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TITLE 16. DEPARTMENT OF TRANSPORTATION
CHAPTER 62. AIR SAFETY AND ZONING

Expires on May 12, 2010

SUBCHAPTER 1. AIR SAFETY AND ZONING

16:62-1.1 Definitions

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

"Airpark" means any area of land, adjacent to a public use airport, to be utilized as a combined single family residence and aircraft storage facility.

"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.

"Airport hazard" means:

1. Any use of land or water, or both, which creates a dangerous condition for persons or property in or about an airport or aircraft during landing or taking-off at an airport; or
2. Any structure or tree which obstructs the airspace required for the flight of aircraft in landing or taking-off at an airport.

"Airport safety zone" means any area of land or water, or both, upon which an airport hazard might be created or established, if not prevented by this chapter.

"Commissioner" means the Commissioner of the Department of Transportation.

"Department" means the Department of Transportation.

"Development" means the construction, reconstruction, creation, or establishment of any structure or planting of a tree.

"Director" means the Director of the Division of Aeronautics.

"Division" means the Division of Aeronautics.

"Person" means any corporation, company, association, society, firm, partnership, joint stock company, individual, the State, and all political subdivisions of the State or any agencies or instrumentalities thereof.

"Structure" means any object constructed or installed by man, including, but not limited to, buildings, towers, smokestacks, chimneys, and overhead transmission lines.

"Tree" means an object of natural vegetative growth.

16:62-1.2 General requirements and provisions

(a) Under the Air Safety and Zoning Act of 1983, as amended, this chapter establishes minimum standards for the control of airport and aeronautical hazards, and standards for land use adjacent to airports, which the municipalities of this State 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. The Commissioner may adopt under N.J.A.C. 16:62-7 a special or amended standard for an airport when it is determined that local conditions require it.

(b) No person shall build, rebuild, create or cause to be built, rebuilt or created any object or 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 take-off area available for the landing and take-off of aircraft at airports covered under this chapter.

(c) Nothing in this chapter shall be construed as limiting the power of the Commissioner regarding the design, placement, location, or operation of airports or other aeronautical facilities.

(d) Municipalities of this State are required to implement and maintain land use ordinances in accordance with the provisions of this chapter. These ordinances are subject to review by the Commissioner.

(e) No ordinance adopted under this chapter shall require the removal or lowering of, or other change or alteration of any structure or tree not conforming to the rules when this chapter was adopted, or otherwise interfere with the continuance of any nonconforming use.

(f) Airport safety zones adjacent to airports not licensed by the State of New Jersey or airports which are located within the Port of New York District as defined in N.J.S.A. 32:1-3 are not subject to the specific provisions of this chapter. Although the specific provisions of this chapter apply to areas surrounding only those airports open to the public, this in no way limits the power of municipalities to enact substantially similar ordinances governing the areas in accordance with the purpose of the Municipal Land Use Law.

(g) All persons are hereby put on notice that the standards of this chapter are minimum Statewide standards. Implementations of these standards does not necessarily guarantee a prudent and comprehensive land use and safety program suitable for all airports.

(h) The mechanisms provided for control of aeronautical hazards within the "Air Safety and Zoning Act" rely substantially upon local zoning regulations. The powers to enact traditional zoning ordinances upon navigable waters are constrained; and the operational characteristics and jurisdictions of water facilities may differ substantially from many land facilities; the provisions of this chapter do not apply to seaplane or water facilities unless otherwise provided for by the Commissioner in N.J.A.C. 16:62-7.1. Any interested person may petition the Commissioner for review of Air Safety and Zoning issues under the operation of any Public Use Seaplane Facility.

(i) The Director may provide for informal reviews of permit applications prior to their formal submission to the Department.

(j) Within the provisions of this Chapter, Interstate highways are considered to be a 17 foot vertical development, other public roads are considered to be a 15 foot vertical development, a

private road is considered to be a 10 foot vertical development, and railroads are considered to be a 23 foot vertical development.

(k) The review of applications under this chapter is limited to the purposes of this chapter as they relate to the public health, safety and welfare.

(l) In the event that an airport owner or operator has an agreement with the Federal Aviation Administration for the control of airport hazards, the airport owner or operator shall comply with the most protective provisions of both this chapter and any agreement with the Federal Aviation Administration.

