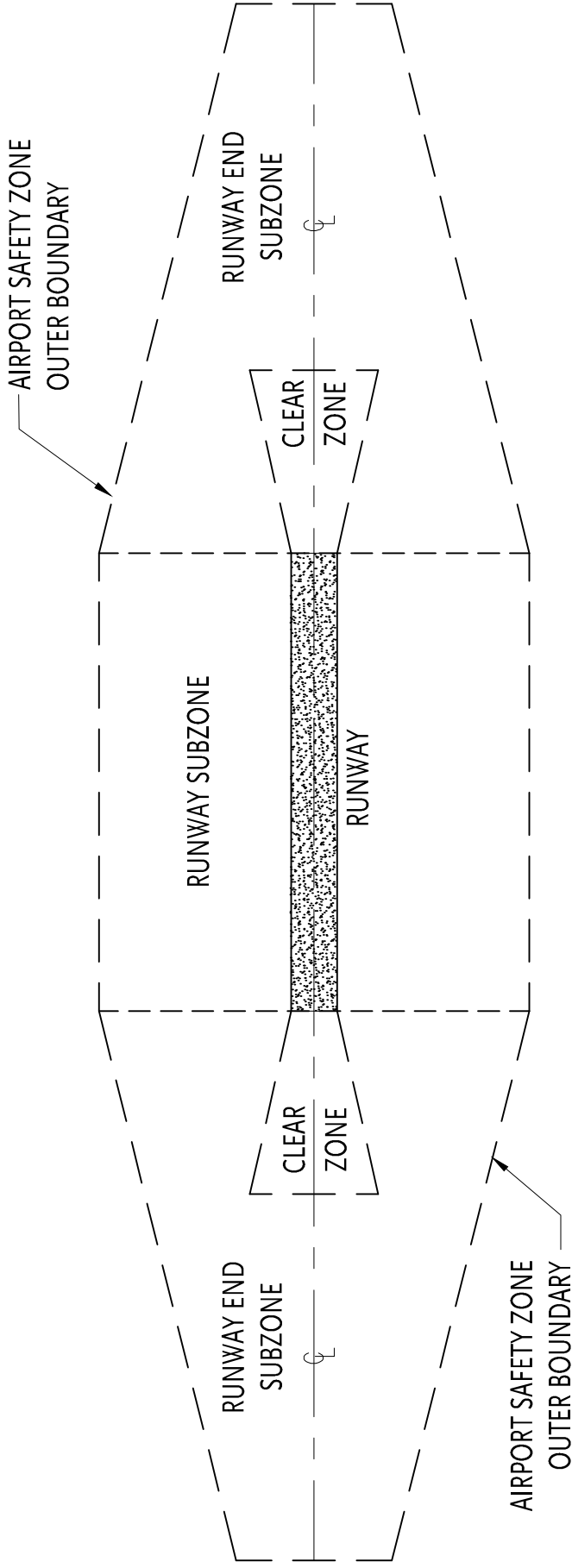


Exhibit 2D

# Solberg-Hunterdon Airport Safety Zone: Clear