

Tree #	FAA OE-AAAE Case #	Airspace Impact (yes/no)	Survey Information						Description	Obstruction Location/Proximity
			Surveyed Ground Elev. (MSL)	FAA Surface Intersection Elev. (MSL)	Aerial Surveyed Elev. (MSL) - Spring 2020	Land Surveyed Elev. (MSL) - Nov. 2021	Aerial Survey Above (ft.)	Land Survey Above (ft.)		
1	2022-AWP-343-OE	YES	198	270.00	269.29	271.72	-0.71	1.71	TREE; PALM	City of SD ROW; 4404 Newport Ave.
2	2022-AWP-856-OE	YES	197	270.00	270.03	273.17	0.03	3.17	TREE; PALM	City of SD ROW; 4403/4411 Newport Ave.
3	PENDING ¹	NO	196	270.00	267.58	266.88	-2.42	-3.12	TREE; PALM	City of SD ROW; 4411 Newport Ave.
4	2022-AWP-858-OE	NO	200	270.00	269.27	269.35	-0.73	-0.65	TREE; PALM	City of SD ROW; 4391 Newport Ave.
5	2022-AWP-859-OE	YES	205	270.00	267.94	271.91	-2.06	1.91	TREE; PALM	City of SD ROW; 4386 Newport Ave.
6	2022-AWP-860-OE	YES	208	270.00	271.40	275.09	1.40	5.09	TREE; PALM	City of SD ROW; 4386 Newport Ave.
7	2022-AWP-861-OE	YES	217	276.48	275.32	277.82	-1.16	1.34	TREE; PALM	City of SD ROW; 4369/4377 Newport Ave.
8	2022-AWP-862-OE	NO	204	270.00	261.69	263.70	-8.31	-6.30	TREE; PALM	City of SD ROW; 4393 Santa Monica Ave.
9	2022-AWP-863-OE	NO	204	270.00	N/A ²	256.15	N/A	-13.85	TREE; PALM	City of SD ROW; 4393 Santa Monica Ave.
10	2022-AWP-864-OE	NO	205	270.00	261.04	263.23	-8.96	-6.77	TREE; PALM	City of SD ROW; 4393 Santa Monica Ave.
11	2022-AWP-865-OE	NO	205	270.00	260.13	259.83	-9.87	-10.17	TREE; PALM	City of SD ROW; 4393 Santa Monica Ave.
12	2022-AWP-866-OE	NO	205	270.00	267.42	268.77	-2.58	-1.23	TREE; PALM	City of SD ROW; 4393 Santa Monica Ave.
13	2022-AWP-867-OE	NO	238	294.35	289.65	287.17	-4.70	-7.18	TREE; PALM	City of SD ROW; 4306 Newport Ave.
14	2022-AWP-868-OE	NO	238	295.13	288.19	290.46	-6.94	-4.67	TREE; PALM	City of SD ROW; 4306 Newport Ave.
15	2022-AWP-869-OE	NO	237	293.77	288.33	287.53	-5.44	-6.24	TREE; PALM	City of SD ROW; 4306 Newport Ave.

Notes:

Positive number indicates ft. above and penetrating FAA defined airspace surface

Negative number indicates ft. below FAA defined airspace surface

1/ - FAA OE-AAAE Case (2022-AWP-857-OE) resubmitted, pending FAA response but no anticipated impacts as below the FAA defined surface

2/ - Land surveyed in Nov. 2021 given proximity to other trees but no anticipated impacts as well below FAA defined surface

Trees Above SAN Airspace Surfaces



Tree 1 - Palm, Newport Ave.

Tree 2 - Palm, Newport Ave.

Tree 5 - Palm, Newport Ave.

Tree 6 - Palm, Newport Ave.

Tree 7 - Palm, Newport Ave.



TREE # 1



TREE # 2

TREE # 3



TREE # 4





TREE # 5

TREE # 6

NV5

TREE # 7



TREE # 12

TREE # 11

TREE # 9

TREE # 8

TREE # 10





TREE # 14

TREE # 13

TREE # 15
TREE # 12



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

Aeronautical Study No.
2022-AWP-343-OE

Issued Date: 02/28/2022

Garret Hollarn
Garret Hollarn
3225 N. Harbor Dr.
3rd Floor
San Diego, CA 92101

**** NOTICE OF PRELIMINARY FINDINGS ****

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: Palm Tree, Newport Ave #1
Location: San Diego, CA
Latitude: 32-44-26.29N NAD 83
Longitude: 117-14-26.88W
Heights: 198 feet site elevation (SE)
74 feet above ground level (AGL)
272 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 22 feet above ground level (220 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

To pursue a favorable determination at the originally submitted height, further study would be necessary. Further study entails distribution to the public for comment, and may extend the study period up to 120 days. The outcome cannot be predicted prior to public circularization.

If you would like the FAA to conduct further study, you must make the request within 60 days from the date of issuance of this letter.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE

ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-343-OE.

Signature Control No: 507095720-514967964

(NPF)

Vivian Vilaro
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-AWP-343-OE

AERONAUTICAL STUDY NO. 2022-AWP-343-856 Through 869-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

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

Our study disclosed that the existing Palm Trees have been identified as obstructions under Part 77 standards. The existing Trees are located west of the San Diego International Airport (SAN) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL.

