



Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-21737-OE

Issued Date: 02/04/2022

Michael H. Shoemaker
BDM Investments, LLC
9523 La Jolla Farms Road
San Diego, CA 92037

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Multi-unit Housing Point 1
Location:	San Diego, CA
Latitude:	32-34-05.08N NAD 83
Longitude:	117-00-34.97W
Heights:	520 feet site elevation (SE) 49 feet above ground level (AGL) 569 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/04/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 06, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 16, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-21737-OE.

Signature Control No: 505959195-510671681

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-21737-OE

AERONAUTICAL STUDY NO 2021-AWP-21737-through-21740-OE

Abbreviations

AGL - above ground level

MSL - mean sea level

RWY - runway

IFR - instrument flight rules

VFR - visual flight rules

nm - nautical mile

AMSL - above mean sea level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED STRUCTURE

The proposed Multi Unit Housing has been identified as an obstruction under Part 77 standards. The proposed structure would be located east of the Imperial Beach Nolf (REAM FLD) (NRS) airport reference point (ARP) in Imperial Beach, CA. NRS elevation is 23 feet MSL.

Aeronautical Study Number	AGL/AMSL	NRS ARP	Coordinates	Points
2021-AWP-21737-OE	49/569	5.26 nm	32-34-05.08/117-00-34.97	#1
2021-AWP-21738-OE	49/568	5.27 nm	32-34-00.23/117-00-34.75	#2
2021-AWP-21739-OE	49/554	5.48 nm	32-34-00.75/117-00-19.29	#3
2021-AWP-21740-OE	49/559	5.48 nm	32-34-04.86/117-00-19.44	#4

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.21(a)(3) - Military Outer Horizontal Surface - A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet. The proposed structure would exceed the outer horizontal surface by the values shown below:

Aeronautical Study Number	Outer Horizontal Exceeds by
2021-AWP-21737-OE	46 feet
2021-AWP-21738-OE	45 feet
2021-AWP-21739-OE	31 feet
2021-AWP-21740-OE	36 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:
Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities as follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comment because it would only affect an airport that is operated by a military service of the United States. That service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated they have no objection to the proposed structure.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

The proposed structure penetrates the NRS outer horizontal surface by the values shown above; however, there are no IFR effects to any arrivals or departure procedures and the traffic pattern airspace is not penetrated. The United States service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated that the proposed structure does not impact their operations therefore they have no objection. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-21737-OE



Sectional Map for ASN 2021-AWP-21737-OE





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2021-AWP-21738-OE

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Michael H. Shoemaker
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San Diego, CA 92037

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-unit Housing Point 2
Location: San Diego, CA
Latitude: 32-34-00.23N NAD 83
Longitude: 117-00-34.75W
Heights: 519 feet site elevation (SE)
49 feet above ground level (AGL)
568 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/04/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-21738-OE.

Signature Control No: 505959197-510671682

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-21738-OE

AERONAUTICAL STUDY NO 2021-AWP-21737-through-21740-OE

Abbreviations

AGL - above ground level MSL - mean sea level RWY - runway
IFR - instrument flight rules VFR - visual flight rules nm - nautical mile

AMSL - above mean sea level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED STRUCTURE

The proposed Multi Unit Housing has been identified as an obstruction under Part 77 standards. The proposed structure would be located east of the Imperial Beach Nolf (REAM FLD) (NRS) airport reference point (ARP) in Imperial Beach, CA. NRS elevation is 23 feet MSL.

Aeronautical Study Number	AGL/AMSL	NRS ARP	Coordinates	Points
2021-AWP-21737-OE	49/569	5.26 nm	32-34-05.08/117-00-34.97	#1
2021-AWP-21738-OE	49/568	5.27 nm	32-34-00.23/117-00-34.75	#2
2021-AWP-21739-OE	49/554	5.48 nm	32-34-00.75/117-00-19.29	#3
2021-AWP-21740-OE	49/559	5.48 nm	32-34-04.86/117-00-19.44	#4

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.21(a)(3) - Military Outer Horizontal Surface - A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet. The proposed structure would exceed the outer horizontal surface by the values shown below:

Aeronautical Study Number	Outer Horizontal Exceeds by
2021-AWP-21737-OE	46 feet
2021-AWP-21738-OE	45 feet
2021-AWP-21739-OE	31 feet
2021-AWP-21740-OE	36 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:
Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities as follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comment because it would only affect an airport that is operated by a military service of the United States. That service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated they have no objection to the proposed structure.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