(m) This chapter shall not apply to:

1. Any person who has submitted a complete application, as defined and required by the Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq., for approval of the proposed development as of April 15, 1985 or as of May 15, 1989 for commercial and industrial development proposed to be located in the clear zone.

2. Any person immune to local ordinance, whose proposed development has progressed beyond the preliminary engineering stage, as of April 15, 1985 or as of May 15, 1989 for commercial and industrial development proposed to be located in the clear zone.

SUBCHAPTER 2. MUNICIPALITIES

16:62-2.1 Municipal requirements

(a) Each municipality which contains within its boundaries any part of a delineated airport safety zone, as defined by N.J.A.C. 16:62-3.1, shall enact an ordinance or ordinances incorporating the standards promulgated under this chapter. These standards shall also become a part of the master plan of development for each affected municipality which has a Master Plan.

(b) Each municipality affected under this chapter shall transmit to the Division at time of adoption, amendment, or when requested, a valid copy of the ordinance(s) and a local development master plan shall be transmitted to the following address:

New Jersey Department of Transportation
Division of Aeronautics
Air Safety and Zoning Permits
1035 Parkway Avenue
PO Box 610
Trenton, New Jersey 08625-0610

(c) The Director will review ordinances and Master Plans enacted by municipalities to implement the standards of this chapter.

(d) No variance, or other relief from the standards promulgated by or under this chapter may be granted by a municipality to itself or any person except upon the condition that the variance or relief is contingent upon the issuance of a permit allowing the variance or relief by the Commissioner.

(e) Municipalities which contain within their boundaries airports regulated by the provisions of this chapter, may not hereafter classify those airports as non-conforming land uses within the context of their ordinances or master plans of development. Those municipalities which may currently classify an airport as non-conforming land use within the context of their ordinances or master plans of development, shall amend those ordinances or plans to eliminate that non-conforming status.

SUBCHAPTER 3. DELINEATION OF AIRPORT SAFETY ZONES

16:62-3.1 Delineation of Airport Safety Zones

(a) This subchapter describes the methodology to be used in delineating Airport Safety Zones.

(b) The methodology will be applicable for most airports in New Jersey. However, in certain instances, as a result of local conditions, it may be necessary to establish special standards for an airport. Subchapter 7 of these regulations has been reserved for this purpose.

16:62-3.2 Methodology used to delineate Airport Safety Zones

(a) An Airport Safety Zone shall be established for each runway at an airport.

(b) Each Airport Safety Zone shall consist of a *Runway Subzone*, two *Runway End Subzones* and two *Clear Zones*.

(c) The overall Airport Safety Zone for an airport is geometrically constructed by defining and locating the *Runway Subzone* and *Runway End Subzones* for 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 that area regulated by the provisions of this chapter.

(d) The methodology used to delineate the overall construction and outermost boundaries of the Airport Safety Zone for an airport is further graphically depicted in Figure 3.

16:62-3.3 Delineation of the Runway Subzone

(a) The *Runway Subzone* of an Airport Safety Zone shall consist of a rectangle having the same centerline and length as the runway, unless a shorter length is necessitated by limited property ownership at the airport.

(b) The width of the *Runway Subzone* shall be 2350 feet.

(c) The exact length of the *Runway Subzone* shall be determined by one of the two following methods.

1. For most airports, the length of the *Runway Subzone* will be the same as the physical length of the runway.

2. 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 centerline, then the end of

the *Runway Subzone* shall be defined by a line drawn perpendicular to the runway centerline 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*.

(d) The methodology used to delineate the *Runway Subzone* of an Airport Safety Zone is illustrated in Figure 1.

16:62-3.4 Delineation of the Runway End Subzones

(a) 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.

(b) Each *Runway End Subzone* shall extend 3000 feet from the end of the *Runway Subzone*, as measured along the extended centerline of the runway.

(c) The base of the *Runway End Subzone* shall be defined by the end of the *Runway Subzone*, and shall have a width of 2350 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.

(d) The methodology used to delineate the *Runway End Subzone* of an Airport Safety Zone is illustrated in Figure 2.

16:62-3.5 Delineation of the Clear Zones

(a) 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.

