

# SOLBERG-HUNTERDON AIRPORT



## WELCOME

**Airport Master Plan Study**

**Public Meeting # 3**

**November 12, 2025**



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# SOLBERG-HUNTERDON AIRPORT



Welcome! Place a pin on your neighborhood.

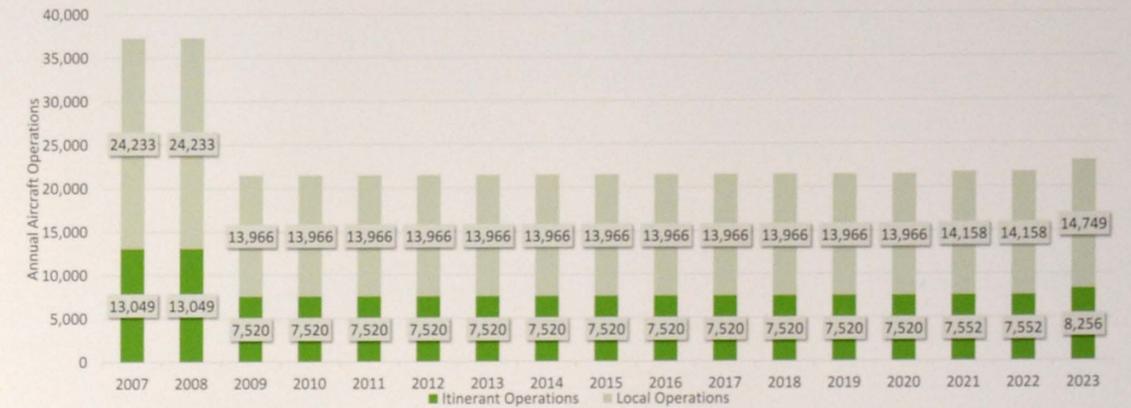


# EXISTING AIRFIELD, OPERATIONS, AND BASED AIRCRAFT

## 1. EXISTING AIRFIELD CONFIGURATION

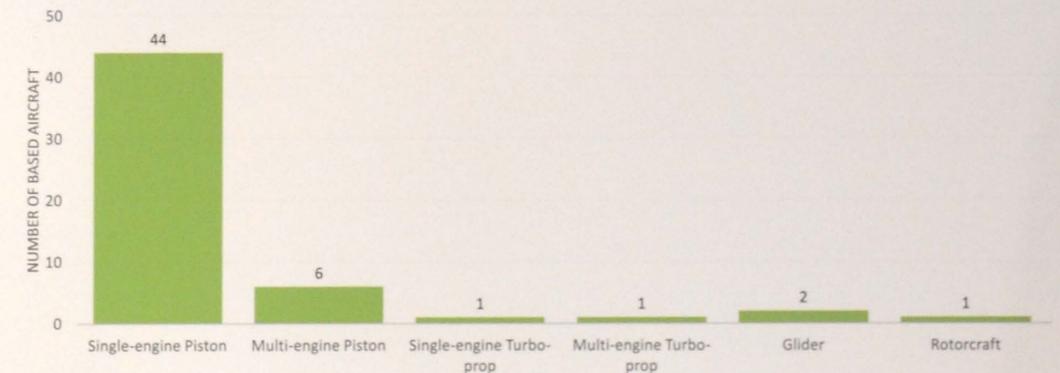


## 2. OPERATIONS SUMMARY



Source: FAA Terminal Area Forecast (January 2025)

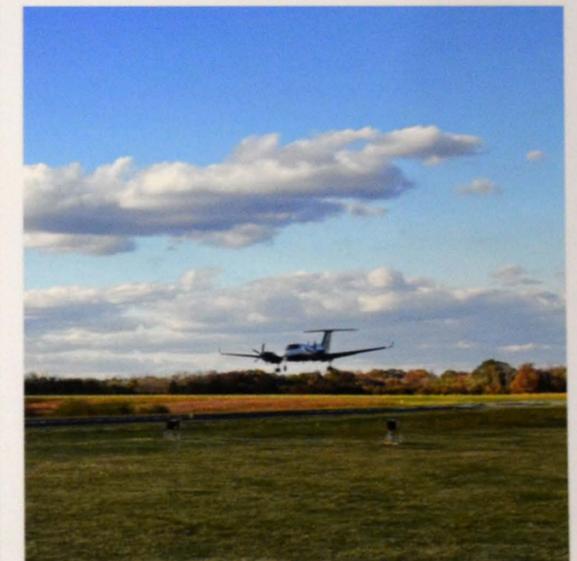
## 3. BASED AIRCRAFT BY AIRCRAFT TYPE AT THE AIRPORT



Source: Solberg-Hunterdon Airport (September 2023)



