

**CHAPTER 54**

**LICENSING OF AERONAUTICAL AND  
AEROSPACE FACILITIES**

**Authority**

N.J.S.A. 27:1A-5, 27:1A-6, 6:1-29, 6:1-43 and 6:1-44.

**Source and Effective Date**

R.2003 d.423, effective October 2, 2003.  
See: 35 N.J.R. 1981(a), 35 N.J.R. 5127(a).

**Chapter Expiration Date**

Chapter 54, Licensing of Aeronautical and Aerospace Facilities, expires on October 2, 2008.

**Chapter Historical Note**

Chapter 54, originally Licensing of Aeronautical Facilities, was filed and effective prior to September 1, 1969.

Pursuant to Executive Order No. 66(1978), Chapter 54, Licensing of Aeronautical Facilities, was readopted as R.1986 d.146, effective April 7, 1986. See: 18 N.J.R. 403(a), 18 N.J.R. 998(b).

Administrative Correction. See: 19 N.J.R. 1240(a).

Pursuant to Executive Order No. 66(1978), Chapter 54, Licensing of Aeronautical Facilities, was readopted as R.1991 d.222, effective April 8, 1991. See: 23 N.J.R. 289(a), 23 N.J.R. 1421(a).

Chapter 54, Licensing of Aeronautical Facilities, was repealed and a new Chapter 54, Licensing of Aeronautical and Aerospace Facilities, was adopted as R.1993 d.348, effective July 6, 1993. See: 24 N.J.R. 2542(a), 25 N.J.R. 2916(c).

Pursuant to Executive Order No. 66(1978), Chapter 54, Licensing of Aeronautical and Aerospace Facilities, was readopted as R.1998 d.220, effective April 9, 1998. See: 30 N.J.R. 594(a), 30 N.J.R. 1629(a).

Chapter 54, Licensing of Aeronautical Facilities, was readopted as R.2003 d.423, effective October 2, 2003. As part of R.2003 d.423, effective November 3, 2003, Subchapter 7, Waivers and Exemptions, was recodified as Subchapter 10, Waivers and Exemptions; Subchapter 8, Liability and Penalty, was recodified as Subchapter 11, Liability and Penalty; Subchapter 9, Suspensions and Revocations, was recodified as Subchapter 12, Suspensions and Revocations; Subchapter 10, Powers, was recodified as Subchapter 13, Powers; and Subchapter 7, Ultralight Recreational Facilities, Subchapter 8, Airparks, and Subchapter 9, Aeronautical Facility Security, were adopted as new rules. See: Source and Effective Date. See, also, section annotations.

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## SUBCHAPTER 1. GENERAL PROVISIONS

## 16:54-1.1 Scope

(a) This chapter lists and defines those types of aeronautical facilities which must be licensed by the State of New Jersey and includes the ancillary operations thereon as hereinafter defined; outlines the procedures for obtaining license(s); specifies the licensing requirements which applicants must meet; specifies the minimum acceptable design standards for each type of facility; specifies certain operational standards for each type of facility; specifies the liability and penalty for failure to observe the requirements; and describes the procedure for requesting exemption from these rules.

(b) The rules specified in this chapter, if not in conformity with the laws, rules, and regulations concerning aeronautics set forth by the Federal Aviation Administration or the National Aeronautics and Space Administration, are subject to preemption. If not specifically preempted by Federal standards, the ultimate authority over the regulating and licensing of aeronautical activities and facilities in New Jersey resides with the Commissioner, as provided for in N.J.S.A. 6:1-29 et seq.

Amended by R.2003 d.423, effective November 3, 2003.

See: 35 N.J.R. 1981(a), 35 N.J.R. 5127(a).

In (a), in first sentence deleted "and aerospace" after "aeronautical".

## 16:54-1.2 Applicability

(a) The provisions of this chapter apply to the following types of aeronautical facilities:

1. Fixed wing aeronautical facility:
  - i. Airport—Public Use (land or water);
  - ii. Airport—Restricted Use (land or water); and
  - iii. Airport—Special Use (land or water);
2. Vertical flight aeronautical facility:
  - i. Heliport—Public Use;
  - ii. Helistop—Restricted Use;
  - iii. Helistop—Special Use;
  - iv. Vertiport—Public Use;
  - v. Vertiport—Restricted Use; and
  - vi. Vertiport—Special Use;
3. Lighter than air aeronautical facility:

- i. Balloonspot—Public Use;
- ii. Balloonspot—Restricted Use;
- iii. Balloonspot—Special Use;
- iv. Airship Base—Public Use;
- v. Airship Base—Restricted Use; and
- vi. Airship Base—Special Use;

4. Parachute drop zone aeronautical facility:
  - i. Parachute Drop Zone—Public Use;
  - ii. Parachute Drop Zone—Restricted Use; and
  - iii. Parachute Drop Zone—Special Use;
5. Temporary aeronautical facilities:
  - i. Airship base;
  - ii. Balloonspot;
  - iii. Helistop;
  - iv. Landing Strip;
  - v. Parachute Drop Zone;
  - vi. Vertiport; and
  - vii. Other.