(b) Each *Clear Zone* shall extend 1000 feet from the end of the *Runway Subzone*, as measured along the extended centerline of the runway.

(c) 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.

(d) The methodology used to delineate the *Clear Zone* of an Airport Safety Zone is illustrated in Figure 7.

SUBCHAPTER 4. OBSTRUCTION ORDINANCE STANDARDS

16:62-4.1 Minimum obstruction ordinance standards

(a) This subchapter defines the minimum obstruction ordinance standards which a municipality must enact pursuant to the provisions of this chapter, and describes the methodology used to define vertical development allowed within an Airport Safety Zone.

(b) Notwithstanding the provisions of this chapter, the primary regulation of airport development, airport property use, internal dimensional criteria, and vertical development on airports is accomplished within N.J.A.C. 16:54.

16:62-4.2 Methodology used to define vertical development allowed within an Airport Safety Zone

(a) Minimum obstruction ordinance standards establish the vertical limits up to which structures or trees may be allowed to be developed or grow.

(b) 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. This provision is further graphically depicted in Figure 4.

(c) 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*. From those elevations at the *Runway Subzone* ends, a line is run 90 degrees 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.

1. The vertical standards within the remainder of the *Runway Subzone* of an Airport Safety Zone are determined by establishing planes from the edges of the longitudinal 0 foot development restriction line established in N.J.A.C. 16:62-4.2c 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.

2. The methodology used to establish the vertical standards within the *Runway Subzone* of an Airport Safety Zone is further graphically depicted in Figure 5.

(d) The vertical standards within the *Runway End Subzone* of an Airport Safety Zone 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 centerline and is 250 feet in total width at its innermost dimension and widens uniformly along its 3,000 feet 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.

1. 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 (d) above. These planes rise upward at a rate of one foot upward to seven feet outward from the plane established in (d) above to where they meet the outermost longitudinal boundaries of the *Runway End Subzone* at the elevation of 150 feet.

- i. The methodology used to establish the vertical standards with the *Runway End Subzone* of an Airport Safety Zone is further graphically depicted in Figure 6.

SUBCHAPTER 5. LAND USE ORDINANCE STANDARDS

16:62-5.1 Minimum land use standards

(a) Within the safety zones delineated in N.J.A.C. 16:62-3.1, each municipality shall implement under N.J.A.C. 16:62-2.1, ordinances which implement the following standards for land use around airports. Prohibited land uses are specifically prohibited without the written approval of the Commissioner. Prohibited land uses may be allowed by the Commissioner on airport property when they are determined necessary by the Director for air commerce purposes or for the operation of the airport and its vendors directly serving air commerce needs. An example of this is a flight school.

1. Permitted land uses:

i. Residential-single family dwelling units which are situated on a lot at least three acres in size and not located in a *Clear Zone*. Residential zoning is permitted in the *Clear Zone* as long as all dwellings are physically located outside of the *Clear Zone*;

ii. Airpark (minimum lot size of at least three acres which are not located in a *Clear Zone*);

iii. Open space;

iv. Agricultural;

v. Transportation;

vi. Airport;

vii. Commercial (not located in a *Clear Zone*);

viii. Industrial (not located in a *Clear Zone*);

2. Specifically prohibited land uses:

i. Residential (dwelling units) not situated on a lot of at least three acres in size;

ii. Planned unit developments and multifamily dwellings;

iii. Hospitals;

iv. Schools;

v. Above ground bulk tank storage of compressed flammable or compressed toxic gases and liquids;

vi. Within the *Runway End Subzones* only, the above ground bulk tank storage of flammable or toxic gases and liquids;

vii. Uses that may attract massing birds, including land fills;

viii. Above grade major utility transmission lines and/or mains.

(b) Subject to review by the Director, a municipality may implement land uses substantially similar to those listed as permitted land uses in (a)1i-vi above as long as they are in accord with the intents of this chapter as determined by the Commissioner. A municipality may not, however, implement a land use ordinance or plan which may have the effect of allowing or promoting the establishment of specifically prohibited land uses as determined by the Commissioner. A municipality further may not implement ordinances which would have the effect of preventing routine improvement of an aeronautical facility or airport within the area zoned under this chapter.