Zone Delineation

Pursuant to NJAC 16:62-3.5

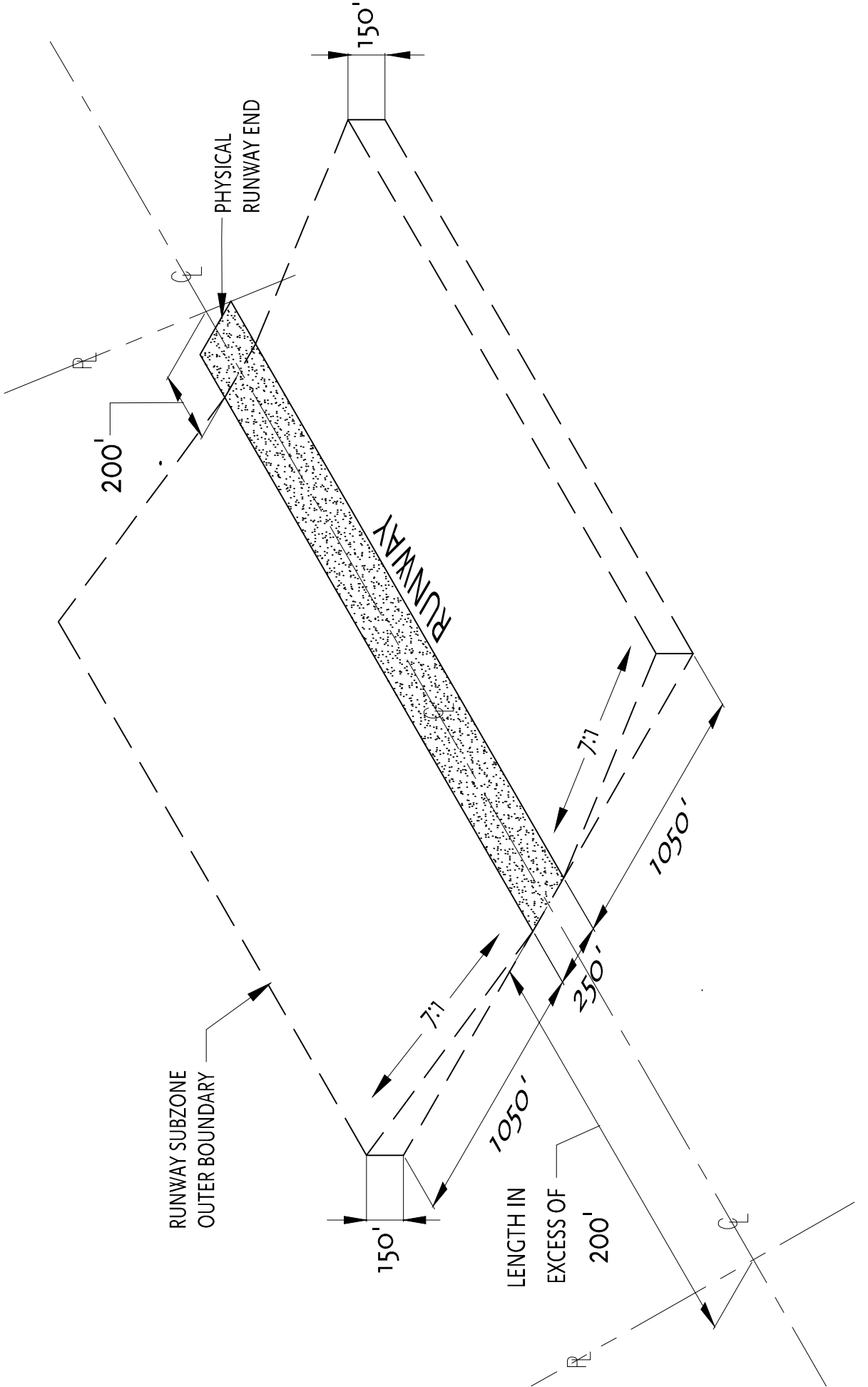


Exhibit 2E