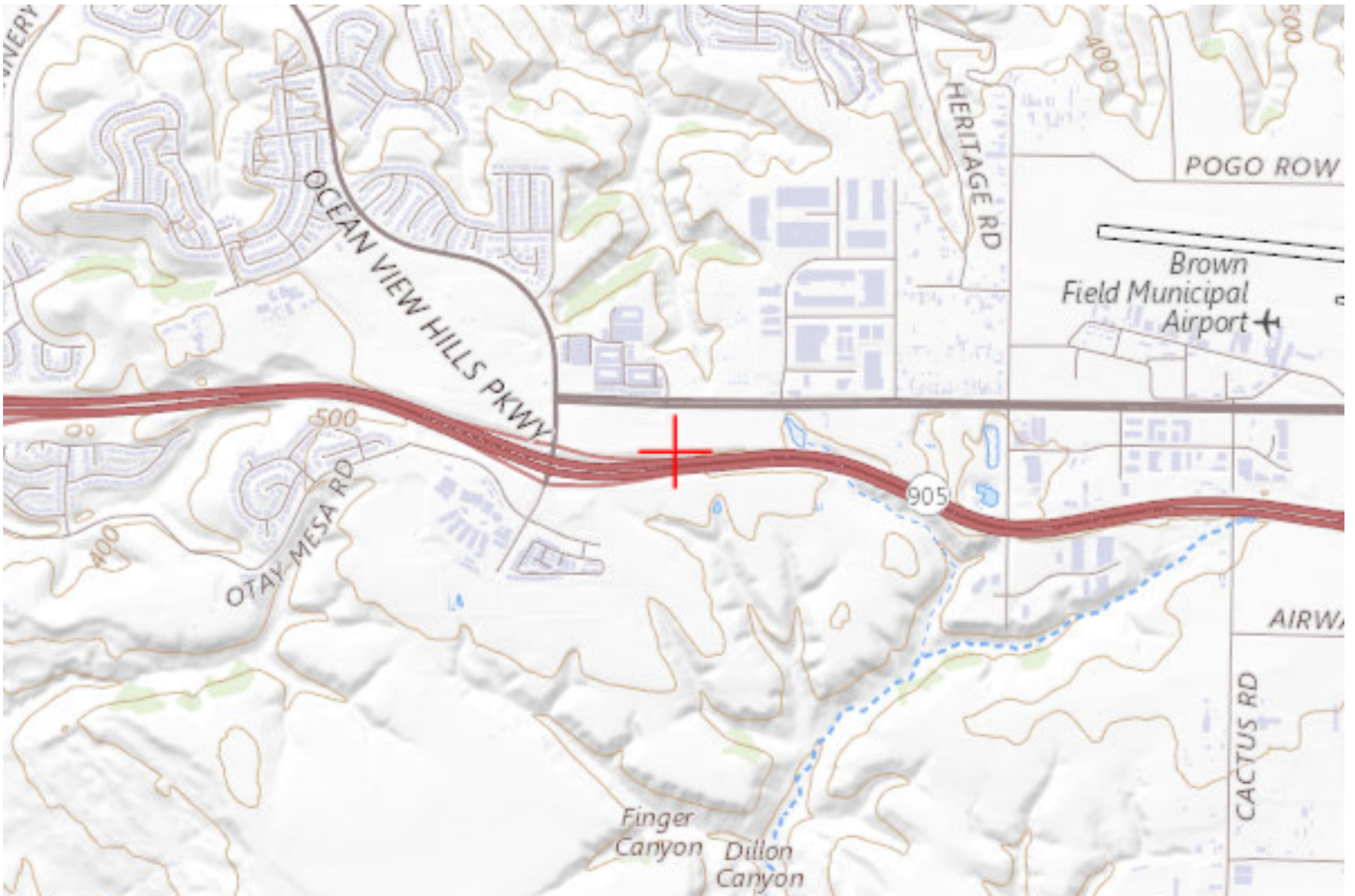
6. BASIS FOR DECISION

The proposed structure penetrates the NRS outer horizontal surface by the values shown above; however, there are no IFR effects to any arrivals or departure procedures and the traffic pattern airspace is not penetrated. The United States service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated that the proposed structure does not impact their operations therefore they have no objection. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-21738-OE



Sectional Map for ASN 2021-AWP-21738-OE





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Aeronautical Study No.
2021-AWP-21739-OE

Issued Date: 02/04/2022

Michael H. Shoemaker
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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-unit Housing Point 3
Location: San Diego, CA
Latitude: 32-34-00.75N NAD 83
Longitude: 117-00-19.29W
Heights: 505 feet site elevation (SE)
49 feet above ground level (AGL)
554 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

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If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-21739-OE.