(c) Municipalities shall, when developing land use ordinances to conform with the provisions of this chapter, adopt general land use provisions within the ordinance to minimize unwarranted concentrations of persons within Airport Safety Zones, especially along the extended runway centerlines within *Runway End Subzones*.

SUBCHAPTER 6. PERMIT FOR CREATION OR EXPANSION OF A PROHIBITED LAND USE OR VERTICAL HEIGHT DEVELOPMENT WITHIN AN AIRPORT SAFETY ZONE

16:62-6.1 General provisions

(a) The Commissioner may issue a permit for creation or establishment of a nonconforming use or vertical height development within an airport safety zone upon determination that:

1. An application in conformance with the provisions of this section has been properly submitted;

2. A conditional development approval has been granted by the appropriate municipal agency, if required;

3. 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; and

4. Creation or establishment of the prohibited land use or vertical height development will not harm the public health, safety and welfare.

(b) No person may commence the construction or development of any structure, land use, or condition which is contrary to the standards of this chapter without a valid permit issued by the Commissioner.

(c) 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.

(d) In the review of an application, the Department 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.

16:62-6.2 Municipal approval

(a) A developer of a project requiring creation or establishment of a prohibited land use or vertical height development shall first apply for development approval from the appropriate

municipal agency. If the municipal agency approves of the development, that approval shall be conditioned on the developer applying for and receiving a permit from the Commissioner in accordance with this section. Construction, development or creation of any prohibited land use shall not commence until a permit has been issued by the Commissioner.

(b) An application for a permit will only be considered by the Department if accompanied by a letter from the municipality requesting the permit.

(c) Any person proposing 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), shall present the proposed development to the municipal governing body, which shall be considered the municipal agency for purposes of these rules.

16:62-6.3 Permit application requirements

(a) To be considered complete, an application for a permit for creation of a prohibited land use or vertical height development within an airport safety zone must include the following:

1. A completed permit application form;
2. A letter requesting issuance of a permit by the Department from the municipal agency having jurisdiction over the development, together with a copy of the conditional approval for development granted by the municipal agency, if required;
3. 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;
4. Certification that the applicable airport owner(s) or authority were notified of the permit application by registered mail;
5. Submission of a non-refundable \$75.00 permit application fee;
6. Submission of site plans, specifications and construction drawings detailing the substance of the proposed development for which a permit is sought. Site plans shall bear the raised seal of a New Jersey licensed Professional Engineer, Professional Planner, Land Surveyor, or Architect, as appropriate, 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 chapter; and
7. Any other material deemed necessary to the permit application by the Director.

(b) Applications for permits issued under the provisions of this chapter and correspondence to the Department relating to the provisions of this chapter should be forwarded to the following address:

New Jersey Department of Transportation
Division of Aeronautics
Air Safety and Zoning Permits
1035 Parkway Avenue
PO Box 610
Trenton, New Jersey 08625-0610

16:62-6.4 Permit review procedures

(a) 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.

(b) Non-routine cases, requiring the review or approval of a Federal agency or another 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 80 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.

(c) For routine cases not requiring review by other agencies, the Division may, at its discretion, extend the 90-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 90-day period.

(d) 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.

(e) 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.

(f) 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.

16:62-6.5 Permit application decisions

(a) The Commissioner may take one of the following actions:

1. 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.

2. 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.

3. 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 of the denials, shall be transmitted to the applicant and municipal agency within five working days.

SUBCHAPTER 7. PROVISIONS FOR AMENDED AND SPECIAL AIRPORT STANDARDS

16:62-7.1 General provisions

(a) Under Section 5 of the Air Safety and Zoning Act of 1983, the Commissioner may, notwithstanding any other provisions of this chapter, adopt an amended or special standard for an airport when he determines that local conditions require it. Those standards shall be adopted under the Administrative Procedure Act, N.J.S.A. 52:14B-1 et seq.

16:62-7.2 Amended and special standards

(a) The *Runway End Subzone* for Runway 30 of Somerset Airport shall end at the western border of Bridgewater Township, Somerset County, subject to the following conditions:

1. The lots which fall within the safety zone of Bridgewater Township, Somerset County, delineated pursuant to N.J.A.C. 16:62-3, shall not be further subdivided.

