



**State of New Jersey**

**DEPARTMENT OF CONSERVATION  
AND ECONOMIC DEVELOPMENT**

JOSEPH E. MCLEAN, COMMISSIONER  
TRENTON 7

DIVISION OF ADMINISTRATION

ALDEN T. COTTRELL  
DIRECTOR

PLEASE ADDRESS REPLY TO:  
STATE HOUSE ANNEX

February 21, 1955

Mr. Thompson:

I am attaching Administrative Rules and Regulations  
from the following units of this Department.

A.R. Post - Bureau of Planning and Commerce  
M.E. Johnson - Bureau of Geology and Topography  
John Wyack - Division of Water Policy and Supply  
John Wyack - Delaware and Raritan Canal  
Salvatore A. Bontempo - Division of Veterans Services  
F.E. Kimble, Jr. - Bureau of Aeronautics  
Peter J. Gannon - Bureau of Navigation

A handwritten signature in cursive script that reads "Alden T. Cottrell".

Alden T. Cottrell

C

Atch.

RULES AND REGULATIONS

DEPARTMENT OF CONSERVATION AND  
ECONOMIC DEVELOPMENT

MEMORANDUM

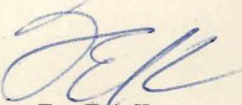
January 10, 1955

TO: Mr. Alden. T. Cottrell, Director, Division of Planning and Development

FROM: Mr. F. E. Kimble, Jr., Acting Chief, Bureau of Aeronautics

SUBJECT:

As per your Memorandum dated January 4, 1955, attached please find copies of Order and Rules, which this Bureau uses and which have been filed with the Secretary of State.

  
F. E. K.

ms  
Encl.

*ella:-  
Had in folder re  
adm. regulations until  
they are all inspected*

UNIVERSITY MICROFILMS  
SERIALS ACQUISITION

RECEIVED  
DEPT. CONSERVATION  
ECONOMIC DEVELOPMENT  
JAN 11 10 40 AM '88  
ADMINISTRATIVE DIV.

DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

ORDER

COMMERCIAL AIRPORTS, LANDING FIELDS, LANDING STRIPS  
REQUIREMENTS FOR LICENSE THEREOF:

Pursuant to the provisions of New Jersey Revised Statutes 6:1-44, and in the furtherance of the development of aeronautical facilities in the State of New Jersey, the Commissioner, Department of Conservation and Economic Development, in the interest of public safety, does hereby rescind New Jersey Aviation Commission Order No. 12-A, dated December 8, 1947 and prescribes the following provisions to become applicable for license by the State of New Jersey of all Commercial Aviation Facilities:

1. Minimum Physical Standards to be provided prior to issuance of Commercial Airport, Landing Field or Landing Strip License:

	Class I	Class II	Class III	Class IV	Class V	Class VI	Class VII
(1) Length of Landing Area:	1800'	2700'	3700'	4700'	5700'	6700'	7700'
(2) Width of Landing Area:	200'	200'	300'	400'	500'	500'	500'
(3) Width of Runway:	50'	75'	100'	100'	150'	150'	150'
(4) Length of Hard Surface Runway:	1800'	2500'	3500'	4500'	5500'	6500'	7500'
(5) Width of Hard Surface Runway VFR:	50'	50'	75'	100'	150'	150'	150'
(6) Width of Hard Surface Runway Instr.:	100'	150'	150'	150'	150'	150'	150'
(7) Guide Approach							
VFR Day	20-1	20-1	20-1	30-1	30-1	30-1	30-1
VFR Night	20-1	30-1	30-1	30-1	30-1	30-1	30-1
Instr.	40-1	40-1	40-1	40-1	40-1	40-1	40-1
(8) Minimum distance required between airports, landing fields, landing strips of like class: (Airports, landing fields, landing strips not of like class shall be at a distance established for the higher class) (This distance separation shall be determined by measurement from the nearest existing airport property boundary line to the nearest property boundary line of the area for which license is applied.)	2 mi.	3 mi.	4 mi.	5 mi.	5 mi.	5 mi.	5 mi.