(b) Effective 180 days after the effective date of this chapter, all license applications and renewal applications shall comply fully with the requirements of N.J.A.C. 16:54-3.2.

(c) Existing aeronautical facilities which do not meet specific physical dimensional criteria or requirements of these revised regulations shall have two years to come into compliance. During that period, the licensee shall either make provisions to comply or petition for an exemption from the criteria as provided for in N.J.A.C. 16:54-7.

(d) Existing aeronautical facilities which do not meet the requirements of these regulations, other than those described in N.J.A.C. 16:54-1.2(b) or (c) shall have one year to come into compliance. During that period, the licensee shall make provisions to comply with the requirement or to petition for an exemption as provided for in N.J.A.C. 16:54-7.

Amended by R.2003 d.423, effective November 3, 2003.

See: 35 N.J.R. 1981(a), 35 N.J.R. 5127(a).

In (a), substituted "Balloonspot" for "Balloonport" throughout.

## 16:54-1.3 Definitions

The following words and terms, when used in this chapter, shall have the following meanings, unless the context clearly indicates otherwise.

“Accident” means an occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight and when all such persons have disembarked, and in which any person suffers death or serious injury, or in which the aircraft receives substantial damage.

“Aeronautical activity” means any of the following aviation related commercial activities generally provided to the public or any segment thereof, at an aeronautical facility either by the licensee or his tenants or invitees, with or without compensation:

1. Aircraft: sales, charter, rental, lease, storage, operation, hangaring, tiedown, and parking; and parachuting operations;
2. Instruction: aircraft flight and ground instruction of all types, license examinations and proficiency checks, crew member training, parachute jumping training,
3. Maintenance: all types of maintenance, repair, inspection, testing, modification, overhaul, corrosion control or painting of aircraft, engines, systems, avionics, parachutes, or ancillary air or ground support equipment; and
4. Servicing: aircraft fueling using fixed, hydrant, mobile, or portable equipment; aircraft engine or systems servicing including hydraulics, pneumatics, oxygen, lavatory, aircraft catering, electronics, aircraft cleaning.

“Aeronautical facility” means any airport, seaplane base, heliport, helistop, drop zone, ultralight recreational facility, blimp mooring mast, balloonsport, or vertiport.

1. The facility includes all property, paving, appliances, structures, seaplane docks, runways, taxiways, seaways, sealanes, aprons, hangars, or safety equipment associated with the aeronautical activities conducted on the premises and property.

“Aircraft” means any contrivance now known or hereafter invented, used or designed for air navigation or flight in the air. It includes, but is not limited to: airplanes, airships, blimps, dirigibles, gyroplanes, gliders, helicopters, hot air or gas balloons, seaplanes, tiltrotors, and ultra lights.

“Air navigation” means the operating, steering, directing, or managing of aircraft in or through the air, and on the ground or water.

“Aircraft” means any contrivance now known or hereafter invented, used or designed for air navigation or flight in the air. It includes, but is not limited to: airplanes, airships, blimps, dirigibles, gyroplanes, gliders, helicopters, hot air or gas balloons, seaplanes, tiltrotors, and ultralights.

“Airpark” means any area of land, adjacent to an airport, which is authorized by the Department to be utilized as a combined single family residence and aircraft storage facili-

ty, and where aircraft stored at such adjacent aircraft storage facilities have taxiway access to and from the airport.

“Airplane” means an engine-driven, fixed-wing aircraft that is heavier than air and supported in flight by the dynamic reaction of air against its wings.

“Airport” means a designated area of land, water, or both, which is licensed for the landing and takeoff of airplanes and other aircraft, and which may provide facilities for shelter, security, and service of aircraft.

“Airport layout plan” or “ALP” means a graphic presentation to scale of existing and proposed facilities at an aeronautical facility. It includes their location on the site and the pertinent clearance and dimensional information required to show conformity with applicable standards.