2. Within the safety zone of Bridgewater Township, Somerset County, delineated pursuant to N.J.A.C. 16:62-3, no person shall build, rebuild, create or cause to be built or rebuilt or created any structure which will exceed a height of 35 feet nor shall any person plant, or cause to be planted, or permit to grow any tree or vegetation which will exceed height of 50 feet.

(b) The *Runway End Subzone* for Runway 6 at Greenwood Lake Airport is subject to the following conditions:

1. Those multi-family townhouse dwellings located on Richmond Road in Lot 21.05, Block 5301 and known as Building 14 and Building 16, and located within the Safety Zone of West Milford Township, delineated pursuant to N.J.A.C. 16:62-3, are exempt from the requirements of N.J.A.C. 16:62-5.1(a)2ii. These dwellings shall remain subject to all other requirements of this chapter.

2. In the event of sale, resale or transfer of ownership, these multifamily dwelling units are subject to the notification requirements of N.J.S.A. 6:1-85.2 and regulations promulgated thereunder.

(c) The airport safety zones for Eagles Nest Airport in Eagleswood Township, Ocean County, are subject to the following conditions:

1. Residential dwelling units on lots of less than three acres in size, built within the airport safety zones of Eagles Nest Airport, which were fully constructed as of January 1, 2004, are exempt from the requirements of N.J.A.C. 16:62-5.1(a)2i. These residential dwellings shall remain subject to all other requirements of this chapter.

2. In the event of sale, resale or transfer of ownership, these residential dwelling units are subject to the notification requirements of N.J.S.A. 6:1-85.2 and regulations promulgated thereunder.

3. If an Eagleswood Township zoning ordinance pertaining to an area within the airport safety zones of Eagles Nest Airport establishes a minimum lot size for residential dwelling units greater than that established in N.J.A.C. 16:62-5.1(a)2ii, then the minimum lot size for residential dwelling units within the airport safety zones of Eagles Nest Airport shall be deemed to increase to conform to that greater lot size.

SUBCHAPTER 8. PERMITS FOR DEVELOPMENTS IMMUNE TO LOCAL ORDINANCE

16:62-8.1 General provisions

(a) In the event of a proposed development within an Airport Safety Zone which is immune to local ordinance, the standards of this chapter still apply to such proposed development.

(b) Any persons proposing a development immune to local ordinance within an Airport Safety Zone shall make application to the Department in accordance with N.J.A.C. 16:62-6.1 and 16:62-6.3. The requirement for local approval under N.J.A.C. 16:62-6.2 and 6.3(a)2 is waived, and the permit application fee under N.J.A.C. 16:62-6.3(a)5 is waived.

(c) The Department shall review application for permits for developments immune to local ordinance in a manner with other application provisions of this chapter.

SUBCHAPTER 9. EXISTING LAND USES NOT CONFORMING TO THE STANDARDS OF THIS CHAPTER

16:62-9.1 General provisions

(a) No ordinance adopted under this chapter shall require the removal or lowering of, or other change or alteration of any structure or tree not conforming to the rules when this chapter was adopted.

(b) Within the context of an ordinance adopted to conform with the standards of this chapter, a preexisting land use which is located within a *Clear Zone* as delineated in N.J.A.C. 16:62-3.5 and not in conformance with the rules may at the discretion of the municipality, be classified within such an ordinance as either "nonconforming" or "conditional."

SUBCHAPTER 10. IMPLEMENTATION DEADLINES

16:62-10.1 General provisions

(a) Municipalities affected by the provisions of this chapter shall implement the standards of this chapter as of April 15, 1985, or in the case of clear zones, May 15, 1989.

(b) No municipal body may grant variances or subdivisions in an Airport Safety Zone under their existing ordinances whose purpose would be contrary to the standards of this chapter.