Typical Aircraft Based at the Airport



Multi-engine Aircraft Operating at the Airport

# SOLBERG-HUNTERDON AIRPORT: CURRENT INFRASTRUCTURE

## 1. AIRFIELD



Runway 4-22 (Turf and Pavement)



Taxiway and Ramp Area

## 2. NAVIGATIONAL AIDS



Solberg VOR<sup>1</sup>



Weather Reporting Equipment

## 3. OTHER FACILITIES



Fuel Tank



Part 145 Maintenance Facility -  
Operated by Aviation Adventures



Community Aircraft Storage

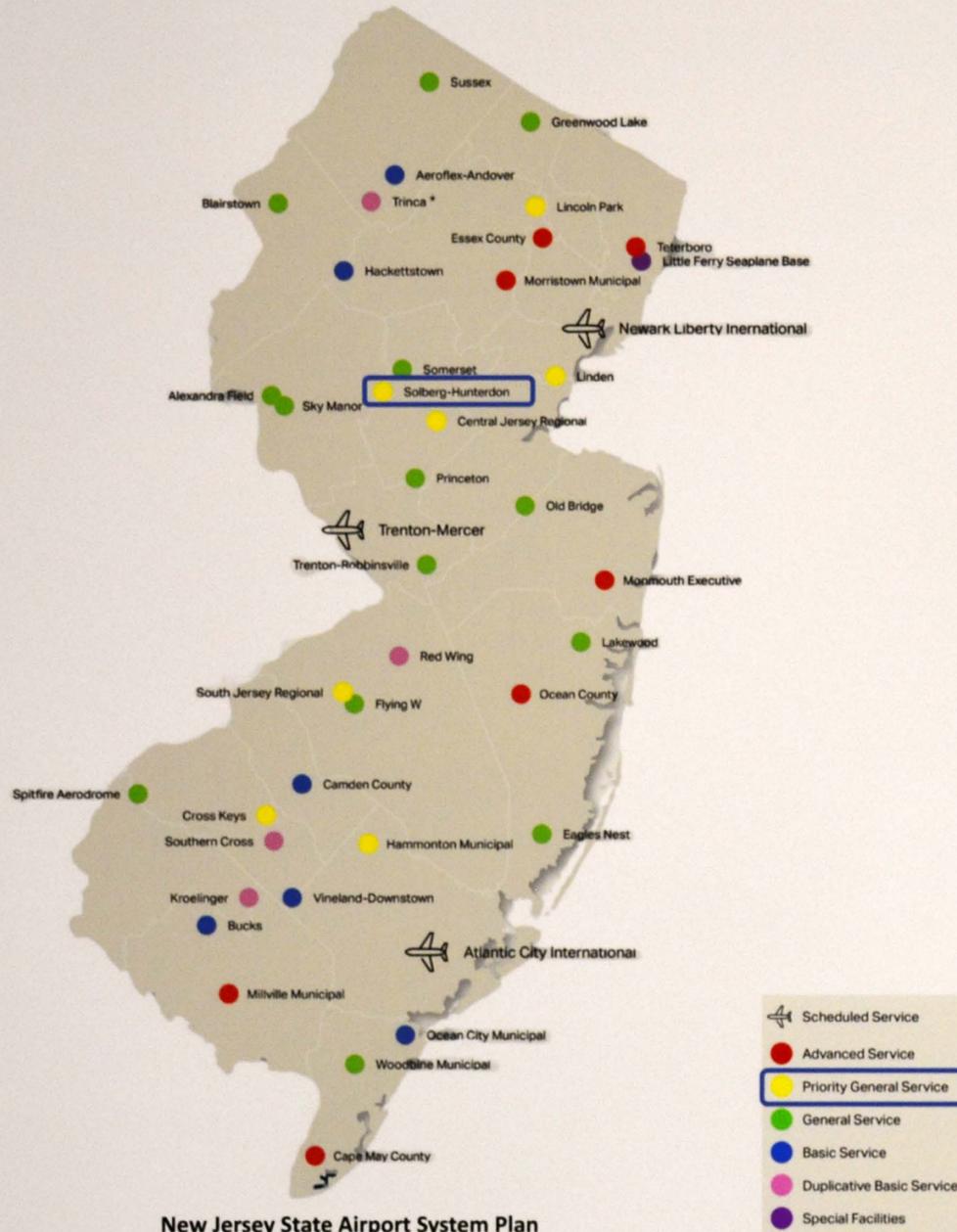
Notes:

<sup>1</sup> VOR - Very High Frequency Omni-Directional Range

# SOLBERG-HUNTERDON AIRPORT NATIONAL, STATE AND LOCAL ROLE

## New Jersey State Airport System Plan (NJ SASP):

- **N51 is categorized as a Priority General Service airport.** Priority General Service Airports are general aviation airports that contribute significantly to the state's airport system and should be developed to the fullest extent possible to comply with the Advanced Service functional level objectives
- **Advanced Service airports** are General Aviation airports located near or in larger metropolitan areas that are intended to function as relievers to larger, more congested Scheduled Service airports.