**Solberg-Hunterdon Airport Safety Zone:**  
**Vertical Development in Runway Subzones**  
 Pursuant to NJAC 16:62-4.2



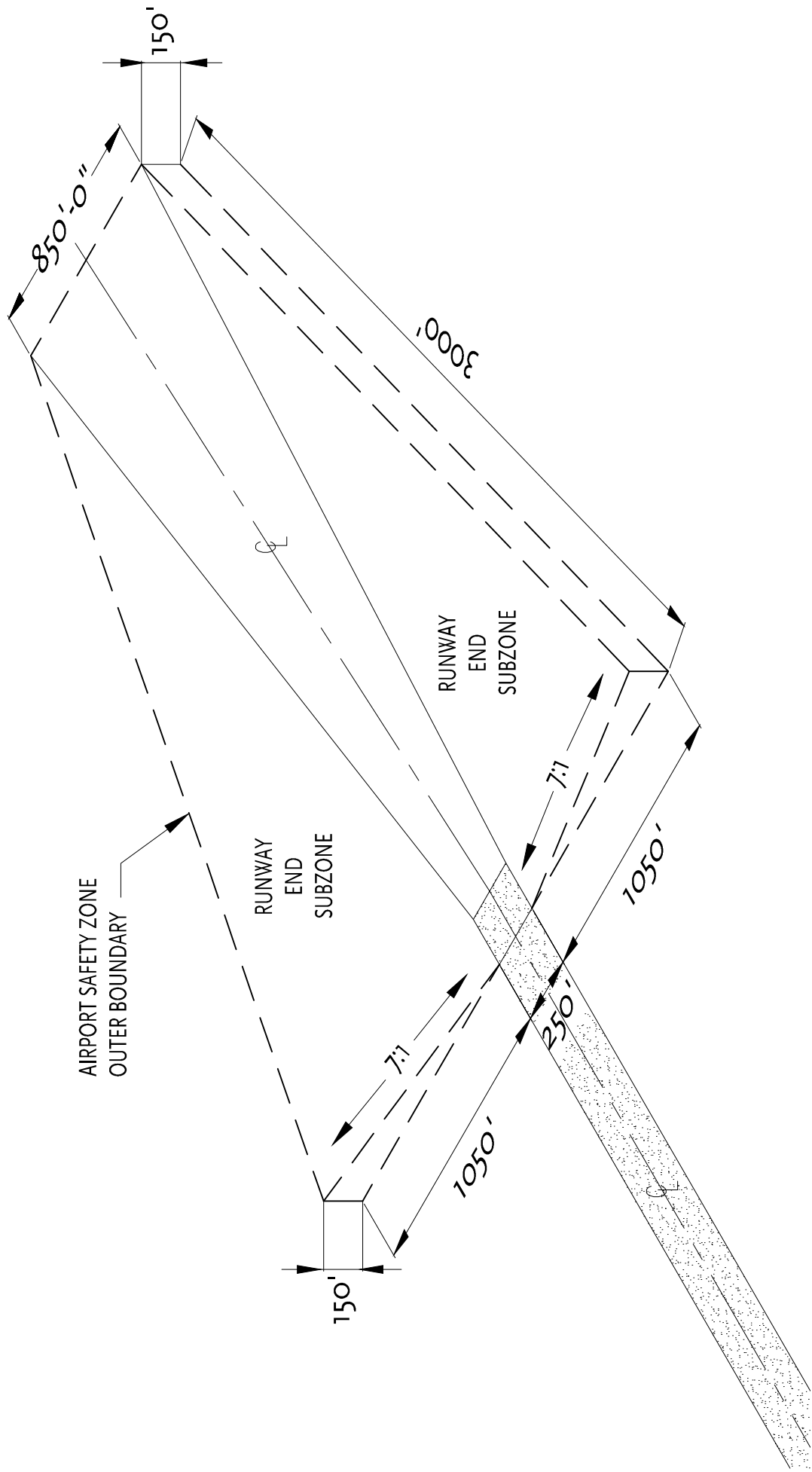
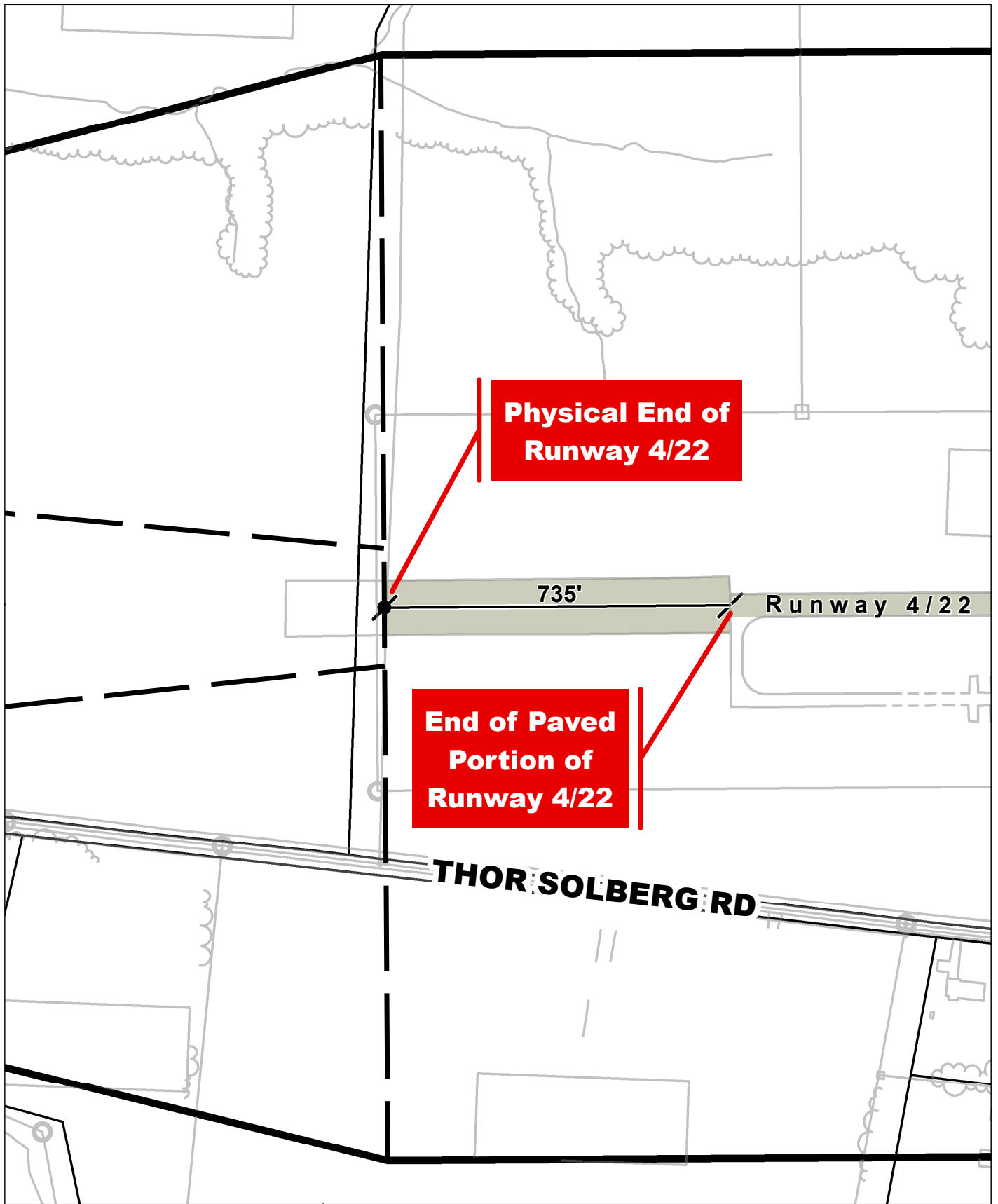