Signature Control No: 505959208-510671683

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-21739-OE

AERONAUTICAL STUDY NO 2021-AWP-21737-through-21740-OE

Abbreviations

AGL - above ground level MSL - mean sea level RWY - runway
IFR - instrument flight rules VFR - visual flight rules nm - nautical mile

AMSL - above mean sea level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED STRUCTURE

The proposed Multi Unit Housing has been identified as an obstruction under Part 77 standards. The proposed structure would be located east of the Imperial Beach Nolf (REAM FLD) (NRS) airport reference point (ARP) in Imperial Beach, CA. NRS elevation is 23 feet MSL.

Aeronautical Study Number	AGL/AMSL	NRS ARP	Coordinates	Points
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2. OBSTRUCTION STANDARDS EXCEEDED

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2021-AWP-21737-OE	46 feet
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3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:
Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities as follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

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The proposal was not circularized for public comment because it would only affect an airport that is operated by a military service of the United States. That service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated they have no objection to the proposed structure.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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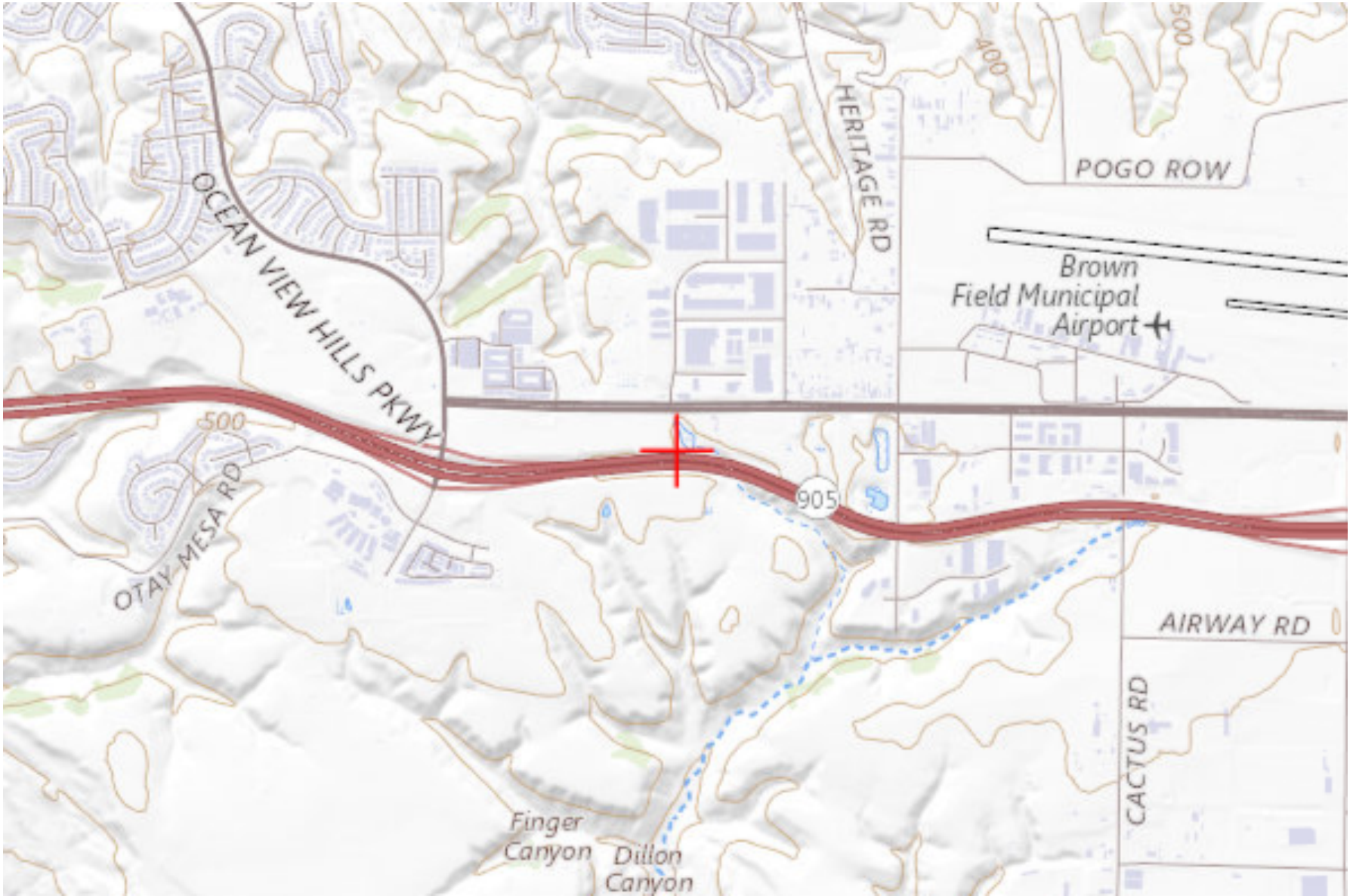
6. BASIS FOR DECISION

The proposed structure penetrates the NRS outer horizontal surface by the values shown above; however, there are no IFR effects to any arrivals or departure procedures and the traffic pattern airspace is not penetrated. The United States service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated that the proposed structure does not impact their operations therefore they have no objection. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

TOPO Map for ASN 2021-AWP-21739-OE



Sectional Map for ASN 2021-AWP-21739-OE





Mail Processing Center
Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-21740-OE

Issued Date: 02/04/2022

Michael H. Shoemaker
BDM Investments, LLC
9523 La Jolla Farms Road
San Diego, CA 92037

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure: Multi-unit Housing Point 4
Location: San Diego, CA
Latitude: 32-34-04.86N NAD 83
Longitude: 117-00-19.44W
Heights: 510 feet site elevation (SE)
49 feet above ground level (AGL)
559 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

It is required that FAA Form 7460-2, Notice of Actual Construction or Alteration, be e-filed any time the project is abandoned or:

- At least 10 days prior to start of construction (7460-2, Part 1)
 Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking/lighting are accomplished on a voluntary basis, we recommend it be installed in accordance with FAA Advisory circular 70/7460-1 M.

This determination expires on 08/04/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

- (c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before March 06, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on March 16, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

This determination does include temporary construction equipment such as cranes, derricks, etc., which may be used during actual construction of the structure. However, this equipment shall not exceed the overall heights as indicated above. Equipment which has a height greater than the studied structure requires separate notice to the FAA.

This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Vivian Vilaro, at (847) 294-7575, or vivian.vilaro@faa.gov.
On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-21740-OE.

Signature Control No: 505959209-510671684

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2021-AWP-21740-OE

AERONAUTICAL STUDY NO 2021-AWP-21737-through-21740-OE

Abbreviations

AGL - above ground level MSL - mean sea level RWY - runway
IFR - instrument flight rules VFR - visual flight rules nm - nautical mile

AMSL - above mean sea level

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. LOCATION OF PROPOSED STRUCTURE

The proposed Multi Unit Housing has been identified as an obstruction under Part 77 standards. The proposed structure would be located east of the Imperial Beach Nolf (REAM FLD) (NRS) airport reference point (ARP) in Imperial Beach, CA. NRS elevation is 23 feet MSL.

Aeronautical Study Number	AGL/AMSL	NRS ARP	Coordinates	Points
2021-AWP-21737-OE	49/569	5.26 nm	32-34-05.08/117-00-34.97	#1
2021-AWP-21738-OE	49/568	5.27 nm	32-34-00.23/117-00-34.75	#2
2021-AWP-21739-OE	49/554	5.48 nm	32-34-00.75/117-00-19.29	#3
2021-AWP-21740-OE	49/559	5.48 nm	32-34-04.86/117-00-19.44	#4

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.21(a)(3) - Military Outer Horizontal Surface - A plane, located 500 feet above the established airfield elevation, extending outward from the outer periphery of the conical surface for a horizontal distance of 30,000 feet. The proposed structure would exceed the outer horizontal surface by the values shown below:

Aeronautical Study Number	Outer Horizontal Exceeds by
2021-AWP-21737-OE	46 feet
2021-AWP-21738-OE	45 feet
2021-AWP-21739-OE	31 feet
2021-AWP-21740-OE	36 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: The VFR traffic pattern airspace (TPA) is not penetrated.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route IFR operations or procedures.

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

There is no penetration into the VFR traffic pattern airspace.

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows:
Aeronautical study disclosed that the proposed structure would have no effect on any existing or proposed arrival, departure, or en route IFR operations or procedures.

c. The impact on all planned public-use airports and aeronautical facilities as follows: Study did not disclose any adverse effect on existing or proposed public-use or military airports or navigational facilities, nor would the proposed structure affect the capacity of any known existing or planned public-use or military airport.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures is not considered to be significant.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was not circularized for public comment because it would only affect an airport that is operated by a military service of the United States. That service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated they have no objection to the proposed structure.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed structure would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

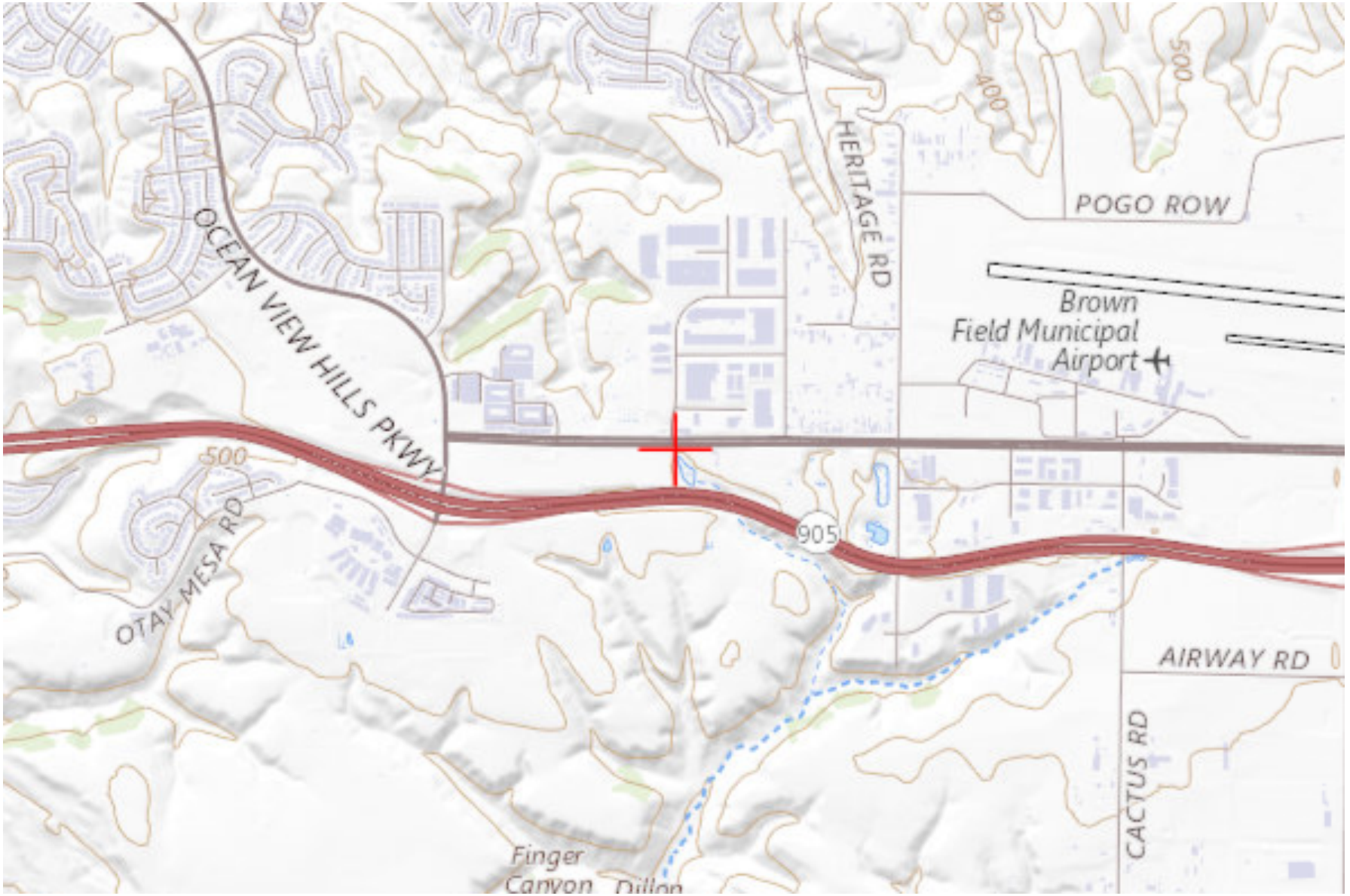
6. BASIS FOR DECISION

The proposed structure penetrates the NRS outer horizontal surface by the values shown above; however, there are no IFR effects to any arrivals or departure procedures and the traffic pattern airspace is not penetrated. The United States service is responsible for determining the effect of the structure on the military's operations. The United States Navy indicated that the proposed structure does not impact their operations therefore they have no objection. Marking and lighting was considered but deemed unnecessary.

7. CONDITIONS

Within five days after the structure reaches its greatest height, the proponent is required to file on line the Supplemental Notice, FAA form 7460-2, with actual construction details, at the OE/AAA website (<https://oeaaaa.faa.gov/oeaaa>). Detailed instructions are available under the Instructions link. This Supplemental Notice notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national database.

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Sectional Map for ASN 2021-AWP-21740-OE