Aeronautical Study Number	AGL/AMSL	SAN ARP	Palm Tree
2022-AWP-343-OE	74/272	2.62 nm	Newport Avenue #1
2022-AWP-856-OE	77/274	2.63 nm	4411 Newport Avenue #1
2022-AWP-857-OE	82/277	2.63 nm	4411 Newport Avenue #2
2022-AWP-858-OE	70/270	2.62 nm	Newport/Santa Barbara
2022-AWP-859-OE	67/272	2.47 nm	4386 Newport Avenue #1
2022-AWP-860-OE	67/275	2.52 nm	4386 Newport Avenue #2
2022-AWP-861-OE	61/278	2.51 nm	4377 Newport Avenue
2022-AWP-862-OE	60/264	2.50 nm	4393 Santa Monica Avenue #1
2022-AWP-863-OE	52/256	2.47 nm	4393 Santa Monica Avenue #2
2022-AWP-864-OE	59/264	2.52 nm	4393 Santa Monica Avenue #3
2022-AWP-865-OE	55/260	2.52 nm	4393 Santa Monica Avenue #4
2022-AWP-866-OE	63/268	2.51 nm	4393 Santa Monica Avenue #5
2022-AWP-867-OE	49/287	2.50 nm	4306 Newport Avenue #1
2022-AWP-868-OE	52/290	2.47 nm	4306 Newport Avenue #2
2022-AWP-869-OE	50/287	2.52 nm	4306 Newport Avenue #3

Section 77.17(a)(3)-A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2022-AWP-343-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/72 feet AGL.

2022-AWP-856-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/73 feet AGL.

2022-AWP-857-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/75 feet AGL.

2022-AWP-859-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/65 feet AGL.

2022-AWP-860-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/62 feet AGL.

2022-AWP-861-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/53 feet AGL.

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the SAN conical surface by the values shown below.

Aeronautical Study Number	Conical Surface Exceeds by	No Effect Height
2022-AWP-343-OE	52 feet	22 feet AGL/220 feet AMSL
2022-AWP-856-OE	51 feet	26 feet AGL/223 feet AMSL
2022-AWP-857-OE	53 feet	29 feet AGL/224 feet AMSL
2022-AWP-858-OE	51 feet	19 feet AGL/219 feet AMSL
2022-AWP-859-OE	58 feet	9 feet AGL/214 feet AMSL
2022-AWP-860-OE	62 feet	5 feet AGL/213 feet AMSL
2022-AWP-861-OE	69 feet	0 feet AGL/217 feet AMSL
2022-AWP-862-OE	56 feet	4 feet AGL/208 feet AMSL
2022-AWP-863-OE	48 feet	4 feet AGL/208 feet AMSL
2022-AWP-864-OE	57 feet	2 feet AGL/207 feet AMSL
2022-AWP-865-OE	53 feet	2 feet AGL/207 feet AMSL
2022-AWP-866-OE	62 feet	1 feet AGL/206 feet AMSL
2022-AWP-867-OE	95 feet	0 feet AGL/238 feet AMSL
2022-AWP-868-OE	99 feet	0 feet AGL/238 feet AMSL
2022-AWP-869-OE	95 feet	0 feet AGL/237 feet AMSL

Section 77.19(d) - A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The proposed structure would exceed the approach surface for the existing RWY 09 by the values shown below:

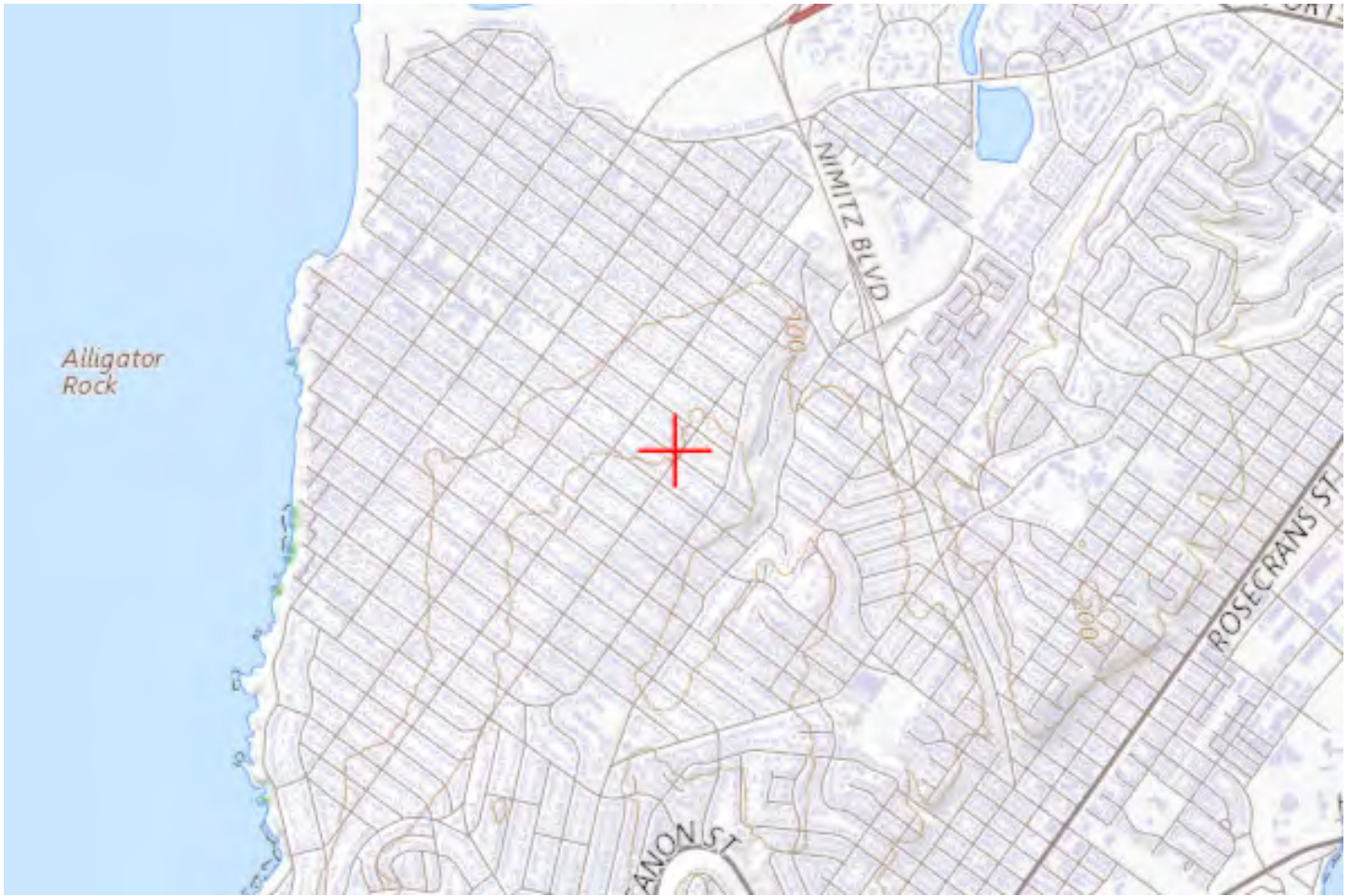
Aeronautical Study Number	Approach Surface Exceeds by
2022-AWP-343-OE	36 feet
2022-AWP-856-OE	37 feet
2022-AWP-857-OE	39 feet
2022-AWP-858-OE	35 feet
2022-AWP-859-OE	39 feet
2022-AWP-860-OE	43 feet
2022-AWP-861-OE	48 feet
2022-AWP-862-OE	33 feet
2022-AWP-863-OE	25 feet
2022-AWP-864-OE	33 feet