“Airport reference point” or “ARP” means the centroid of the runways plotted using formulas found in FAA A/C 150-5300-13. The ARP is identified in latitude and longitude to the hundredth of a second.

“Airship” means an engine-driven, lighter than air, aircraft that can be steered.

“Airship base” means any area of land or water of defined dimensions licensed for the takeoff and landing of airships.

“Alteration” means any construction, demolition, or modification to the surface, design, or operational areas of an aeronautical facility which affects, increases, or diminishes its operational capabilities.

“Approach/departure path” means a prescribed area extending outward and upward at a prescribed ratio from a landing or takeoff area, along the intended route of flight conducted into or out of an approved aeronautical facility.

“Appropriate governing body” means the entity which has ultimate governing responsibility for the political subdivision in which the aeronautical facility or proposed aeronautical facility is located. For aeronautical facilities at which the provisions of N.J.S.A. 6:1-80 et seq., Airport Safety Zoning Act apply, this definition shall include all those political subdivisions in which the airport safety zone is located.

“Balloon” means a lighter than air aircraft whose lift is derived from the buoyancy of hot air or certain gases and which is not engine driven.

“Balloonsport” means any areas of land or water of defined dimensions licensed for the takeoff of manned, free-flight balloons. Any reference to balloonport in the rules of the Division shall mean balloonsport.

“Building restriction line” means a line that is a specified distance from the centerline of a runway.

“Certified drawing” means a drawing certified as accurate by a licensed land surveyor, licensed professional planner or licensed professional engineer, and bearing the raised seal of the person certifying the drawing.

“Commissioner” means the Commissioner of the New Jersey Department of Transportation.

“Crewmember” means an individual who assists in the preflight inflation, launch, chase, landing (arrival) and recovery of a balloon; or any person authorized and assigned to perform duties in any aircraft during flight.

“Department” or “DOT” means the New Jersey Department of Transportation.

“Director” means the Director of the Division of Aeronautics.

“Division” means the Division of Aeronautics in the New Jersey Department of Transportation.

“Effective runway length” means that distance on a runway, beginning at a point on the runway surface where the obstruction-free, applicable approach slope intersects the runway, and measured along the runway centerline to the end of the runway in the landing direction.

“Exemption” means relief from a specific provision of this rule permanently or for a specified extended period of time.

“FAA” means the Federal Aviation Administration.

“Free-flight” means the act of flying a manned balloon which is not tethered to the ground.

“Helicopter” means a rotary wing aircraft that depends principally upon the lift generated by engine-driven rotors rotating on a substantially vertical axis for its primary means of propulsion.

“Heliport” means a dedicated area of defined dimensions, either at ground level or elevated on a structure, designated for the landing or takeoff of helicopters and used solely for that purpose.

“Helistop” means an area of defined dimensions, either at ground level or elevated on a structure designated for the landing or take off of helicopters, but not limited in use to that sole purpose. Helistops generally provide minimal or no support facilities and may be located in multiple use areas such as parking lots, dock areas, parks, athletic fields or other suitable open areas.

“Incident” means an occurrence other than an accident, associated with the operation of an aircraft, which affects or could affect the safety of operation of an aircraft, or which affects or could affect the operational capability of an aeronautical facility, or in which any person suffered an injury which was not a serious injury and which did not result in death.

“Landing and takeoff area” means a specific area of defined dimensions to which the helicopter approaches for landing or from which it departs, and includes the touchdown area.

“Licensee” means any person(s) whose name appears on the license of, and who is responsible for, or who controls operations at, an aeronautical facility.

“M” means meters, as a unit of measurement.

“MSL” means mean sea level.

“Moored or tethered flight” means the act of operating a balloon secured to the ground by sufficient and suitable means to permit vertical movements where no intention of launch into free-flight exists.

“NASA” means the National Aeronautics and Space Administration.

“Notice to Airmen” or “NOTAM” means a notice containing information concerning the establishment, condition, or change in any component, facility, service, or procedure of, or hazard in the National Airspace System, the timely knowledge of which is essential to personnel concerned with flight operations.

“NTSB” means the National Transportation Safety Board.

“Obstruction to air navigation” means an object of greater height than any of the heights or surfaces presented in Subpart C of FAA Regulations Part 77. Obstructions to air navigation are presumed to be hazards to air navigation unless an FAA study has determined otherwise.

“Parachute drop zone” means an area of defined dimensions, on the earth’s surface, designated for the landing of parachutists.