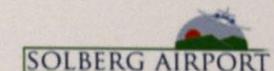
Notes: The 2022 New Jersey State Airport System Plan (NJ SASP) is a planning study conducted by the New Jersey Department of Transportation Bureau of Aeronautics' (NJDOT BOA), funded by the Federal Aviation Administration (FAA), and has a 20-year planning horizon to guide airport development in New Jersey.

## National Plan of Integrated Airport Systems (NPIAS):

- **N51 is 1 of 13 Reliever airports** located in New Jersey. Reliever airports are General Aviation airports in metropolitan areas that provide alternatives to congested commercial service airports and ensure general aviation access to the surrounding area.

City	Airport	ID	Ownership	Svc Lvl (FY25)	Hub (FY25)	Role (FY25)	Enplaned (CY23/FY25)	Based Aircraft (FY25)
Atlantic City	Atlantic City International	ACY	PU	P	N	-	437,812	28
Bedminster	Somerset	SMQ	PR	R		Regional	38	91
Belmar	Monmouth Exec	BLM	PR	R		Unclassified	354	32
Caldwell	Essex County	CDW	PU	R		Regional	122	224
Hammonton	Hammonton Municipal	N81	PU	GA		Local	1	30
Lakewood	Lakewood	N12	PU	GA		Local	1	55
Lincoln Park	Lincoln Park	N07	PR	R		Regional	0	118
Linden	Linden	LDJ	PU	R		Local	7	19
Manville	Central Jersey Regional	47N	PR	R		Unclassified	2	88
Millville	Millville Municipal	MIV	PU	GA		Regional	24	38
Morristown	Morristown Municipal	MMU	PU	R		National	1,232	169
Mount Holly	South Jersey Regional	VAY	PU	R		Local	11	77
Newark	Newark Liberty International	EWR	PU	P	L	-	24,575,292	2
Ocean City	Ocean City Municipal	26N	PU	GA		Local	13	15
<b>Readington</b>	<b>Solberg/Hunterdon</b>	<b>N51</b>	<b>PR</b>	<b>R</b>		<b>Unclassified</b>	<b>21</b>	<b>52</b>
Robbinsville	Trenton-Robbinsville	N87	PR	R		Unclassified	0	40
Rocky Hill	Princeton	39N	PR	R		Unclassified	121	31
Sussex	Sussex	FWN	PR	R		Unclassified	10	22
Teterboro	Teterboro	TEB	PU	R		National	13,052	113
Toms River	Ocean County	MJX	PU	GA		Regional	13	59
Trenton	Trenton Mercer	TTN	PU	P	N	-	326,249	149
West Milford	Greenwood Lake	4N1	PU	GA		Local	0	42
Wildwood	Cape May County	WWD	PU	GA		Local	25	40
Woodbine	Woodbine Municipal	OBI	PU	GA		Local	2	41

National Plan of Integrated Airport Systems: New Jersey (2025 - 2029)



# SOLBERG-HUNTERDON AIRPORT MASTER PLAN



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## Overview

The Master Plan (NJDOT Grant No. 6422325) will provide a comprehensive study of the Airport with a goal to best serve the needs of the flying public and the surrounding communities.

### PURPOSE OF THE STUDY

To provide a plan **to guide future improvements** at the Airport.

### NEED FOR THE STUDY

- FAA guidance states that Master Plans should be kept current at **Public Use Airports**
- **Airport facility improvements**, as well as **changes in the aviation industry**, warrant the preparation of a new Airport Master Plan
- To further **enhance safety and efficiency** at the Airport

### HISTORY

The last approved Master Plan and Airport Layout Plan (ALP) was published in **1997**.



