

(b) Aeronautical activities may be conducted at public use aeronautical facilities. For the purposes of land use and zoning, aeronautical activity(ies) are normally considered permitted uses at public use aeronautical facilities.

(c) Licensees shall establish and enforce written Facility Management Standards to ensure adequate oversight and control of aeronautical activities conducted at their facility. The Facility Management Standards shall be reviewed and approved by the Office, as follows:

1. Licensees shall:

i. Notify the Office in writing that such aeronautical activities occur at the facility;

ii. Submit copies of the Facility Management Standards for review; and

iii. Open the facility to inspections by any duly authorized representative of the Office during scheduled hours of operations. The inspection may include:

(1) An evaluation of general compliance with industry standards;

(2) A review of the implementation of the Facility Management Standards in use or proposed; and/or

(3) A safety inspection of the facility.

2. Licensees shall be notified by the Office regarding the approval of, or need for revisions to, the Facility Management Standards.

3. Upon approval by the Office of the Facility Management Standards, licensees shall post the Facility Management Standards in a conspicuous place at the aeronautical facility. Licensees shall provide copies of the approved Facility Management Standards to tenants and those others engaged in aeronautical activities at the facility. Licensees shall make copies available to other users of the facility.

4. Revisions to Facility Management Standards which are required because of changes in aeronautical activities must be submitted to the Office in accordance with (c)1 above, within 90 days of any such change.

(d) Licensees shall enforce the approved and posted General Operating Rules and Facility Management Standards.

(e) Compliance with these Facility Management Standards shall not relieve the operator of any aeronautical activity from the responsibility to comply with other regulatory requirements.

(f) Public use telephones or other means of communication must be available at all times for emergency service notification (fire, police, rescue) and for contact with FAA air traffic facilities. Emergency phone numbers or notification procedures shall be conspicuously posted.

**16:54-3.3 General requirements for restricted use aeronautical facilities**

(a) Restricted use aeronautical facilities shall not be open to general public use and shall not be utilized, advertised, or represented as such.

(b) Licensees, or their designees, shall be responsible for approving the use into or out of the aeronautical facility for aircraft operations by an individual. Approved users shall be advised of facility conditions or restrictions which may affect aircraft operations.

(c) Aeronautical activities may be conducted on restricted use aeronautical facilities only upon written request to, and after concurrence by, the Office. For the purposes of land use and zoning, aeronautical activities are considered a conditional use at restricted use aeronautical facilities.

(d) Licensees shall establish and enforce written Facility Management Standards for the management and control of all aeronautical activities authorized to be conducted at their aeronautical facility. Such Standards shall be prepared in accordance with the provisions of N.J.A.C. 16:54-3.2.

(e) Licensees may establish written aeronautical facility General Operating Rules in accordance with the provisions of N.J.A.C. 16:54-3.2.

(f) Restricted use aeronautical facilities which require multiple auxiliary sites shall meet the requirements of N.J.A.C. 16:54-2 for each site, unless such requirements are waived in accordance with N.J.A.C. 16:54-2.1(b). Each approved auxiliary site will be listed on the facility license.

**16:54-3.4 General requirements for special use aeronautical facilities**

(a) Special use aeronautical facilities shall be available only to those persons specifically listed on the license, using only that equipment specifically listed on the license and meeting FAA certificated aircraft operating performance manual standards and limitations.

(b) Applicants for, and proposed users of, a special use aeronautical facility may be required to conduct a flight demonstration, at a licensed public use aeronautical facility, to satisfactorily demonstrate their ability to operate in a space of like dimensions to that proposed in the application.

(c) Aeronautical activities shall not be permitted at these facilities, except when specifically authorized by the license.

(d) Special use aeronautical facilities which require multiple auxiliary sites shall meet the requirements of N.J.A.C. 16:54-2 for each site, unless such requirements are waived in accordance with N.J.A.C. 16:54-2.1(b). Each approved auxiliary site will be listed on the facility license.