SUBCHAPTER 11. LIABILITY

16:62-11.1 Liability

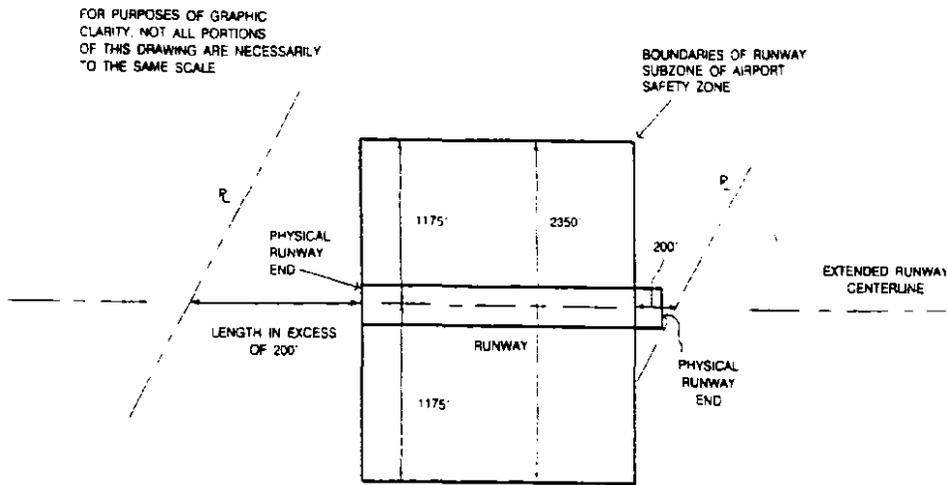
(a) Violation of any provision of this chapter may be grounds for fine, modification, suspension or revocation of any license issued under Title 6 of the New Jersey Statutes Annotated.

(b) The Commissioner may institute, in any court of competent jurisdiction, an action in the name of the State to prevent, restrain, correct, or abate any violation of any provision of this chapter and by way of injunction or otherwise, relief from the court.

APPENDIX

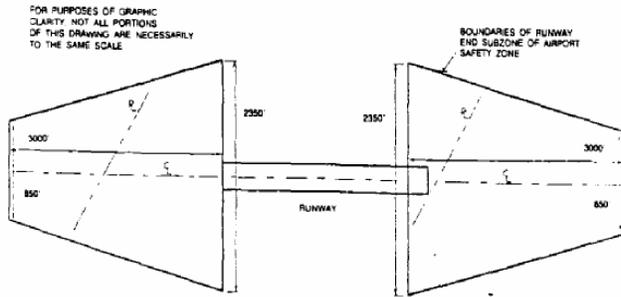
Airport Safety Zone Dimensions

Figure 1



GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION OF THE RUNWAY SUBZONE OF AN AIRPORT SAFETY ZONE

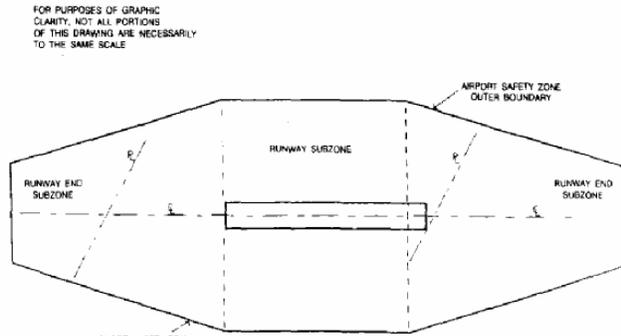
FIGURE 2



FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

GRAPHIC DEPICTION OF THE GENERAL CONSTRUCTION OF THE RUNWAY END SUBZONE(S) OF AN AIRPORT SAFETY ZONE

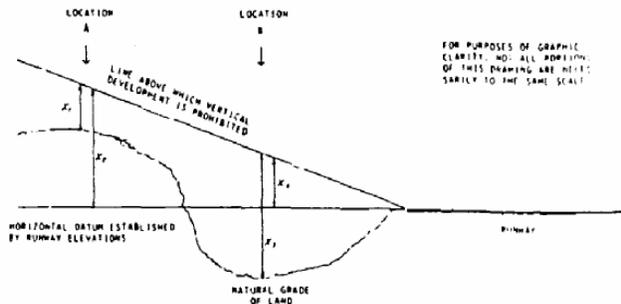
FIGURE 3



FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

GRAPHIC DEPICTION OF THE GENERAL OVERALL CONSTRUCTION AND OUTERMOST BOUNDARIES OF AN AIRPORT SAFETY ZONE

FIGURE 4 (No change)

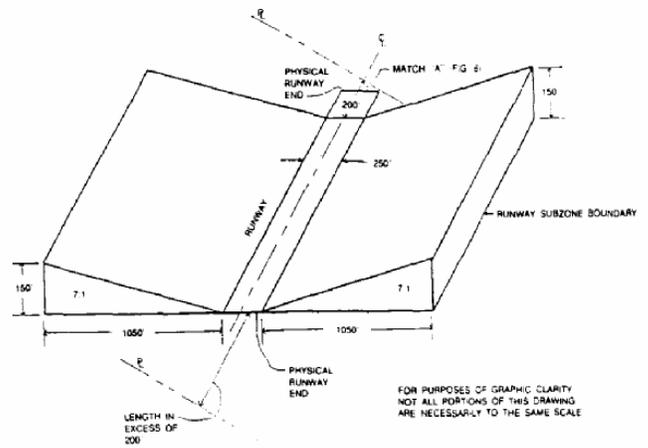


FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

THE MINIMUM OBSTRUCTION ORDINANCE STANDARDS RELATE DIRECTLY TO THE HORIZONTAL DATUM ESTABLISHED BY RUNWAY ELEVATIONS AND NOT THE HEIGHT ABOVE THE NATURAL GRADE OF THE LAND. FOR EXAMPLE - AT LOCATION A AN ORDINANCE MAY REFERENCE A HEIGHT RESTRICTION X_1 FEET, BUT AT THAT LOCATION THE DEVELOPABLE HEIGHT RESTRICTION ABOVE THE NATURAL GRADE OF THE LAND IS ACTUALLY X_2 FEET. AT LOCATION B THE ORDINANCE HEIGHT RESTRICTION MAY BE X_3 FEET BUT THE DEVELOPABLE HEIGHT RESTRICTION MAY BE X_4 FEET.

FIGURE 5

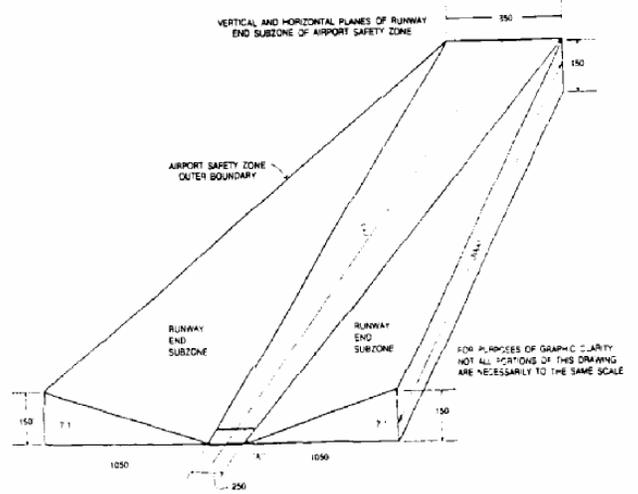
VERTICAL AND HORIZONTAL PLANES OF RUNWAY SUBZONE OF AIRPORT SAFETY ZONE



FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

FIGURE 6

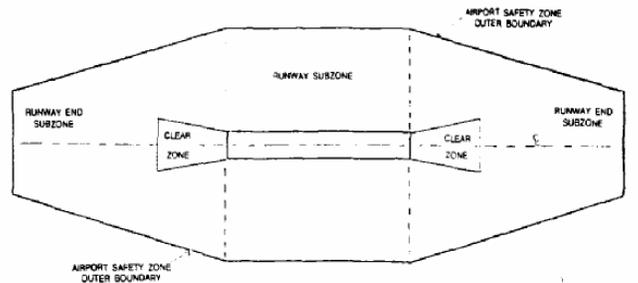
VERTICAL AND HORIZONTAL PLANES OF RUNWAY END SUBZONE OF AIRPORT SAFETY ZONE



FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE

FIGURE 7

FOR PURPOSES OF GRAPHIC CLARITY NOT ALL PORTIONS OF THIS DRAWING ARE NECESSARILY TO THE SAME SCALE



GRAPHIC DEPICTION OF THE CLEAR ZONE DIMENSIONS

INNER WIDTH 250 FEET
OUTER WIDTH 450 FEET
LENGTH 1,000 FEET