2. All applications for commercial airport, landing field, or landing strip license shall be made on forms provided by the Commissioner, Department of Conservation and Economic Development and will in addition thereto be accompanied by the following:

- a. A scaled drawing of the proposed facility showing True North, Latitude and Longitude, elevation above mean sea level, the dimensioned exact length, width and location of runways or landing areas relative to boundaries and to other runways or landing areas; showing the location of structures on or proposed to be on the facility and locating obstructions within and bordering upon the facility; showing the proposed air traffic pattern for the facility related to hazards or obstructions within 1 mile of the boundaries of the facility; and to scale 1" = 400'. This scaled drawing must be certified as accurate by a Land Surveyor, Civil or Professional Engineer licensed by the State Board of Professional Engineers and Land Surveyors.
- b. A narrative description, by metes and bounds, of the proposed facility with regard to the out-bounds of the property. This description must be certified by the applicant as truly describing the premises owned or controlled by him for which license is requested. If lease held, copy of lease must accompany.
- c. A certificate from the appropriate municipal and/or county authority that the proposed facility is a conforming use or a granted exception to conforming use within the provisions of existing local zoning codes or ordinances. In the absence of such codes or ordinances, this provision may be waived, provided the absence of such codes or ordinances is certified by the Clerk of the municipality or county concerned.

Any license issued pursuant to the provisions set forth here may be modified, suspended, or revoked in the interest of public safety or as a result of established violations of any of the provisions of New Jersey Revised Statutes 6:1-16; 6:1-20; 6:1-22; and 6:1-25.

*Charles R. Erdman, Jr.*  
Charles R. Erdman, Jr.  
Commissioner

ORDER NO. 2-A  
(Revised)

STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

O R D E R

PRIVATE AVIATION FACILITIES  
REQUIREMENTS FOR LICENSE THEREOF:

Pursuant to the provisions of New Jersey Revised Statutes 6:1-44, and in the furtherance of the development of aeronautical facilities in the State of New Jersey, the Commissioner, Department of Conservation and Economic Development, in the interest of public safety, prescribes the following requirements for all Private Aviation Facilities to become applicable for license by the State of New Jersey:

1. Must be registered with the Bureau of Aeronautics, Department of Conservation and Economic Development.
2. Distance separation requirements for a Private Aviation Facility are as follows:
  - a. Each Private Aviation Facility will have a distance separation from a Commercial Airport, Landing Field, or Landing Strip as indicated below; unless a shorter distance is approved on special application therefor to the Commissioner.

<u>Class I</u>	<u>Class II</u>	<u>Class III</u>	<u>Class IV</u>	<u>Class V</u>	<u>Class VI</u>	<u>Class VII</u>
2 mi.	3 mi.	4 mi.	5 mi.	5 mi.	5 mi.	5 mi.

- b. These distance separations shall be determined by measurement from the nearest existing airport property boundary line to the nearest property boundary line of the area for which license is applied.
3. All applications for a Private Aviation Facility License shall be made on forms provided by the Commissioner, Department of Conservation and Economic Development and will in addition thereto be accompanied by the following:
  - a. A scaled drawing, 1" equals 400', showing exact boundaries of property, runway with exact length and width, building area, adjacent landmarks and obstructions (trees, poles, wires, buildings, etc.); also indicating true north, latitude, longitude, and elevation.
  - b. Indicate proximity to nearest licensed Airport, Landing Field, or Landing Strip.
  - c. A statement as to whether land is owned or leased and if leased, give name of owner and lessee.

Any license issued pursuant to the provisions set forth here may be modified, suspended or revoked in the interest of public safety or as a result of established violations of any of the provisions of New Jersey Revised Statutes 6:1-16; 6:1-20; 6:1-22; and 6:1-25.

*Charles R. Erdman, Jr.*

Charles R. Erdman, Jr.  
Commissioner

June 1, 1954

Order No. 3-A

STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

ORDER  
AIRCRAFT REGISTRY LOG

Pursuant to the provisions of New Jersey Revised Statutes 6:1-29; in the interest of public safety; for internal security and other reasons, it is hereby required that a log shall be maintained at each licensed airport, landing field or landing strip, other than private, in the State of New Jersey showing the arrivals and departures of all aircraft. Forms will be provided by the Bureau of Aeronautics.

It is hereby provided that it shall be the responsibility of the pilot of each aircraft using the licensed airport facilities in the State of New Jersey to present himself to the appropriate airport management upon arrival at and departure from a duly licensed airport, landing field or landing strip, to record such pertinent information as is required by the Bureau of Aeronautics.