“Parachuting exhibition” means the operation by specially qualified individual(s) engaged in parachuting to a specifically authorized drop zone, for exhibition purposes.

“Public use aeronautical facility” means any area of land, water, or both which is licensed for the landing or takeoff of aircraft and open to the public for aeronautical operations. Public use aeronautical facilities may be utilized, advertised, and represented as such.

“Reference point” means a point on the earth’s surface, identified in terms of latitude and longitude to the nearest second, from which all linear measurements originate when applying the criteria of this chapter to helicopter facilities. The facility reference point will always be the exact center of the helicopter touchdown area.

“Restricted use aeronautical facility” means any area of land, water or both, which is licensed for the landing or takeoff of aircraft under the conditions or restrictions imposed by the Division of Aeronautics, the licensee, or both.

“Runway” means a defined rectangular area of airport land prepared for the landing or takeoff of aircraft along its length.

“Runway safety area” means an area in which a runway is symmetrically located and is graded to be smooth and level. These areas are to be maintained in such a condition that aircraft operating thereon may do so, safely with no damage.

“Safety area” means a safety zone that provides an additional obstruction-free surface on all sides of a prescribed helicopter landing and takeoff area.

“Safety zone area” means any area of land or water or both, upon which an aeronautical hazard might be created or established.

“Sealane” means a designated portion of water intended to be used by aircraft designed to operate on water.

“Seaplane base” means any landing area of water (with or without land support facilities) that is licensed for the landing or takeoff of aircraft that are able to utilize a water surface.

“Shelter” means an enclosed structure to provide for the comfort of persons against rain, wind, sun and adverse water.

“Special use aeronautical facility” means any area of land, water or both which is licensed for the landing and takeoff of specifically designated aircraft piloted by specifically identified individuals, as authorized by the Division, in writing on the license, or on an attachment to that license.

“Taxiing” means a powered movement of an aircraft on the ground or water from one area to another. This definition includes hover-taxi as well as ground taxi for helicopters depending on the type of landing gear and the surface area being used.

“Taxiway” means a defined pathway established for movement of an aircraft on an aeronautical facility.

“Touchdown area” means a defined part of an aeronautical facility to which a helicopter shall approach and actually alight (or come to a zero forward ground speed hover, from the approach, prior to touchdown or taxiing to another area) and from which helicopter departures shall originate.

“Touchdown pad” means a designated area of an aeronautical facility on which a helicopter will actually alight.

“Ultralight aircraft” means an aircraft which conforms to the Federal Aviation Administration specifications for an

ultralight aircraft as established by Federal regulation under 14 CFR, Chapter 1, Part 103, Section 103.1.

“Ultralight recreational facility” means a designated area of land, water, or both, which is licensed for the landing and takeoff of ultralight aircraft only, and which may provide facilities for shelter, security, and service of ultralight aircraft.

“Vertical flight aircraft” means any powered aircraft which is capable of vertical or near vertical takeoff and landing operations including but not limited to rotor wing aircraft, tiltrotor aircraft, tilt wing aircraft, and fan in wing aircraft.

“Vertiport” means any area of land or water or elevated area of defined dimensions licensed for the takeoff and landing of vertical flight aircraft.

“VFR” means visual flying rules.

“Waiver” means relief from application requirements of this rule or temporary relief from other provisions of this rule for a specified limited time period.

Amended by R.2003 d.423, effective November 3, 2003.  
See: 35 N.J.R. 1981(a), 35 N.J.R. 5127(a).  
Rewrote the section.

#### Case Notes

Local zoning ordinance prohibiting use of vacant land for helistop held not preempted by either Federal or State law; ordinance held ineffective if helistop license issued for such land by Commissioner of Department of Transportation; decision modified by State Supreme Court in holding that, in helistop licensing determination, failure of Commissioner to consciously weigh local interests, to examine carefully the proposed facility’s compatibility with surrounding land uses and to consult local ordinances and authorities in making a decision would constitute an abuse of discretion. *Garden State Farms, Inc. v. Mayor Louis Bay II*, 146 N.J.Super. 438, 370 A.2d 37 (App.Div.1977), affirmed 77 N.J. 439, 390 A.2d 1177 (1978).

#### 16:54-1.4 Definitions incorporated by reference

Other definitions as described in Title 14 Code of Federal Regulations, Chapter 1 through 199, the FAA Airman’s Information Manual and FAA Advisory Circulars are incorporated herein by reference, and all amendments thereto, except where the definitions are inconsistent with this chapter, in which case, this chapter shall control.