2022-AWP-865-OE	30 feet
2022-AWP-866-OE	38 feet
2022-AWP-867-OE	Does not exceed
2022-AWP-868-OE	Does not exceed
2022-AWP-869-OE	Does not exceed

If you agree to lower the structure to the no effect height you can receive a determination immediately.

To pursue a determination at the originally submitted height further study would be necessary. Further study will involve a public notice circularization and 37 day comment period. IFR Impact need to be resolved before going out for further study.

Please e-mail your response to vivian.vilaro@faa.gov with your intentions for this aeronautical study.







Mail Processing Center
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-856-OE

Issued Date: 02/28/2022

Garret Hollarn
Garret Hollarn
3225 N. Harbor Dr.
3rd Floor
San Diego, CA 92101

**** NOTICE OF PRELIMINARY FINDINGS ****

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: Palm Tree, 4411 Newport Ave. #1
Location: San Diego, CA
Latitude: 32-44-25.97N NAD 83
Longitude: 117-14-27.53W
Heights: 197 feet site elevation (SE)
77 feet above ground level (AGL)
274 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 26 feet above ground level (223 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

To pursue a favorable determination at the originally submitted height, further study would be necessary. Further study entails distribution to the public for comment, and may extend the study period up to 120 days. The outcome cannot be predicted prior to public circularization.

If you would like the FAA to conduct further study, you must make the request within 60 days from the date of issuance of this letter.

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If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-856-OE.

Signature Control No: 507790812-514967979

(NPF)

Vivian Vilaro
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-AWP-856-OE

AERONAUTICAL STUDY NO. 2022-AWP-343-856 Through 869-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

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

Our study disclosed that the existing Palm Trees have been identified as obstructions under Part 77 standards. The existing Trees are located west of the San Diego International Airport (SAN) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL.