## Goals and Objectives

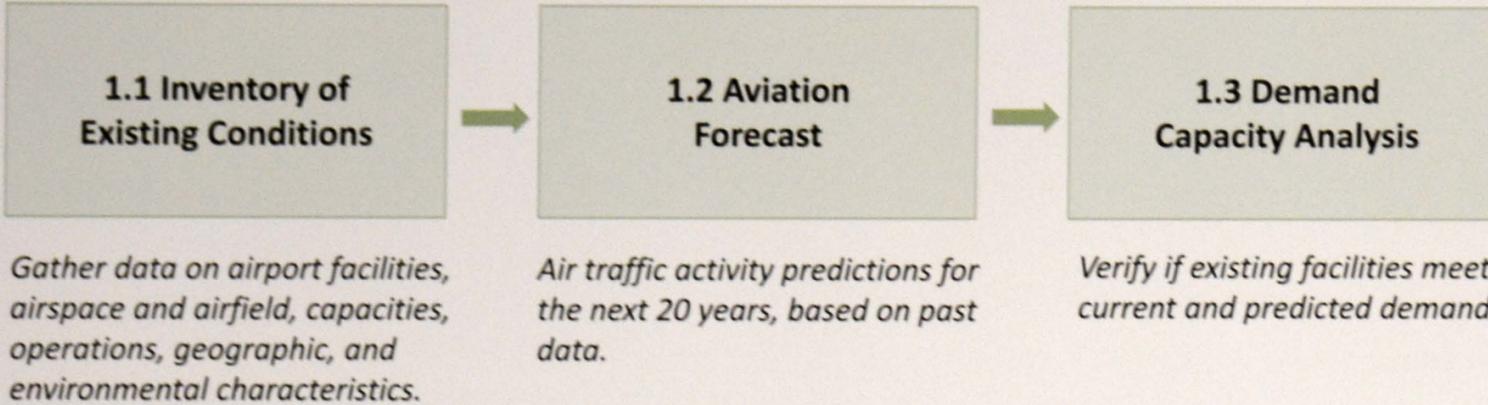
- Ensuring safe operations while accommodating future demand
- Accommodating flight training and local aviation activity
- Accommodating visitors to the community for business and leisure
- Maintaining community relations
- Enhancing aging infrastructure
- Adapting to sustainability
- Consideration of future technologies
- Non-aeronautical land improvements
- Contributing to the local economy

# MASTER PLAN UPDATE PROCESS AND COMMITTEES

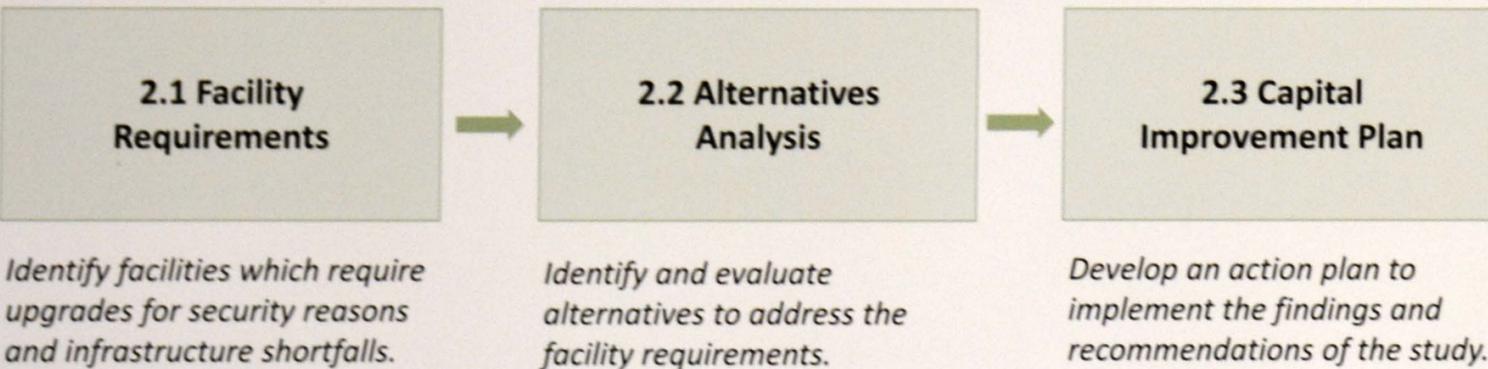
## CODE AND REGULATIONS

The Master Plan will be prepared consistent with applicable State and Federal environmental requirements. Additionally, the study follows the guidelines as described in the Federal Aviation Administration (FAA) Advisory Circular (AC) 150/5070-6B, AIRPORT MASTER PLANS.