The provisions of this Order are deemed to be complied with in the case of the controlled airports at Newark, New Jersey and Teterboro, New Jersey, by virtue of the fact that Civil Aeronautics Administration Control Tower records of dispatch are maintained.

*Charles R. Erdman, Jr.*  
Charles R. Erdman, Jr.  
Commissioner

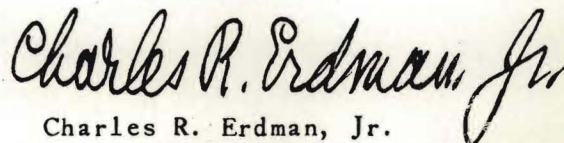
March 12, 1951

ORDER NO. 4-A                      STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT  
*ORDER*  
SPECIAL LANDING STRIP  
REQUIREMENTS FOR LICENSE THEREOF:

Pursuant to the provisions of New Jersey Revised Statute 6:1-44, to promote and accommodate agricultural flying and to further the development of aeronautical facilities in the State of New Jersey, the Commissioner, Department of Conservation and Economic Development, does hereby prescribe the following requirements for *Special Landing Strip License*:

1. Applications will be made on forms provided by the Bureau of Aeronautics.
2. Inspection will be by personnel of the Bureau of Aeronautics, to be followed by a recommendation of approval or disapproval. In the instance of disapproval, an applicant will have the right of appeal before the Commissioner of Conservation and Economic Development.
3. Applicant shall have a permanently established base on a New Jersey commercially licensed field.
4. A permanent "X" to be displayed on these strips at all times.

Any license issued pursuant to the provisions here set forth, will be subject to the regulations of the Department and may be modified, suspended or revoked in the interest of public safety or as a result of established violations of any of the provisions of New Jersey Revised Statutes 6:1-16; 6:1-20; 6:1-22; and 6:1-25.

  
Charles R. Erdman, Jr.  
Commissioner

DATE: November 16, 1951



## STATE OF NEW JERSEY

## DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

## O R D E R

SPECIAL LANDING STRIP (Helicopter)  
REQUIREMENTS FOR LICENSE THEREOF:

Pursuant to the provisions of New Jersey Revised Statutes 6:1-44, to promote and accommodate helicopter flying and to further the development of aeronautical facilities in the State of New Jersey, the Commissioner, Department of Conservation and Economic Development, does hereby prescribe the following requirements for Special Landing Strip License:

- A. Definition of the purpose and primary function of a Special Landing Strip (helicopter) is to provide a landing area which facilitates the expeditious loading and unloading of helicopters and the efficient coordination of ground and helicopter transportation.
1. Applications will be made on forms provided by the Bureau of Aeronautics.
  2. Inspection will be by personnel of the Bureau of Aeronautics to be followed by a recommendation of approval or disapproval. In the instance of disapproval, an applicant will have the right to appeal before the Commissioner of Conservation and Economic Development.
  3. A Special Landing Strip for helicopters should be enclosed by a substantial fence having a minimum height of four feet, or guarded by persons to prevent the public from the immediate landing area.
  4. A navigation aid (wind indicator) shall be provided. For night operation the navigation aid shall be such that it can readily be seen from the air during hours of darkness. Some distinctive marker shall be provided to distinguish between a heliport and an airport.
  5. The surface area should be free of dust or loose particles. Some type of marking lines four feet apart would assist in precision operation.
  6. "No Trespassing" signs and identification signs shall be installed at each Special Landing Strip (helicopter). All signs shall be installed on the outside of the fenced-in area.
  7. The desirable size for a Special Landing Strip for helicopters has been determined by the consideration of the flight characteristics of the helicopter. The site must have clear channels of approach with freedom from obstructions, and should be primarily over unoccupied ground. The required size of the landing area is 200 foot square or a circle with a diameter of 200 feet, dependent upon the surrounding area -- these dimensions may be reduced to 150 feet under optimum conditions.
  8. A sketch to scale of area must accompany application, which must show the terrain for at least 800' in all directions from the center limits of the heliport. This sketch must show all obstructions, distances and height.  
Scale: 1" = 200'
  9. Any license issued pursuant to the provisions herein set forth, will be subject to the regulations of the Department and may be modified, suspended or revoked in the interest of public safety or as a result of established violations of any of the provisions of New Jersey Revised Statutes 6:1-16; 6:1-20; 6:1-22; and 6:1-25.