Aeronautical Study Number	AGL/AMSL	SAN ARP	Palm Tree
2022-AWP-343-OE	74/272	2.62 nm	Newport Avenue #1
2022-AWP-856-OE	77/274	2.63 nm	4411 Newport Avenue #1
2022-AWP-857-OE	82/277	2.63 nm	4411 Newport Avenue #2
2022-AWP-858-OE	70/270	2.62 nm	Newport/Santa Barbara
2022-AWP-859-OE	67/272	2.47 nm	4386 Newport Avenue #1
2022-AWP-860-OE	67/275	2.52 nm	4386 Newport Avenue #2
2022-AWP-861-OE	61/278	2.51 nm	4377 Newport Avenue
2022-AWP-862-OE	60/264	2.50 nm	4393 Santa Monica Avenue #1
2022-AWP-863-OE	52/256	2.47 nm	4393 Santa Monica Avenue #2
2022-AWP-864-OE	59/264	2.52 nm	4393 Santa Monica Avenue #3
2022-AWP-865-OE	55/260	2.52 nm	4393 Santa Monica Avenue #4
2022-AWP-866-OE	63/268	2.51 nm	4393 Santa Monica Avenue #5
2022-AWP-867-OE	49/287	2.50 nm	4306 Newport Avenue #1
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2022-AWP-860-OE	62 feet	5 feet AGL/213 feet AMSL
2022-AWP-861-OE	69 feet	0 feet AGL/217 feet AMSL
2022-AWP-862-OE	56 feet	4 feet AGL/208 feet AMSL
2022-AWP-863-OE	48 feet	4 feet AGL/208 feet AMSL
2022-AWP-864-OE	57 feet	2 feet AGL/207 feet AMSL
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2022-AWP-866-OE	62 feet	1 feet AGL/206 feet AMSL
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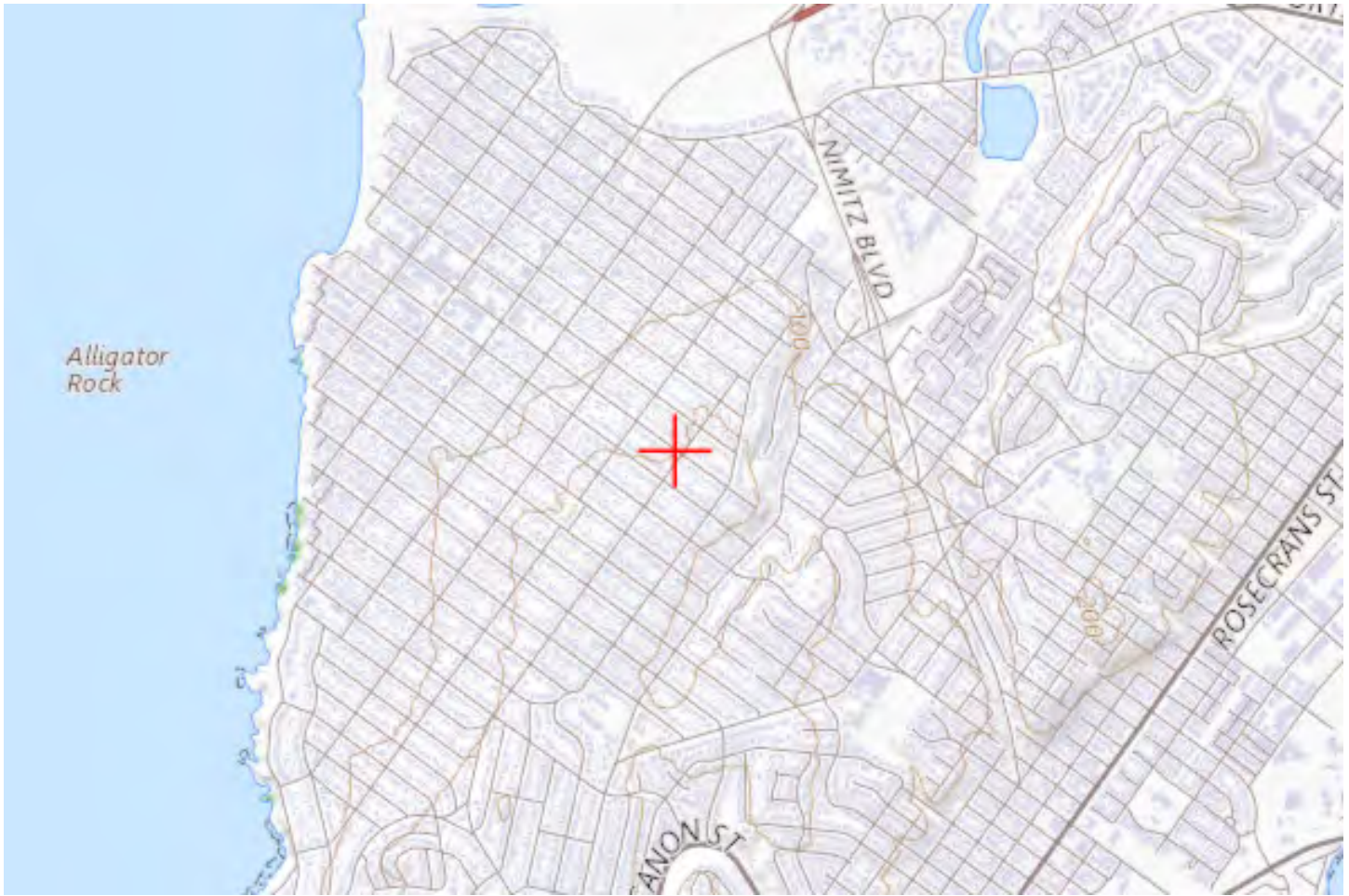
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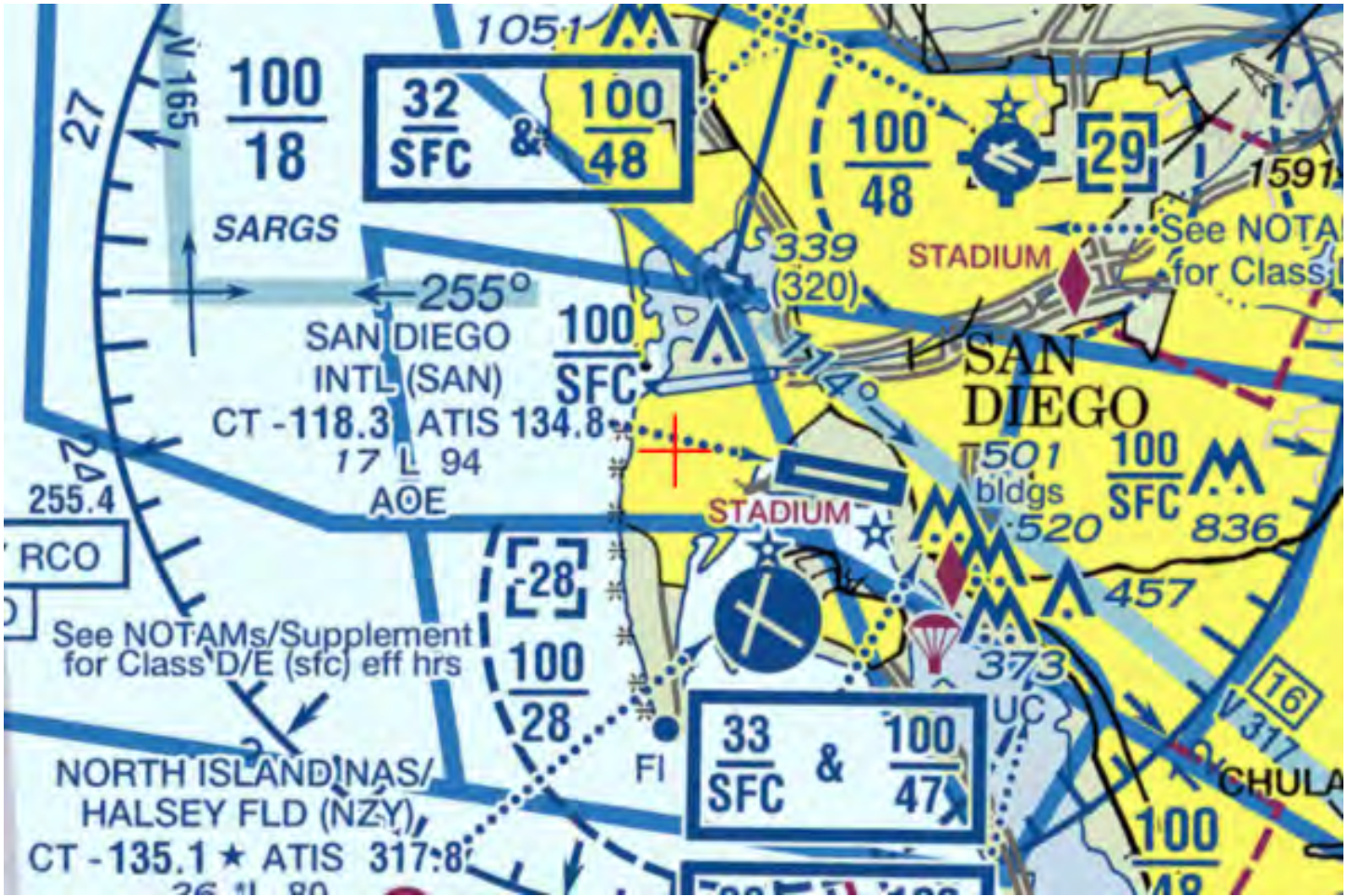
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Please e-mail your response to vivian.vilaro@faa.gov with your intentions for this aeronautical study.