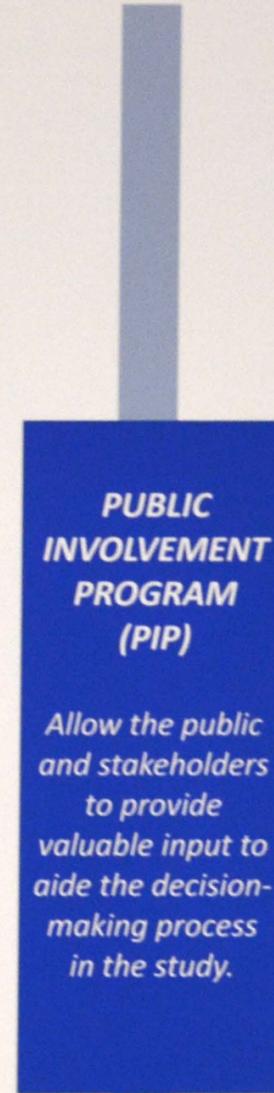
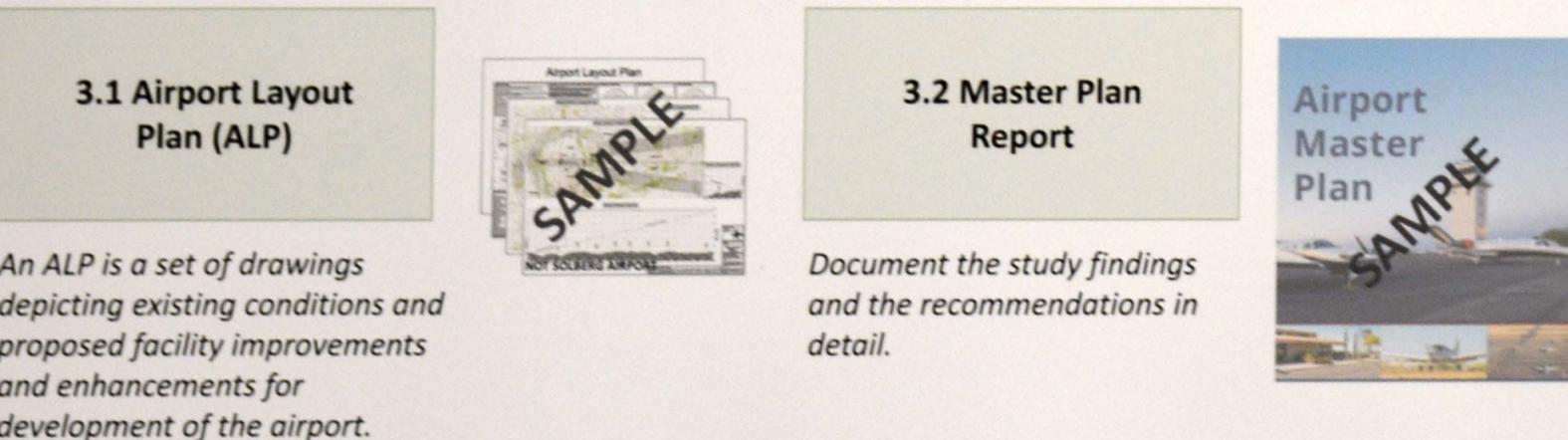
### 1. NEEDS



### 2. PROPOSED FUTURE



### 3. DOCUMENTATION



### Technical Advisory Committee (TAC)

- Members include:**
- NJDOT Representative
  - FAA Representative
  - Aviation Industry Professionals
  - Solberg Aviation Company
- Role:**
- Provide input and insight on technical issues
  - Evaluate deliverables on technical merit

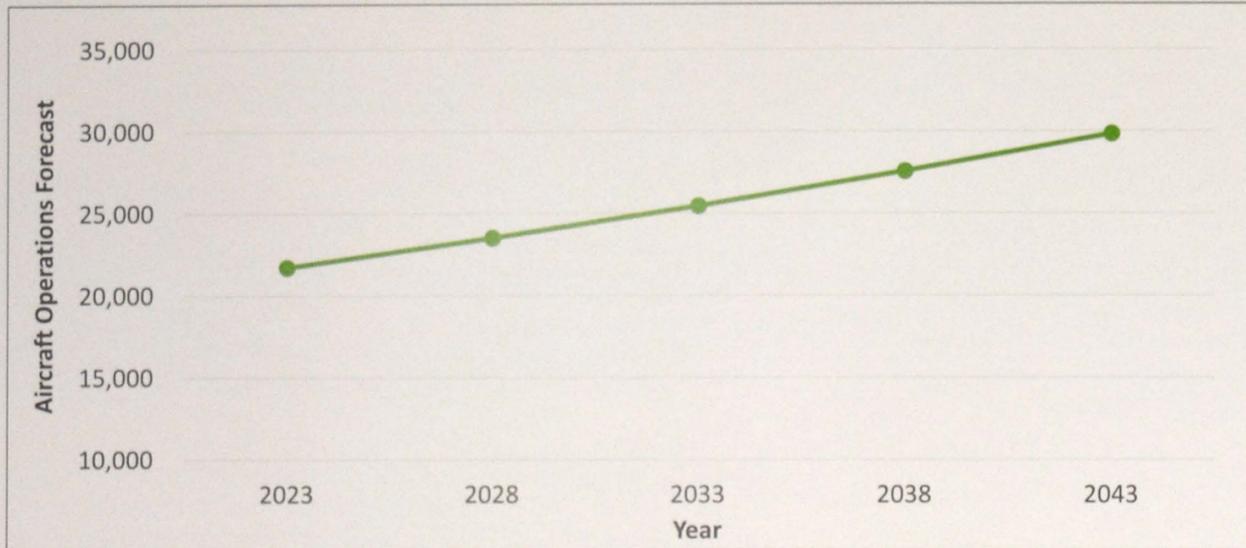
### Citizen's Advisory Committee (CAC)