Exhibit 2F

**Solberg-Hunterdon Airport Safety Zone:  
Vertical Development in Runway End Subzones  
Pursuant to NJAC 16:62-4.2**





Clarke Caton Hintz ● ● ■  
 Architecture  
 Planning  
 Landscape Architecture



SOLBERG HUNTERDON AIRPORT SAFETY ZONE

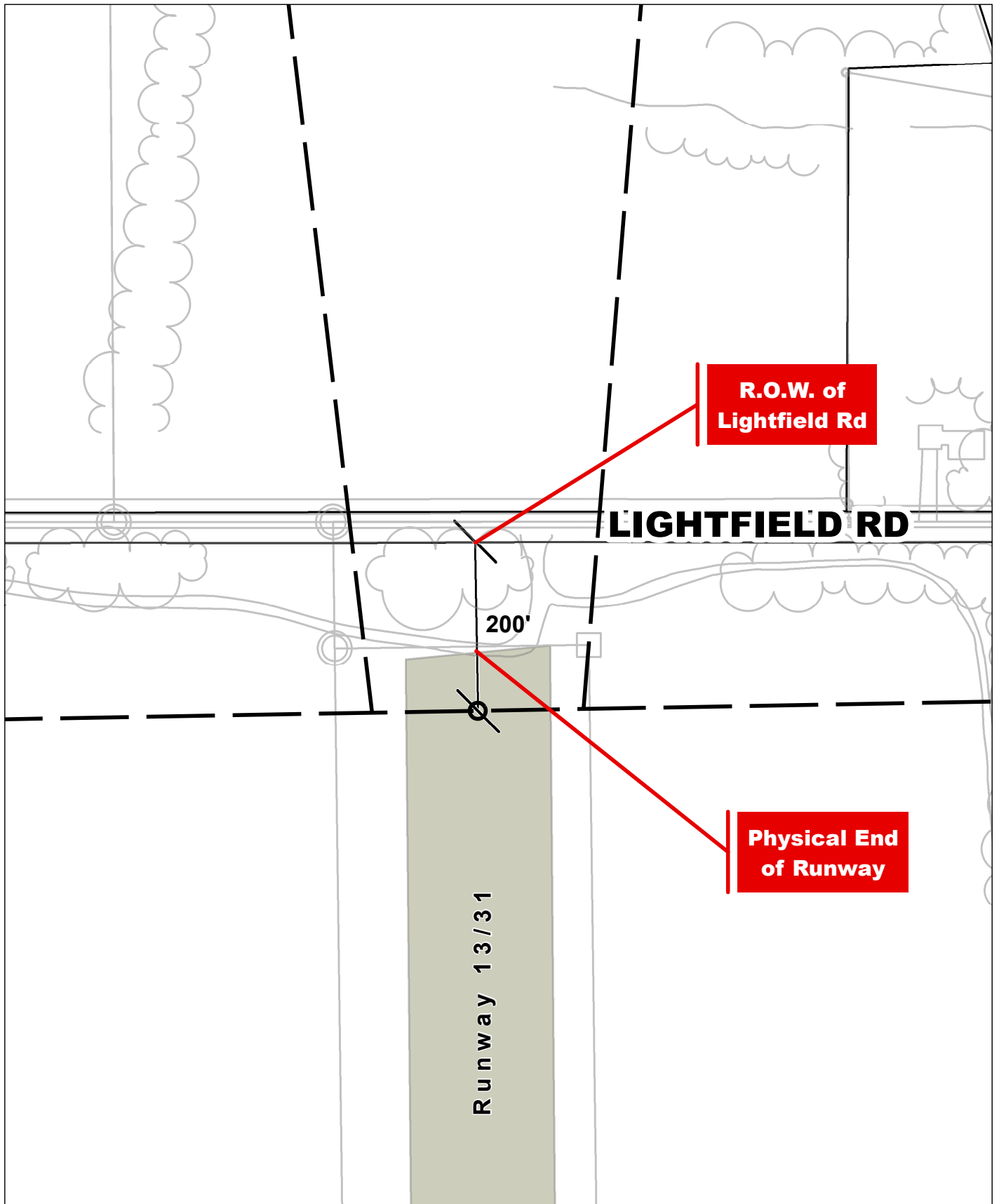
Exhibit 2G

# Runway 4/22 Physical End Detail

Readington Township, Hunterdon County, NJ  
 April 2020

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.