TOPO Map for ASN 2022-AWP-856-OE







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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-859-OE

Issued Date: 02/28/2022

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Structure: Palm Tree, 4386 Newport Ave. #1
Location: San Diego, CA
Latitude: 32-44-25.41N NAD 83
Longitude: 117-14-25.45W
Heights: 205 feet site elevation (SE)
67 feet above ground level (AGL)
272 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 9 feet above ground level (214 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

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Signature Control No: 507790815-514967962

(NPF)

Vivian Vilaro
Specialist

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2022-AWP-860-OE	67/275	2.52 nm	4386 Newport Avenue #2
2022-AWP-861-OE	61/278	2.51 nm	4377 Newport Avenue
2022-AWP-862-OE	60/264	2.50 nm	4393 Santa Monica Avenue #1
2022-AWP-863-OE	52/256	2.47 nm	4393 Santa Monica Avenue #2
2022-AWP-864-OE	59/264	2.52 nm	4393 Santa Monica Avenue #3
2022-AWP-865-OE	55/260	2.52 nm	4393 Santa Monica Avenue #4
2022-AWP-866-OE	63/268	2.51 nm	4393 Santa Monica Avenue #5
2022-AWP-867-OE	49/287	2.50 nm	4306 Newport Avenue #1
2022-AWP-868-OE	52/290	2.47 nm	4306 Newport Avenue #2
2022-AWP-869-OE	50/287	2.52 nm	4306 Newport Avenue #3

Section 77.17(a)(3)-A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2022-AWP-343-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/72 feet AGL.

2022-AWP-856-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/73 feet AGL.

2022-AWP-857-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/75 feet AGL.

2022-AWP-859-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/65 feet AGL.

2022-AWP-860-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/62 feet AGL.

2022-AWP-861-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/53 feet AGL.

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the SAN conical surface by the values shown below.

Aeronautical Study Number	Conical Surface Exceeds by	No Effect Height
2022-AWP-343-OE	52 feet	22 feet AGL/220 feet AMSL
2022-AWP-856-OE	51 feet	26 feet AGL/223 feet AMSL
2022-AWP-857-OE	53 feet	29 feet AGL/224 feet AMSL
2022-AWP-858-OE	51 feet	19 feet AGL/219 feet AMSL
2022-AWP-859-OE	58 feet	9 feet AGL/214 feet AMSL
2022-AWP-860-OE	62 feet	5 feet AGL/213 feet AMSL
2022-AWP-861-OE	69 feet	0 feet AGL/217 feet AMSL
2022-AWP-862-OE	56 feet	4 feet AGL/208 feet AMSL
2022-AWP-863-OE	48 feet	4 feet AGL/208 feet AMSL
2022-AWP-864-OE	57 feet	2 feet AGL/207 feet AMSL
2022-AWP-865-OE	53 feet	2 feet AGL/207 feet AMSL
2022-AWP-866-OE	62 feet	1 feet AGL/206 feet AMSL
2022-AWP-867-OE	95 feet	0 feet AGL/238 feet AMSL
2022-AWP-868-OE	99 feet	0 feet AGL/238 feet AMSL
2022-AWP-869-OE	95 feet	0 feet AGL/237 feet AMSL