- Members include :**
- Readington Township Representative
  - Local Resident and Pilot
  - Hunterdon County Official
  - Solberg Aviation Company
- Roles:**
- Serves as a "sounding board" and information exchange group for stakeholders
  - Provide feedback on plans and proposals

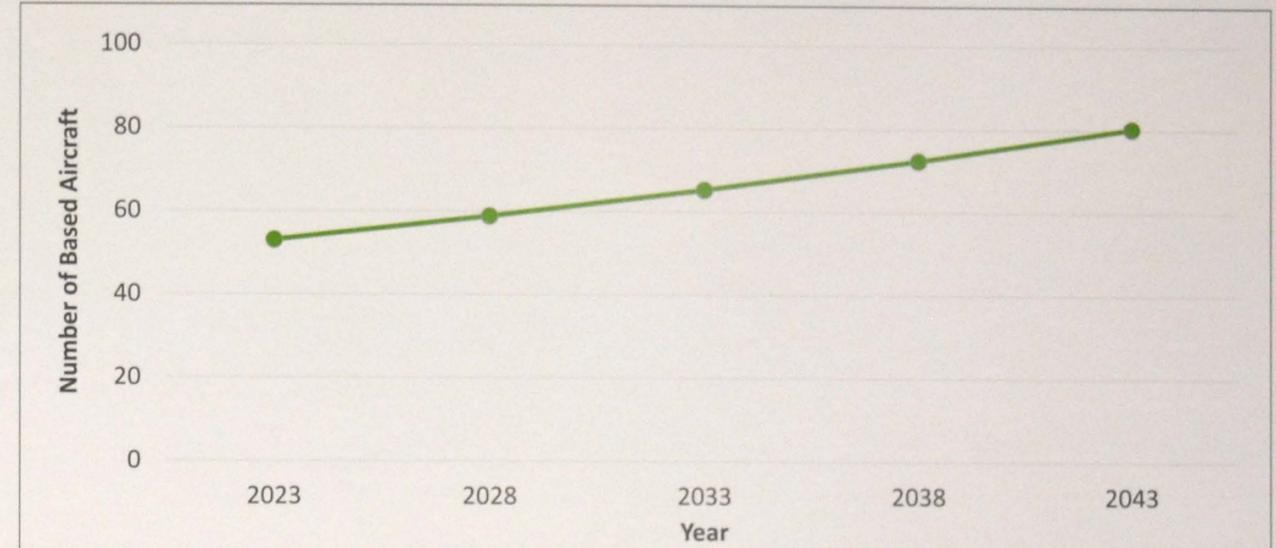
# AVIATION FORECAST AND CRITICAL AIRCRAFT SUMMARY

## AVIATION FORECAST

### Aircraft Operation Forecast | Growth Rate: 1.6%



### Based Aircraft Forecast | Growth Rate: 2.1%



Note: Represents the medium growth rate scenario

## CRITICAL AIRCRAFT

### Critical Aircraft: B-II

The **Critical Aircraft** accounts for various factors, including operational growth, the retirement of older aircraft types, and the introduction of new aircraft into service.

- Considerations**
- NJ SASP's ARC objective for Priority General Service Airport is B-II
  - The existing approved ALP (2006) identifies the future critical aircraft as B-II
  - Historical operations of B-II aircraft at N51 (TFMSC Data and Airport Management)



Beech Super King Air 350



Beech 200 Super King

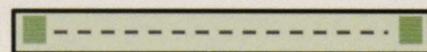
Aircraft Approach Category (AAC)		Airplane Design Group (ADG)			Maximum Take Off Weight (MTOW)
Category	Speed	Group	Tail Height	Wingspan	
<b>B</b>	<b>91 kt to &lt; 121 kt</b>	<b>II</b>	<b>20 ft to &lt; 30 ft</b>	<b>49 ft to &lt; 79 ft</b>	<b>Up to 60,000 lbs.</b>