Revised:  
February 15, 1954

*Charles R. Erdman, Jr.*  
Charles R. Erdman, Jr.  
Commissioner

STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT  
BUREAU OF AERONAUTICS  
520 East State Street  
Trenton, New Jersey

AIR RACES, AIR MEETS AND AERIAL EXHIBITIONS

AUTHORITY - NEW JERSEY REVISED STATUTE 6:1-42

"No air meet, air race or aerial exhibition shall be conducted or operated in this State without a license first obtained from the commission."

PENALTY - NEW JERSEY REVISED STATUTE 6:1-59

"Any person willfully violating any of the provisions of this chapter, or the rules, regulations or orders issued pursuant thereto, except provisions, rules or regulations or orders pertaining to the organization or operation of the commission, shall be guilty of a misdemeanor and punishable by a fine of not more than five hundred dollars (\$500.00) or by imprisonment for not more than ninety days, or both."

DEFINITIONS:

1. Air Race:

Any competitive demonstration inviting public attention, involving the flight of two or more aircraft for the purpose of exhibiting relative speed capabilities of such aircraft.

2. Air Meet:

A public demonstration involving flights of aircraft engaged in competitive activities such as aerial acrobatics, spot landing, paper cutting, simulated bomb dropping, etc.

3. Aerial Exhibition:

Demonstrations other than Air Race or Air Meet, in which aircraft are utilized for public exhibition, such as but not limited to parachute jumping activity, aircraft participation in holiday activity when such is held at other than airports. This is to include aircraft participation at fairs or shows of that nature.

REQUIREMENTS FOR: LICENSE

1. Application for license for air meets, air races and aerial exhibitions shall be made in quadruplicate on NJBA Form E-1, at least 15 days in advance of the proposed operation.

2. A map or blueprint of the operations area to be attached to the application. This map must be to scale, and distances must be shown. It must include race courses, obstructions, roads, spectator area, congested areas, parking areas, deadlines, police stations, ambulance stations, fire truck, crash truck and control stations for both air and ground traffic.
3. Airport management to insure that the operation will be performed without undue hazard to persons or property on the ground and that all reasonable safeguards have been or will be established to assure maximum margins of safety during the operation.
4. Where the operation conflicts with any Federal regulation or local ordinance or requires permission of local authorities or property owners, it is the responsibility of the applicant to obtain such permission.
5. Approval of application will be based on a satisfactory showing by the applicant that:
  - A. Positive control over participants and spectators will be established and maintained.
  - B. The flight courses will be so located and spaced to provide a maximum of protection to persons and property on the ground.

*Charles R. Erdman, Jr.*

Charles R. Erdman, Jr.  
Commissioner

January 12, 1953

ORDER NO. 10-T-1

AIR TRAFFIC RULES  
AMENDMENTS THERETO

The New Jersey State Aviation Commission having promulgated Order No. 10-T, dated December 8, 1947, which Order, among other things, adopted the Civil Air Regulations, Part 60, as published by the Civil Aeronautics Board, effective October 8, 1947, has determined the need for additional safeguards for safety in air under certain visivility conditions and in certain areas of the State, and having coordinated those needs with the Civil Aeronautics Board, concurs in the provisions of certain amendments thereto titled Civil Aeronautics Regulations 60-1, 60-2, and 60-3 adopted January 27, 1948.

In conformity with the aforesaid and because of the fact that the traffic in the air spaces over New Jersey warrant the adoption of these provisions in the interest of public safety, THEREFORE these amendments to the Air Traffic Rules known as Civil Air Regulations, Amendments 60-1, 60-2 and 60-3, published by the Civil Aeronautics Board, are hereby adopted, annexed hereto and made a part hereof and the provisions contained therein become applicable to all aircraft operations in and over the State of New Jersey and Order of this Commission No. 10-T, dated December 8, 1947 is hereby amended accordingly.

BY ORDER OF THE NEW JERSEY STATE AVIATION COMMISSION:

Date: March 24, 1948

Trenton, New Jersey

/s/ R. L. Copsy

Robert L. Copsy  
Director of Aviation

UNITED STATES OF AMERICA  
CIVIL AERONAUTICS BOARD  
Washington, D. C.