Parcels: NJGIN 2012 Parcels for Hunterdon County



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 Architecture  
 Planning  
 Landscape Architecture



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Exhibit 2H

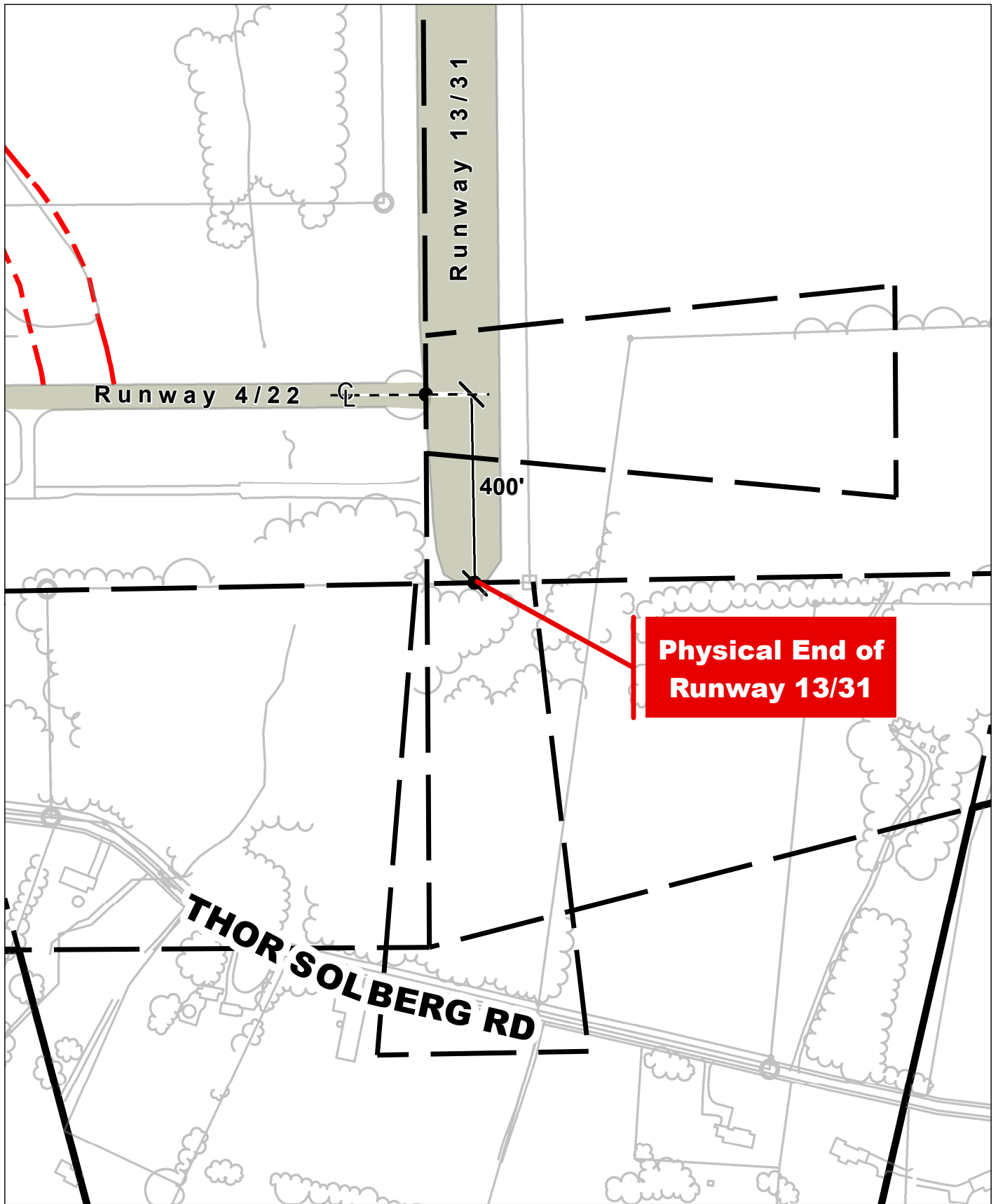
# Runway 13/31 Physical End Detail 1

Readington Township, Hunterdon County, NJ  
 April 2020

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.

Parcels: NJGIN 2012 Parcels for Hunterdon County





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Exhibit 2 i

# Runway 13/31 Physical End Detail 2

Readington Township, Hunterdon County, NJ  
 April 2020

This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not state-authorized.

Parcels: NJGIN 2012 Parcels for Hunterdon County