#### Case Notes

Local zoning ordinance prohibiting use of vacant land for helistop held not preempted by either Federal or State law; ordinance held ineffective if helistop license issued for such land by Commissioner of Department of Transportation; discussion of former aeronautical facility licensing rules (citing former N.J.A.C. 16:54-1, 2, 3, 4 and 5, 1.5 and 2.6); decision modified by State Supreme Court in holding that, in helistop licensing determination, failure of Commissioner to consciously weigh local interests, to examine carefully the proposed facility’s compatibility with surrounding land uses and to consult local ordinances and authorities in making a decision would constitute an abuse of discretion. *Garden State Farms, Inc. v. Mayor Louis Bay II*, 146

N.J.Super. 438, 370 A.2d 37 (App.Div.1977), affirmed 77 N.J. 439, 390 A.2d 1177 (1978).

## SUBCHAPTER 2. APPLICATION FOR LICENSE

### 16:54-2.1 Application forms for permanent facilities

(a) All persons proposing the opening of a new aeronautical facility, the alteration to, or deactivation or abandonment of, an existing aeronautical facility listed in N.J.A.C. 16:54-1.2 shall submit to the Division:

1. An "Application for Aeronautical Facility License," Form DA-1, and "Aeronautical Facility Agreement," Form DA-2, or "Application for Aeronautical Facility Alteration, Deactivation, or Abandonment," Form DA-3, including all applicable attachments and FAA Form 7480-1 "Notice of Landing Area Proposal" if required. Such application shall include, at a minimum:

i. For Form DA-1 applications, all of the items listed in this section as applicable to the type of facility desired;

ii. For Form DA-3 applications, resubmission of required attachments may be waived if the attachments are currently on file in the Division, and show current data;

iii. A description of the expected use and activity level of the new or altered facility;

iv. A certificate or statement from the applicant that he has notified the appropriate governing body and county authorities in the county where the facility, or proposed facility is located in writing, by personal delivery or certified mail, return receipt requested, of the action, proposed in the application;

v. Additional materials as may be requested by the Director, to substantiate the application; and

vi. The appropriate application or license renewal fee in accordance with the following schedule:

(1) For any public use airport, seaplane base, heliport, helistop, blimp mooring mast, balloonsport, or vertiport, the fee for initial application for license, or for annual renewal of any license shall be \$35.00.

(2) For any restricted use airport, seaplane base, heliport, helistop, blimp mooring mast, balloonsport, or vertiport, the fee for initial application for license, or for annual renewal of any license shall be \$25.00.

(3) For any special use airport, seaplane base, heliport, helistop, blimp mooring mast, balloonsport, or vertiport, the fee for initial application for license, or for annual renewal of any license shall be \$15.00.

(4) For any temporary airport, seaplane base, heliport, helistop, blimp mooring mast, balloonsport, or vertiport, the fee for application for license shall be \$10.00.

(5) For any parachute drop zone or parachuting event, the fee for license shall be \$20.00.

(6) For any ultralight recreational facility, the fee for license shall be \$15.00.

2. Unless otherwise specified herein, submit a scaled certified plan drawing or an annotated scaled aerial photograph, and a scaled certified profile drawing, showing the specific information required for the specific type of facility.

i. For airports or landing strips, a scale of one inch equals 400 feet shall be used showing:

(1) True north;

(2) Latitude and longitude to the nearest ten thousandth of a minute or hundredth of a second;

(3) Field elevation (MSL);

(4) Actual length and width, of runway(s);

(5) Magnetic alignment of runway(s) to nearest second;

(6) Location(s) use, and height(s), of structures on or proposed for the facility.

(7) Location(s), use, and height(s) (MSL), of obstruction(s) in the Safety Zone Area if applicable;

(8) Location(s), use, and height(s) (MSL), of obstruction(s) at facilities, where Safety Zoning does not apply, contiguous to the facility within at least 3,000 feet from the end of each runway and at least 500 feet from each side of the centerline of the runway(s);

(9) Proposed air traffic patterns superimposed on the drawing with pattern altitudes indicated;

(10) Include a listing of all aeronautical facilities located within five miles of the site; and

(11) Facility property lines and municipal boundaries.

ii. For heliports or helistops, a scale of one inch equals 50 feet shall be used, showing:

(1) True north;

(2) Latitude and longitude to the nearest ten thousandth of a minute or hundredth of a second;

(3) Field elevations (MSL);

(4) Actual dimensions of the touchdown area;