Civil Air Regulations Amendment 60-1

Effective: April 1, 1948

Adopted: January 27, 1948

CLEARANCE FROM AIR TRAFFIC CONTROL FOR VFR FLIGHTS WITHIN  
CONTROL ZONES WHEN THE CEILING IS LESS THAN 1,000 FEET

Section 60.200 of the Civil Air Regulations presently provides that under Visual Flight Rules aircraft flown within control zones must keep 500 feet vertically and 2,000 feet horizontally from any cloud formation unless otherwise authorized by air traffic control. Section 60.107 (c) provides that an altitude of 500 feet must be maintained except over open water, sparsely populated areas, or when necessary for taking off and landing. Section 60.201 permits VFR flight within a control zone without air traffic control clearance when visibility is at least three miles.

Under these regulations it is possible for aircraft to enter a control zone and the traffic pattern of controlled airports without prior authorization from air traffic control when approaching, for example, over water or sparsely populated areas under a ceiling of 600 or 700 feet while at the same time other aircraft, operating under instrument Flight Rules, are letting down on instruments. Such practices often result in requiring aircraft operating under IFR rules to hold for unduly long periods in the "stack" and also have often created a collision hazard.

The purpose of this regulation is to amend § 60.200 to provide that when the ceiling is less than 1,000 feet all aircraft being flown in control zones under Visual Flight Rules shall be required to obtain a clearance from air traffic control. It does not apply to airports or landing areas outside control zones.

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing, the Civil Aeronautics Board hereby amends Part 60 of the Civil Air Regulations (14 CFR, Part 60) effective April 1, 1948:

1. By amending § 60.200 to read as follows:

60.200 Ceiling and distance from clouds. Aircraft shall comply with the following requirements as to ceiling and distance from clouds.

(a) Within control zones. Unless authorized by air traffic control, aircraft shall not be flown when the ceiling is less than 1,000 feet, or less than 500 feet vertically and 2,000 feet horizontally from any cloud formation.

-2-

(b) Elsewhere. When at an altitude of more than 700 feet above the surface aircraft shall not be flown less than 500 feet vertically and 2,000 feet horizontally from any cloud formation; when at an altitude of 700 feet or less aircraft shall not be flown unless clear of clouds.

2. By deleting the "Chart of VFR visibility and distance-from-clouds minimums."

3. By deleting the "Chart of cruising altitudes outside of control areas and control zones."

(Secs. 205 (a), 601, 52 Stat. 984, 1007; 49 U.S.C. 425 (a),551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan  
Secretary

(SEAL)

---

Part 60 last printed October 8, 1947.

UNITED STATES OF AMERICA  
Civil Aeronautics Board  
Washington, D. C.

Civil Air Regulations Amendment 60-2

Effective: April 1, 1948  
Adopted: January 27, 1948

DISPLAY OF AIRCRAFT LIGHTS BETWEEN SUNSET AND SUNRISE

The present definition of "hours of darkness" in § 60.921 prescribes that under specified conditions the hours of darkness shall extend from 30 minutes after sunset to 30 minutes before sunrise, except in the Territory of Alaska. Paragraphs (a) and (b) of § 60.113 of the Civil Air Regulations provide that when operating during the hours of darkness aircraft shall display position lights and when parked in certain areas during the hours of darkness they shall be clearly illuminated.

The purpose of this amendment of §§ 60.113 and 60.921 of Part 60 is to require all aircraft to display position lights when operated between sunset and sunrise and to eliminate the 30-minute interval presently authorized. It also deletes the present definition of "hours of darkness" and provides, in lieu thereof, a definition of "sunset and sunrise."

Interested persons have been afforded an opportunity to participate in the making of this amendment, and due consideration has been given to all relevant matter presented.

In consideration of the foregoing the Civil Aeronautics Board hereby amends Part 60 of the Civil Air Regulations (14 CFR, Part 60) effective April 1, 1948:

1. By amending § 60.113 to read as follows:

60.113 Aircraft lights. Between sunset and sunrise:

(a) all aircraft in flight or operated on the ground or under way on the water shall display position lights,

(b) all aircraft parked or moved within or in dangerous proximity to that portion of any airport used for, or available to, night flight operations shall be clearly illuminated or lighted, unless the aircraft are parked or moved in an area marked with obstruction lights

(c) all aircraft at anchor shall display anchor lights, unless in an area within which lights are not required for vessels at anchor, and

(d) within the Territory of Alaska the lights required in a, b, and c above shall be displayed during those hours specified and published by the Administrator.