Section 77.19(d) - A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The proposed structure would exceed the approach surface for the existing RWY 09 by the values shown below:

Aeronautical Study Number	Approach Surface Exceeds by
2022-AWP-343-OE	36 feet
2022-AWP-856-OE	37 feet
2022-AWP-857-OE	39 feet
2022-AWP-858-OE	35 feet
2022-AWP-859-OE	39 feet
2022-AWP-860-OE	43 feet
2022-AWP-861-OE	48 feet
2022-AWP-862-OE	33 feet
2022-AWP-863-OE	25 feet
2022-AWP-864-OE	33 feet

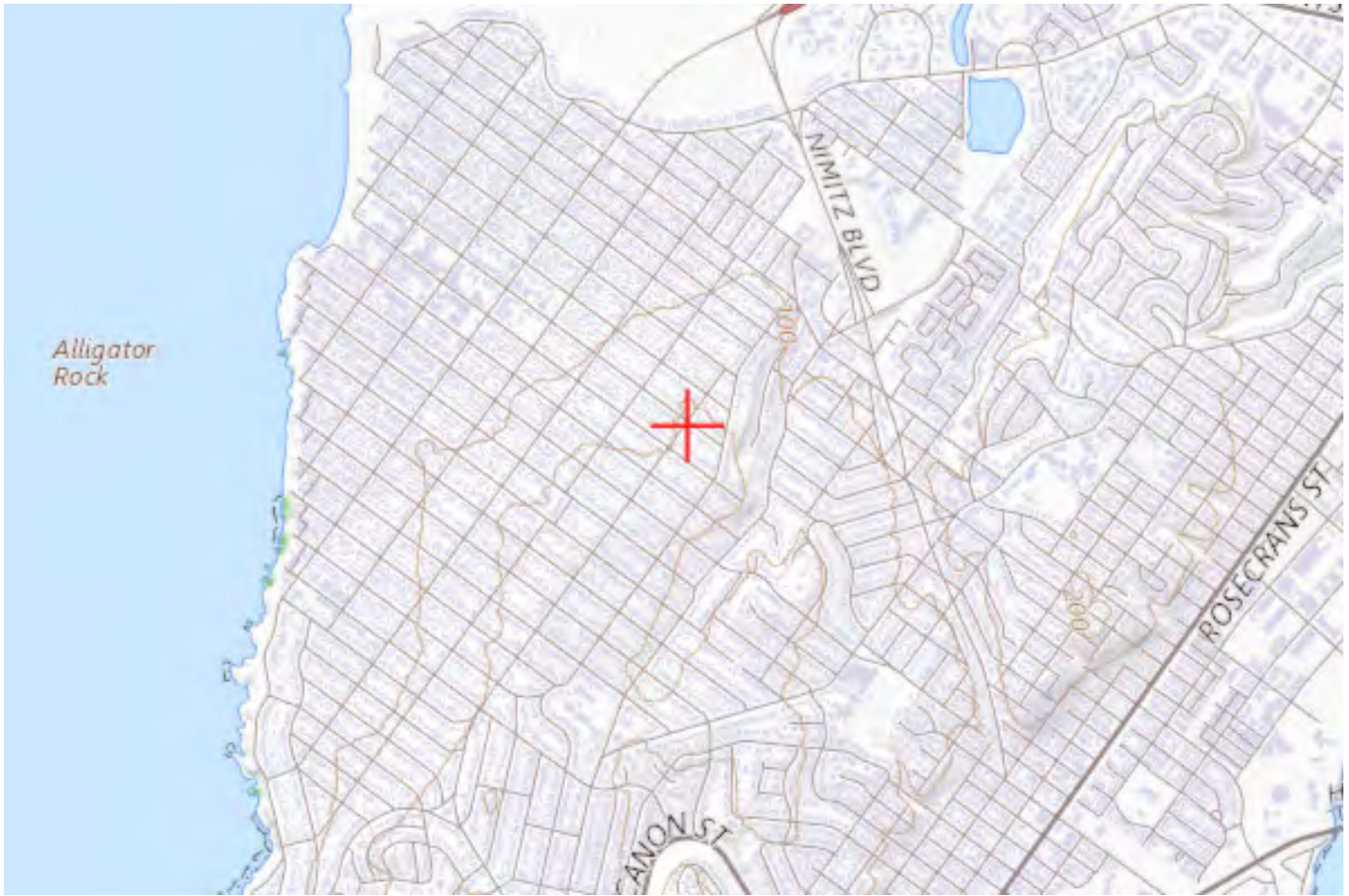
2022-AWP-865-OE	30 feet
2022-AWP-866-OE	38 feet
2022-AWP-867-OE	Does not exceed
2022-AWP-868-OE	Does not exceed
2022-AWP-869-OE	Does not exceed

If you agree to lower the structure to the no effect height you can receive a determination immediately.

To pursue a determination at the originally submitted height further study would be necessary. Further study will involve a public notice circularization and 37 day comment period. IFR Impact need to be resolved before going out for further study.