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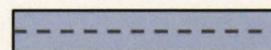
# SOLBERG-HUNTERDON AIRPORT – FACILITY PLANNING

## Runway



- **Improve Primary Runway 4-22 to Comply with Standards**
  - Runway width to meet FAA design standards
  - Runway to parallel taxiway centerline separation to meet FAA design standards
  - Runway Object Free Area (ROFA) to meet FAA design standards
- **Improve Runway 13-31 Condition to Accommodate Crosswind Operations**
- **Improve Approach Capability for the Primary Runway**

## Taxiway



- **Provide Full Parallel Taxiway to Primary Runway 4-22 and Crosswind Runway 13-31**
  - Improve operational efficiency
  - Eliminate need for aircraft to back-taxi on runways
  - Reduce runway occupancy times to improve safety

## Aircraft Parking Facilities



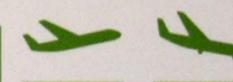
- **Provide Adequate Aircraft Parking**
  - Provide sufficient hangar facilities and apron tie-down positions to meet existing and the projected future demand

## Automobile Parking and Airport Accessibility



- **Provide Sufficient Automobile Parking to meet Future Demand**
  - Provide automobile parking spaces for existing and future tenants, visitors, and employees
- **Improve Airport Accessibility**
  - Improve current landside roadway access from county and local roads

## Security



- **Improve Airport/Airfield Operation Safety**
  - Protect Airfield Operation Area
  - Address airspace obstructions



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# ALTERNATIVE DEVELOPMENT AND SELECTION



## STEP 1

*Identification of Alternative Ways to Address Previously Identified Facility Requirements*

### Identify Key Planning Elements

These elements informed the development of eight preliminary alternatives. A high-level screening was then conducted to narrow the options to three intermediate alternatives.

### Understanding the Environmental Conditions

A certified environmentalist conducted a field evaluation to preliminarily assess the presence of environmentally sensitive areas at N51 and minimize potential disturbance within these areas.



## STEP 2

*Development and Refinement of Alternatives*

### Intermediate Alternatives

The preliminary alternatives were further refined into intermediate alternatives based on comments from the Technical Advisory Committee (TAC) and the Citizens' Advisory Committee (CAC) of the Master Plan, as well as feedback from the certified environmentalist.