-2-

2. By amending § 60.921 to read as follows:

60.921 Sunset and sunrise. Sunset and sunrise are the mean solar times of sunset and sunrise as published in the Nautical Almanac converted to local standard time for the locality concerned, except within the Territory of Alaska.

NOTE: The Nautical Almanac containing sunshine tables may be obtained from the superintendent of Documents, Government Printing Office, Washington 25, D. C. Information is also available from the sunshine tables in the offices of the Civil Aeronautics Administration or the United States Weather Bureau.

(Secs. 205 (a), 601, 52 Stat. 984, 1007; 49 U.S.C. 425 (a), 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan  
Secretary

(SEAL)

---

Part 60 last printed October 8, 1947.



UNITED STATES OF AMERICA  
CIVIL AERONAUTICS BOARD  
Washington, D. C.

Civil Air Regulations Amendment 60-3

Effective: March 28, 1948

Adopted: February 27, 1948

IFR MINIMUM SAFE ALTITUDES

Section 60.107 (d) presently provides that where the Administrator has not established minimum altitudes for routes or portions of routes over which an operation is conducted such operations shall be conducted at not less than 1,000 feet above the highest obstacle within a horizontal radius of 5 miles from the aircraft.

The purpose of this amendment is to modify § 60.107 (d) by prescribing that such operations shall be conducted at not less than 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the center of the course intended to be flown. This amendment also specifies the standards which the Administrator has been and shall be guided by in determining minimum altitudes for particular routes.

This change in wording clarifies the existing rule and at the same time renders it consistent with the minimum flight altitudes presently contained in the Flight Information Manual.

Since this amendment is minor in nature and imposes no additional burden on any person, notice and public procedure hereon are unnecessary, and the amendment may be made effective without prior notice.

In consideration of the foregoing the Civil Aeronautic Board hereby amends Part 60 of the Civil Air Regulations (14 CFR, Part 60, as amended) effective March 28, 1948:

By amending § 60.107 (d) to read as follows:

60.107 (d) IFR operations. The minimum IFR altitude established by the Administrator for that portion of the route over which the operation is conducted. Such altitude shall be that which the safe conduct of flight permits or requires considering the character of the terrain being traversed, the meteorological services and navigational facilities available, and other flight conditions. Where the Administrator has not established such a minimum, operations shall be conducted at not less than 1,000 feet above the highest obstacle within a horizontal distance of 5 miles from the center of the course intended to be flown.

-2-

NOTE: When minimum altitudes are established by the Administrator for particular routes, such altitudes will be published in the CAA Flight Information Manual, for sale by the Superintendent of Documents, U.S. Government Printing Office, Washington 25, D. C.

(Secs. 205 (a), 601, 52 Stat. 984, 1007; 49 USC 425 (a), 551)

By the Civil Aeronautics Board:

/s/ M. C. Mulligan

M. C. Mulligan  
Secretary

(SEAL)

---

Part 60 last printed October 8, 1947.

ORDER NO. 1-V

STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

SPECIAL ORDER

Pursuant to the provisions of New Jersey Revised Statute 6:1-45, the Landing Field Class I License in the name of Budd Lake Airport dated June 10, 1952 is hereby suspended for the period of one week October 6 - 12, 1952 inclusive, for failure to obtain a license to conduct an Aerial Exhibition as required by Section 6:1-49 of the New Jersey Revised Statutes.

*Charles R. Erdman, Jr.*

Charles R. Erdman, Jr.  
Commissioner

DATE: September 23, 1952

Order No. 2-V

STATE OF NEW JERSEY  
DEPARTMENT OF CONSERVATION AND ECONOMIC DEVELOPMENT

ORDER

An appeal from Order dated June 17, 1953, issued to Frank Reiser, Sr., revoking Private Landing Field License dated August 15, 1950 was heard before Director William C. Cope and the undersigned on August 24, 1953 and September 28, 1953 respectively. From the testimony heard and evidence presented, it is the considered opinion of the undersigned that in the interest of public safety, the revocation continue until December 31, 1953.

/s/ Charles R. Erdman, Jr.  
Charles R. Erdman, Jr.  
Commissioner

Date: October 26, 1953

C  
O  
P  
Y