Please e-mail your response to vivian.vilaro@faa.gov with your intentions for this aeronautical study.

TOPO Map for ASN 2022-AWP-859-OE







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

Aeronautical Study No.
2022-AWP-860-OE

Issued Date: 02/28/2022

Garret Hollarn
Garret Hollarn
3225 N. Harbor Dr.
3rd Floor
San Diego, CA 92101

**** NOTICE OF PRELIMINARY FINDINGS ****

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: Palm Tree, 4386 Newport Ave. #2
Location: San Diego, CA
Latitude: 32-44-25.26N NAD 83
Longitude: 117-14-25.24W
Heights: 208 feet site elevation (SE)
67 feet above ground level (AGL)
275 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 5 feet above ground level (213 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

To pursue a favorable determination at the originally submitted height, further study would be necessary. Further study entails distribution to the public for comment, and may extend the study period up to 120 days. The outcome cannot be predicted prior to public circularization.

If you would like the FAA to conduct further study, you must make the request within 60 days from the date of issuance of this letter.

See Attachment for Additional information.

NOTE: PENDING RESOLUTION OF THE ISSUE(S) DESCRIBED ABOVE, THE STRUCTURE IS PRESUMED TO BE A HAZARD TO AIR NAVIGATION. THIS LETTER DOES NOT AUTHORIZE CONSTRUCTION OF THE STRUCTURE EVEN AT A REDUCED HEIGHT. ANY RESOLUTION OF THE

ISSUE(S) DESCRIBED ABOVE MUST BE COMMUNICATED TO THE FAA SO THAT A FAVORABLE DETERMINATION CAN SUBSEQUENTLY BE ISSUED.

IF MORE THAN 60 DAYS FROM THE DATE OF THIS LETTER HAS ELAPSED WITHOUT ATTEMPTED RESOLUTION, IT WILL BE NECESSARY FOR YOU TO REACTIVATE THE STUDY BY FILING A NEW FAA FORM 7460-1, NOTICE OF PROPOSED CONSTRUCTION OR ALTERATION.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-860-OE.

Signature Control No: 507790816-514967965

(NPF)

Vivian Vilaro
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-AWP-860-OE

AERONAUTICAL STUDY NO. 2022-AWP-343-856 Through 869-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

RWY - Runway

IFR - Instrument Flight Rules

MSL - Mean Sea Level

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

Our study disclosed that the existing Palm Trees have been identified as obstructions under Part 77 standards. The existing Trees are located west of the San Diego International Airport (SAN) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL.

Aeronautical Study Number	AGL/AMSL	SAN ARP	Palm Tree
2022-AWP-343-OE	74/272	2.62 nm	Newport Avenue #1
2022-AWP-856-OE	77/274	2.63 nm	4411 Newport Avenue #1
2022-AWP-857-OE	82/277	2.63 nm	4411 Newport Avenue #2
2022-AWP-858-OE	70/270	2.62 nm	Newport/Santa Barbara
2022-AWP-859-OE	67/272	2.47 nm	4386 Newport Avenue #1
2022-AWP-860-OE	67/275	2.52 nm	4386 Newport Avenue #2
2022-AWP-861-OE	61/278	2.51 nm	4377 Newport Avenue
2022-AWP-862-OE	60/264	2.50 nm	4393 Santa Monica Avenue #1
2022-AWP-863-OE	52/256	2.47 nm	4393 Santa Monica Avenue #2
2022-AWP-864-OE	59/264	2.52 nm	4393 Santa Monica Avenue #3
2022-AWP-865-OE	55/260	2.52 nm	4393 Santa Monica Avenue #4
2022-AWP-866-OE	63/268	2.51 nm	4393 Santa Monica Avenue #5
2022-AWP-867-OE	49/287	2.50 nm	4306 Newport Avenue #1
2022-AWP-868-OE	52/290	2.47 nm	4306 Newport Avenue #2
2022-AWP-869-OE	50/287	2.52 nm	4306 Newport Avenue #3

Section 77.17(a)(3)-A height within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area, which would result in the vertical distance between any point on the object and an established minimum instrument flight altitude within that area or segment to be less than the required obstacle clearance.

2022-AWP-343-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/72 feet AGL.

2022-AWP-856-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/73 feet AGL.

2022-AWP-857-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/75 feet AGL.

2022-AWP-859-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/65 feet AGL.

2022-AWP-860-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/62 feet AGL.

2022-AWP-861-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/53 feet AGL.

Section 77.19(b) - A surface extending outward and upward from the periphery of the horizontal surface at a slope of 20 to 1 for a horizontal distance of 4,000 feet. The proposed structure would exceed the SAN conical surface by the values shown below.

Aeronautical Study Number	Conical Surface Exceeds by	No Effect Height
2022-AWP-343-OE	52 feet	22 feet AGL/220 feet AMSL
2022-AWP-856-OE	51 feet	26 feet AGL/223 feet AMSL
2022-AWP-857-OE	53 feet	29 feet AGL/224 feet AMSL
2022-AWP-858-OE	51 feet	19 feet AGL/219 feet AMSL
2022-AWP-859-OE	58 feet	9 feet AGL/214 feet AMSL
2022-AWP-860-OE	62 feet	5 feet AGL/213 feet AMSL
2022-AWP-861-OE	69 feet	0 feet AGL/217 feet AMSL
2022-AWP-862-OE	56 feet	4 feet AGL/208 feet AMSL
2022-AWP-863-OE	48 feet	4 feet AGL/208 feet AMSL
2022-AWP-864-OE	57 feet	2 feet AGL/207 feet AMSL
2022-AWP-865-OE	53 feet	2 feet AGL/207 feet AMSL
2022-AWP-866-OE	62 feet	1 feet AGL/206 feet AMSL
2022-AWP-867-OE	95 feet	0 feet AGL/238 feet AMSL
2022-AWP-868-OE	99 feet	0 feet AGL/238 feet AMSL
2022-AWP-869-OE	95 feet	0 feet AGL/237 feet AMSL