## 16:54-3.5 (Reserved)

## SUBCHAPTER 4. DESIGN STANDARDS

## 16:54-4.1 General design standards for all facilities

All licensed and proposed aeronautical facilities shall be designed, constructed, and maintained in accordance with the provisions of N.J.A.C. 16:54-4.2, 4.3, and 4.4, in order to provide for the public safety, the safety of those participating in aviation, and the safety of those using the aeronautical facility.

## 16:54-4.2 General design standards for public use aeronautical facilities

(a) Each proposed or licensed public use aeronautical facility shall meet or exceed the minimum standards \*[as]\* specified for the respective type of aeronautical facility.

## 1. Public use airport (land or water):

i. Public use airports (land) shall have an effective runway length of 1,800 feet (550 meters) and a runway width of 50 feet (15 meters). Public use airports (water) shall have an effective runway length of 3,900 feet (1,200 meters) and a runway width of 250 feet (76 meters). Effective runway length is reduced by 20 percent for each one percent of longitudinal gradient in excess of two percent. Additional length and width requirements will be as recommended in FAA Advisory Circular 150/5300-13, as may be revised.

ii. Runway safety areas shall be as recommended in FAA Advisory Circular 150/5300-12 as may be revised.

iii. Each runway will have protected airspace consistent with its intended use, as determined by criteria described in FAR Part 77, N.J.A.C. 16:62, and FAA Advisory Circular 150/5300-13, to provide obstacle free aircraft operating areas. This protection includes clear zones, runway protection zones, side slopes, and transitional surfaces. A minimum approach slope ratio of 20:1 is required.

iv. Operational lighting systems are required for airports operating during hours of darkness. Minimum airport lighting will consist of runway lights, threshold lights and a lighted wind indicator. Runway lights will be spaced not more than 200 feet apart. Additional lighting and visual aids may be required consistent with airport use. FAA Advisory Circular 150/5340-24, as may be amended, will be used for lighting standards. Water facilities will comply with U.S. Coast Guard and other agencies requirements for lighting of sealanes.

v. Pavement marking will conform to standards of FAA Advisory Circular 150/5340-1, as may be amended, and is mandatory consistent with each runway use classification.

## 2. Public use heliports:

i. Public use heliports shall be not less than 100 feet by 100 feet or 100 feet in diameter, exclusive of the safety area. This minimum size may limit user access and larger facilities may be required to accommodate anticipated aircraft size and activity. FAA Advisory Circular 150/5390-2 will be used in designing heliports.

ii. Imaginary surfaces and approach/departure paths will provide protected airspace for two ingress/egress routes of not less than an 8:1 ratio.

iii. Lighting and visual aids are required for operation during hours of darkness and shall, at a minimum, include perimeter lighting and a lighted wind indicator. FAA Advisory Circular 150/5390-2 will be used in determining the extent and location of lighting systems.

iv. Heliport marking will be as required in FAA Advisory Circular 150/5390-2, as may be amended.

## 3. Public use vertiports:

i. Vertiports shall be not less than 250 feet by 250 feet and shall comply with the criteria of FAA Advisory Circular 150/5390-3, as may be amended.

ii. Lighting and visual aids are required for operation during the hours of darkness.

iii. Vertiport surface markings shall conform to FAA Advisory Circular 150/5390-3 as may be amended.

## 4. Public use balloonports:

i. A public use balloonport shall be not less than 200 feet by 200 feet or 200 feet in diameter. Obstruction clearance for departures will be determined for a 1:1 slope ratio.

ii. Night operation of balloons will be conducted in accordance with applicable Federal aviation regulations and sufficient lighting should be provided on the ground for safety of operation.

## 5. Public use airship base:

i. The length of an airship base will not be less than one and one-half times the overall length of the largest airship anticipated to use the facility. This measurement will begin at the mooring mast and extend in the direction of the landing path. A 20:1 obstacle-free approach/departure path will be provided.

ii. Lighting must be provided for night operations. This may consist of a flashing beacon on the mooring mast and adequate floodlighting to assure obstruction avoidance.

## 6. Parachute drop zone: