

Solberg Airport: Next Steps

- Special Bond Referendum on May 16, 2006
 - Involve the public in the decision making process
- Approval of bond referendum will allow the Township to:
 - Complete Application for 2006 funding from the NJ Environmental Infrastructure Trust
 - Continue negotiations with Solberg Aviation with the ability to make a cash offer
 - Acquire the open space surrounding the airport and development rights on the airport itself

Pursuit of a Solution to the Airport Issue – *Why?*

- Long standing public concern for future of the airport
- Development pressure is a serious and continued threat to general aviation airports and large open space tracts
- Readington has a long standing goal of protecting rural character and natural resources

Concern for the Airport's Future

- Expansion plans have progressed under FAA regulations and procedures for over a decade
- Airports expand incrementally
 - 1990 Main runway increased 1800 to 3000 ft.
 - 1999 FAA and NJDOT conditionally approved Airport Layout Plan with 4,890 foot runway
 - 2005 Airport owners reiterated goal of 5,600 ft runway
- Runway length greater than 4,000 feet can safely accommodate certain business jet aircraft

Examples of Aircraft That Can Operate on 4,800' Runway



Type: Bombardier Learjet 40
Wingspan: 47.8'
Length: 55.6'
Max Wt. 20,350 lbs.



Type: Bombardier Learjet 45
Wingspan: 47.8'
Length: 58.4'
Max Wt. 21,000 lbs.



Type: Bombardier Challenger
300 BD-100-1A10
Wingspan: 63.8'
Length: 68.6'
Max Wt. 38,850 lbs.

Examples of Aircraft That Can Operate on 5,600' Runway



Type: Embraer Legacy Shuttle EMB-135LR
Wingspan: 65.8'
Length: 86.4'
Max Wt. 44,092 lbs.
Similar to 35-seat regional jet



Type: Dassault Falcon 900EX
Wingspan: 63.4'
Length: 66.3'
Max Wt. 46,700 lbs.



Type: Gulfstream 450 (GIV-X)
Wingspan: 77.8'
Length: 89.3'
Max Wt. 73,900 lbs.
Similar to 50-seat regional jet

Township's Long Standing Goal: Preservation of Open Space

650 acres of open space surrounds the airport

- Water quality
- Natural resources
- Critical wildlife habitat
- Scenic vistas
- Farmland
- Recreation opportunities
- Historic integrity of Readington Village
- Community Character

The Airport property is largely open space.

Pursuit of a solution— *Why now?*

Opportunities for a solution could
soon be lost

- Open Space Preservation funding is available today
- Funding after 2007 is uncertain
- Price continues to escalate

Pursuit of a solution— *Why now?*

Opportunities for a solution could soon be lost

- FAA and the NJDOT could move to give full approval to the Airport Layout Plan
 - Approval paves the way for creation of a Jetport
 - Funding possible under FAA Airport Improvement Program
 - Solberg: in FAA National Plan of Integrated Airport Systems as privately-owned public use/designated reliever airport
 - Concern that the expansion process becomes unstoppable, or leads to protracted and expensive battle to preserve character of community

National Plan of Integrated Airport Systems (NPAIS)



Report to Congress



National Plan of Integrated Airport Systems (NPIAS)



2005-2009



U.S. Department of Transportation
Federal Aviation Administration

New Jersey Primary and Commercial Service Airports

| City | Airport | LocID | Role | | Year 5 | | 2005-2009 Dev Cost |
|---------------|------------------------------|-------|---------|--------|------------|---------|--------------------|
| | | | Current | Year 5 | Enplaned | Bsd Aft | |
| Atlantic City | Atlantic City International | ACY | PR | PR | 436,055 | 51 | \$33,337,548 |
| Newark | Newark Liberty International | EWR | PR | PR | 19,584,495 | 2 | \$636,801,777 |
| Trenton | Trenton-Mercer Airport | TTN | PR | PR | 30,630 | 166 | \$59,945,000 |

Reliever and General Aviation Airports

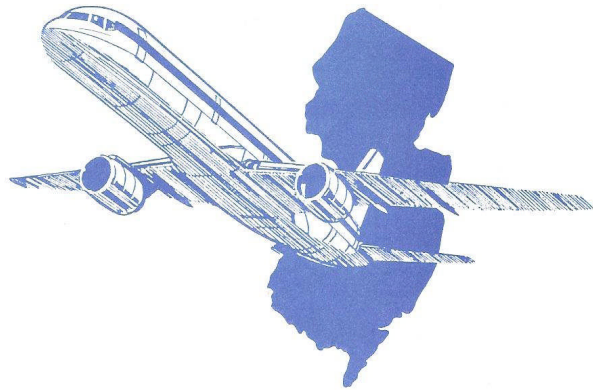
| City | Airport | LocID | Role | | Year 5 | 2005-2009 Dev Cost |
|--------------------|---------------------------------|-------|---------|--------|----------------|--------------------|
| | | | Current | Year 5 | Based Aircraft | |
| Andover | Trinca | 13N | GA | GA | 23 | \$2,000,000 |
| Atlantic City | Atlantic City Muni /Bader Field | AIY | GA | GA | 11 | \$0 |
| Belmar/Farmingdale | Monmouth Executive | BLM | RL | RL | 219 | \$0 |
| Berlin | Camden | 19N | GA | GA | 52 | \$0 |
| Blairstown | Blairstown | 1N7 | GA | GA | 159 | \$0 |
| Caldwell | Essex Cty Arpt | CDW | RL | RL | 352 | \$9,851,000 |
| Cross Keys | Cross Keys | 17N | GA | GA | 65 | \$0 |
| Hammonton | Hammonton Muni Arpt | N81 | GA | GA | 59 | \$3,039,870 |
| Lakewood | Lakewood | N12 | GA | GA | 83 | \$2,494,711 |
| Lincoln Park | Lincoln Park | N07 | RL | RL | 184 | \$3,826,002 |
| Linden | Linden Arpt | LDJ | RL | RL | 128 | \$985,000 |
| Lumberton | Flying W | N14 | GA | GA | 70 | \$0 |
| Manville | Central Jersey Regional | 47N | RL | RL | 155 | \$5,928,694 |
| Millville | Millville Muni Arpt | MIV | GA | GA | 109 | \$7,333,334 |
| Morristown | Morristown Muni Arpt | MMU | RL | RL | 347 | \$15,490,000 |
| Mount Holly | South Jersey Reg Arpt | VAY | RL | RL | 194 | \$1,000,000 |
| Ocean City | Ocean City Muni Arpt | 26N | GA | GA | 22 | \$1,150,000 |
| Old Bridge | Old Bridge | 3N6 | GA | GA | 106 | \$0 |
| Pedricktown | Spitfire Aerodrome | 7N7 | GA | GA | 30 | \$0 |
| Pittstown | Alexandria Airport | N85 | GA | GA | 102 | \$0 |
| Pittstown | Sky Manor Arpt | N40 | GA | GA | 94 | \$0 |
| Princeton | Princeton | 39N | RL | RL | 161 | \$670,000 |
| Readington | Solberg-Hunterdon | N51 | RL | RL | 101 | \$12,750,000 |
| Robbinsville | Trenton-Robbinsville | N87 | RL | RL | 69 | \$2,923,000 |
| Somerville | Somerset Arpt | SMQ | RL | RL | 205 | \$830,000 |
| Sussex | Sussex Arpt | FWN | RL | RL | 153 | \$810,000 |
| Teterboro | Teterboro Arpt | TEB | RL | RL | 188 | \$51,152,755 |
| Toms River | Robert J. Miller Airpark | MJX | GA | GA | 103 | \$1,366,000 |
| Vincetown | Red Lion | N73 | GA | GA | 53 | \$0 |
| West Milford | Greenwood Lake | 4N1 | GA | GA | 107 | \$875,000 |
| Wildwood | Cape May Cty Arpt | WWD | GA | GA | 71 | \$2,966,667 |
| Woodbine | Woodbine Muni Arpt | 1N4 | GA | GA | 50 | \$3,409,000 |

1992 NJ State Aviation System Plan

New Jersey State Aviation System Plan

FINAL TECHNICAL REPORT

Prepared for the
New Jersey Department of Transportation
Office of Aviation



EMJ/McFarland - Johnson Engineers, Inc.
In Association With
Proctor/Davis/Ray Engineers, Inc.
R.A. Wiedemann & Associates, Aviation Consultants

Exhibit VIII.2 - REVISED AIRPORT UPGRADE RECOMMENDATIONS

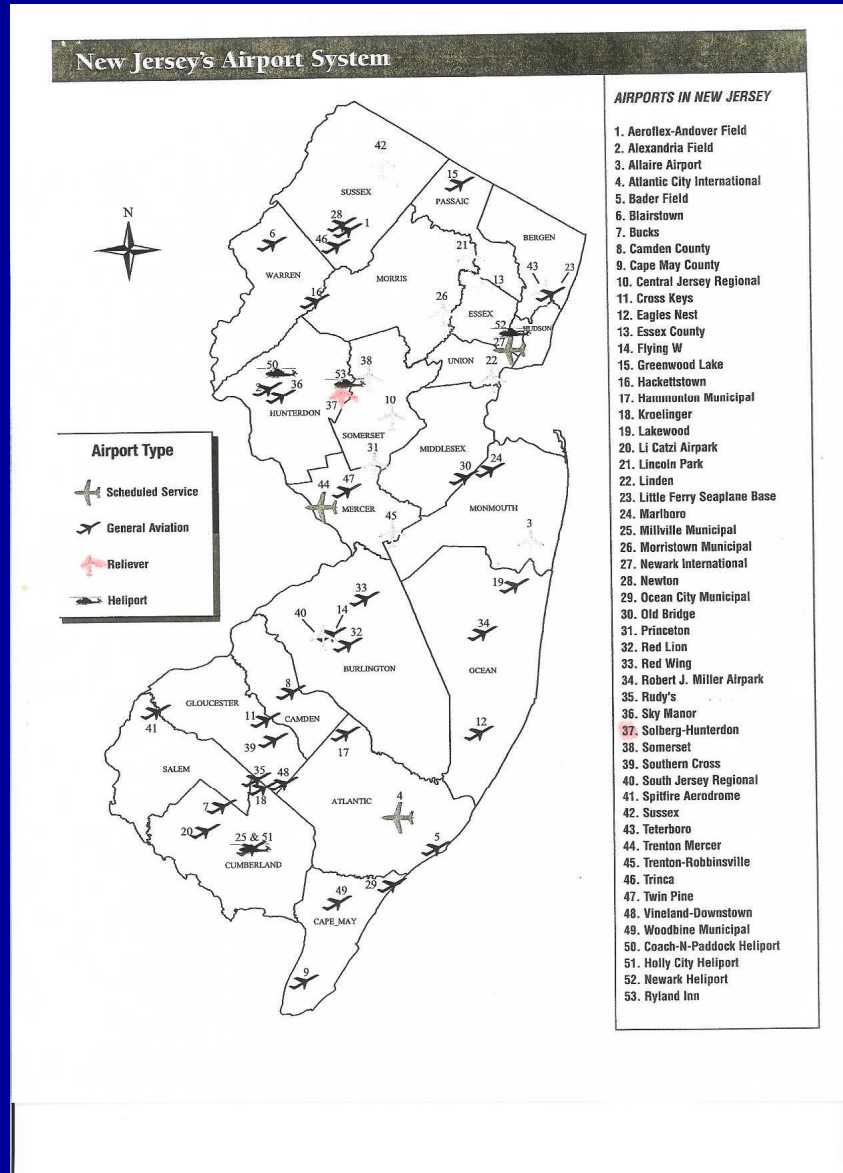
| Airport | Recommended Initial Category | Recommended Revised Category | Recommended Runway Length |
|-------------------------|------------------------------|------------------------------|---------------------------|
| Aeroflex-Andover | GU | IJ | 2,000' |
| Blairstown | GU | BU II | 3,500' |
| Essex County | TR | GU II | 4,550' |
| Farmingdale/Allaire | TR | Same | 7,020' |
| Hackettstown | BU II | IJ | 2,200' |
| Hammonton Municipal | GU | Same | 3,700' |
| Lakewood | GU | BU II | 3,460' |
| Lincoln Park | GU | BU I | 2,940' |
| Lumberton/Flying W | GU | Same | 3,700' |
| Manville/Ruppert | GU | BU II | 3,410' |
| Matawan/Marlboro | BU II | BU I | 2,600' |
| Morristown Municipal | TR | Same | 6,000' |
| Pittstown/Alexandria | BU II | BU I | 2,700' |
| Pittstown/Sky Manor | GU | Same | 3,700' |
| Princeton | GU | Same | 3,700' |
| Readington/Solberg | GU | TR | 4,800' |
| Rutherford | GU | BU II | 3,500' |
| Scarsdale/Somerset | TR | BU II | 3,500' |
| South Jersey Regional | TR | Same | 5,500' |
| Sussex | GU | BU II | 3,510' |
| W Milford/Greenwood Lk. | TR | BU I | 2,733' |
| Williamstown/Cross Keys | TR ¹ | GU II | 4,200' |

¹ Pedricktown/Old Mans Airport may be recommended for expansion to Transport length if Cross Keys is not expanded.

Legend: LU Less than Utility
 BU Basic Utility Stage I
 BU II Basic Utility Stage II
 GU General Utility Stage I
 GU II General Utility Stage II
 TR Transport

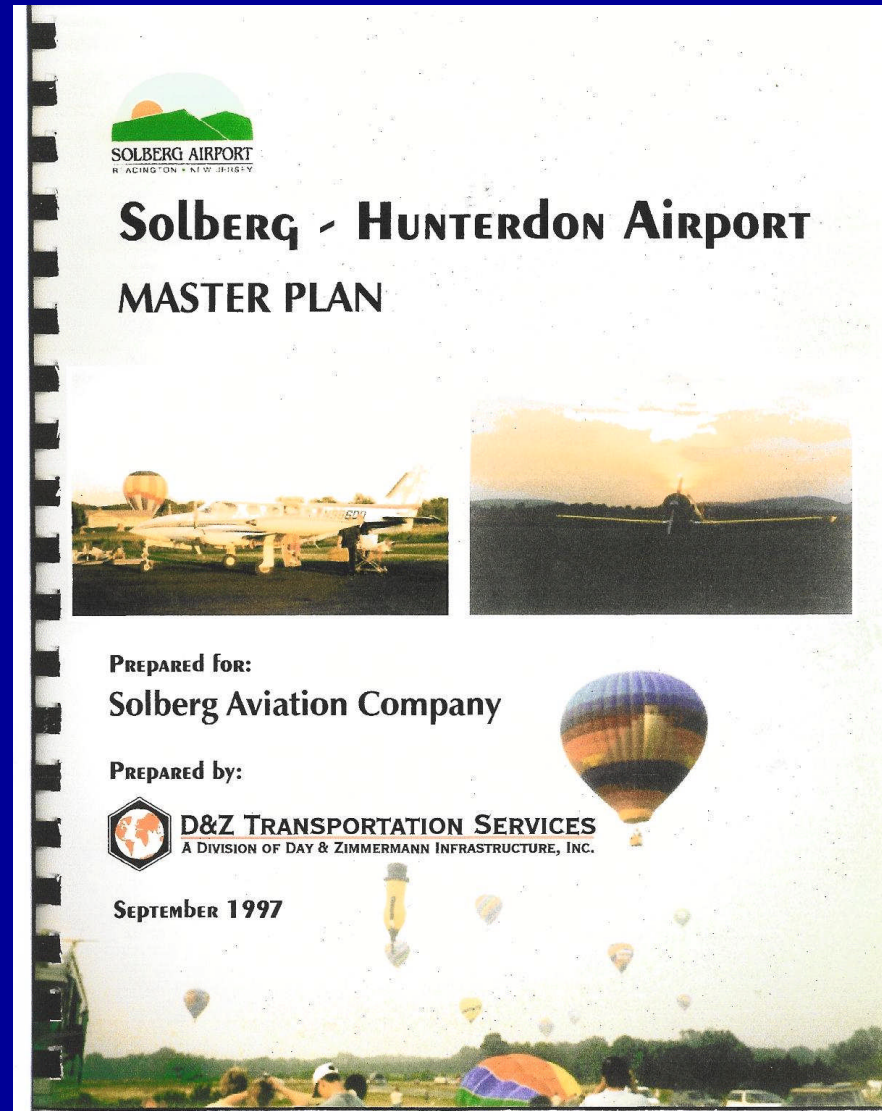
Burlington County/South Jersey Regional Airport was originally recommended for expansion from a General Utility class airport to a Transport class facility. This recommendation will stay the same. The runway length, however, is recommended for ultimate expansion to 5,500' by the airport's master plan. For this study then, the recommended master plan length of 5,500' will be used.

NJ State Aviation System Plan



Solberg is a
Reliever
Airport

1997 Solberg-Hunterdon Airport Master Plan



Pursuit of a Solution— *Why Now?*

Progress in negotiations:

- Parties agree general aviation airport should be preserved
- Parties agree ownership of airport to stay with Solberg Aviation
- Parties agree adjacent open space should be preserved
- Parties agree Balloon Festival should be continued

By what authority does the FAA have control over airports?

- Federal Aviation Act of 1958, amended 1968
- 1979 Aviation Safety and Noise Abatement Act
- Airport and Airway Improvement Act of 1982
- Airport Noise and Capacity Act of 1990

By what authority does the State of New Jersey have control of airports?

- The State Aviation Act entrusts “Supervision of Aeronautics” to the Commissioner of Transportation.
- The NJ Airport Safety and Zoning Act and the NJ Airport Safety Act, both of 1983, broadened the Commissioners powers.
- NJ established new General Aviation Review Commission (Executive Order 78; 10-24-03)

Summary:

Authority of host municipalities over airports is limited

- Municipal control of airports can be limited by FAA and State regulations
- If FAA grant funds have been received by the airport, then there can be no discrimination among types of aircraft using licensed runways.
- A runway length of 4,000 feet can safely accommodate certain business jet aircraft
- After that, the horse is out of the barn – the jets are out of the hanger – and municipal options are extremely limited