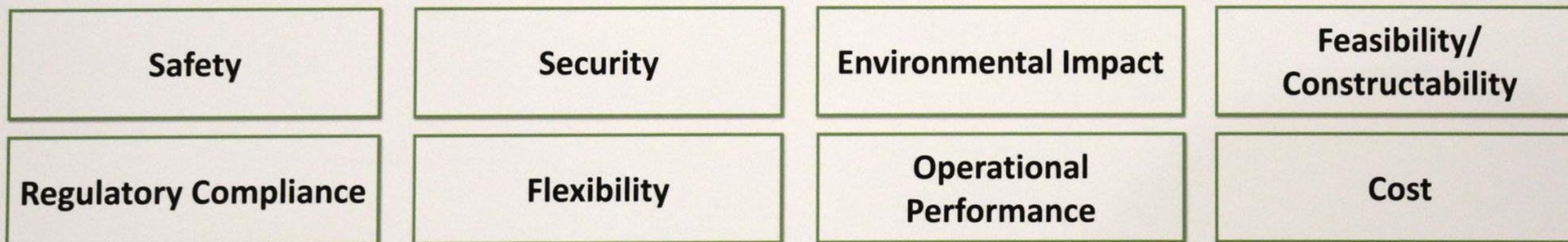


## STEP 3

*Evaluation and Selection of the Preferred Alternative*

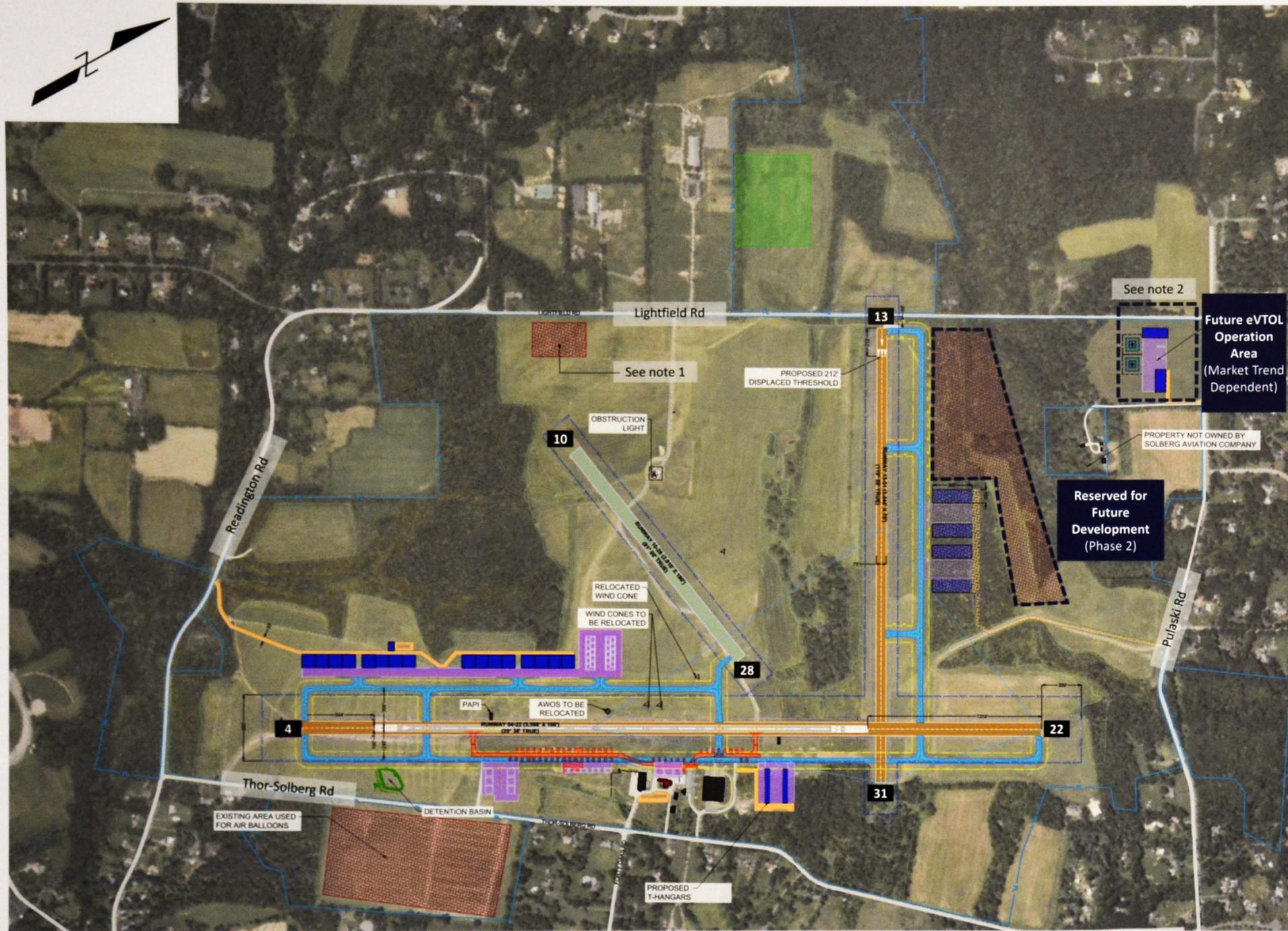
### The Preferred Alternative

The intermediate alternatives were evaluated against criteria developed in accordance with FAA guidelines. The results of this evaluation led to the selection of the preferred alternative.



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# PREFERRED ALTERNATIVE



## KEY FEATURES:

### Within Planning Horizon (through 2043):

- Pave **RW 4-22's** licensed length at the existing location
- Pave crosswind **RW 13-31's** licensed length, with displaced threshold at RW End 13
- Provide full parallel taxiway to support efficient RW 13-31 operations
- Maintain existing turf crosswind RW 10-28
- Improve current landside roadway access from county and local roads
- Provide hangar parking for 100% based turbine aircraft and helicopter, 50% of based piston aircraft

### Beyond Planning Horizon (post 2043):

- Develop conventional hangars north of RW 13-31 to meet:
  - Aircraft parking needs to accommodate based aircraft demand beyond planning horizon

## Legend

- |   |   |   |   |
|---|---|---|---|
|  | Proposed Hangars and Airport Maintenance Facility |  | Proposed Runway Pavement                  |
|  | Proposed Ramp/Apron Pavement                      |  | Proposed Landside Access                  |
|  | Proposed Taxiway Pavement                         |  | Green Energy Generation (Phase 2)         |
|   |   |  | Future Aircraft Storage Hangars (Phase 2) |
|   |   |  | Future Development (Phase 2)              |

## Notes:

1. Areas reserved for future airport development may accommodate facilities such as an airport museum or restaurant. The need and uses for these areas will be evaluated as demand materializes.
2. An eVTOL (electric Vertical Take-Off and Landing) is an electric-powered aircraft capable of vertical take-off and landing and low-speed flight, similar to a helicopter, and flying using a wing during cruise flight, similar to an airplane. (FAA) The phasing of the eVTOL facility will respond to aviation and market trends.



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