Section 77.19(d) - A surface longitudinally centered on the extended runway centerline and extending outward and upward from each end of the primary surface. An approach surface is applied to each end of each runway based upon the type of approach available or planned for that runway end. The proposed structure would exceed the approach surface for the existing RWY 09 by the values shown below:

Aeronautical Study Number	Approach Surface Exceeds by
2022-AWP-343-OE	36 feet
2022-AWP-856-OE	37 feet
2022-AWP-857-OE	39 feet
2022-AWP-858-OE	35 feet
2022-AWP-859-OE	39 feet
2022-AWP-860-OE	43 feet
2022-AWP-861-OE	48 feet
2022-AWP-862-OE	33 feet
2022-AWP-863-OE	25 feet
2022-AWP-864-OE	33 feet

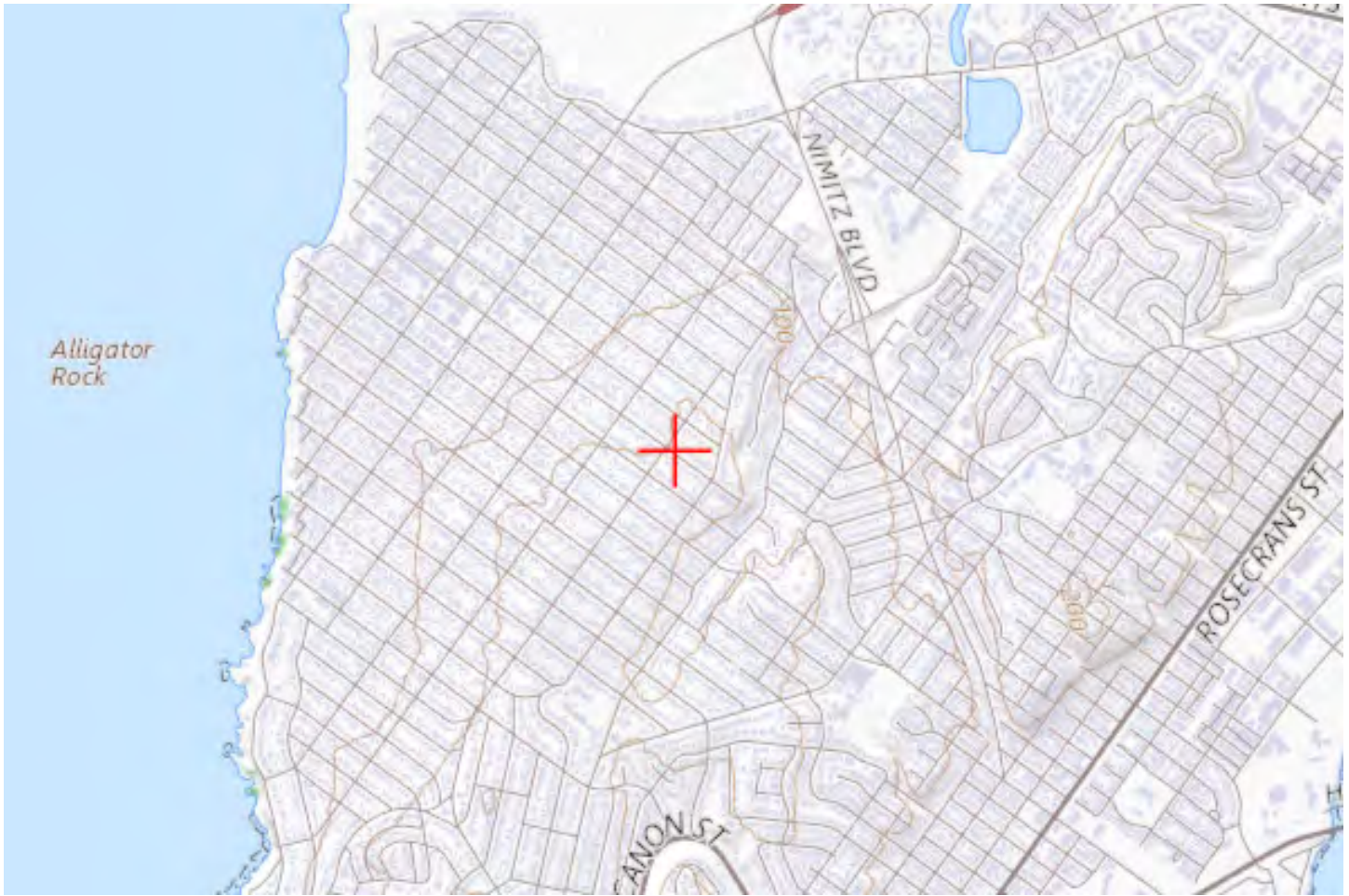
2022-AWP-865-OE	30 feet
2022-AWP-866-OE	38 feet
2022-AWP-867-OE	Does not exceed
2022-AWP-868-OE	Does not exceed
2022-AWP-869-OE	Does not exceed

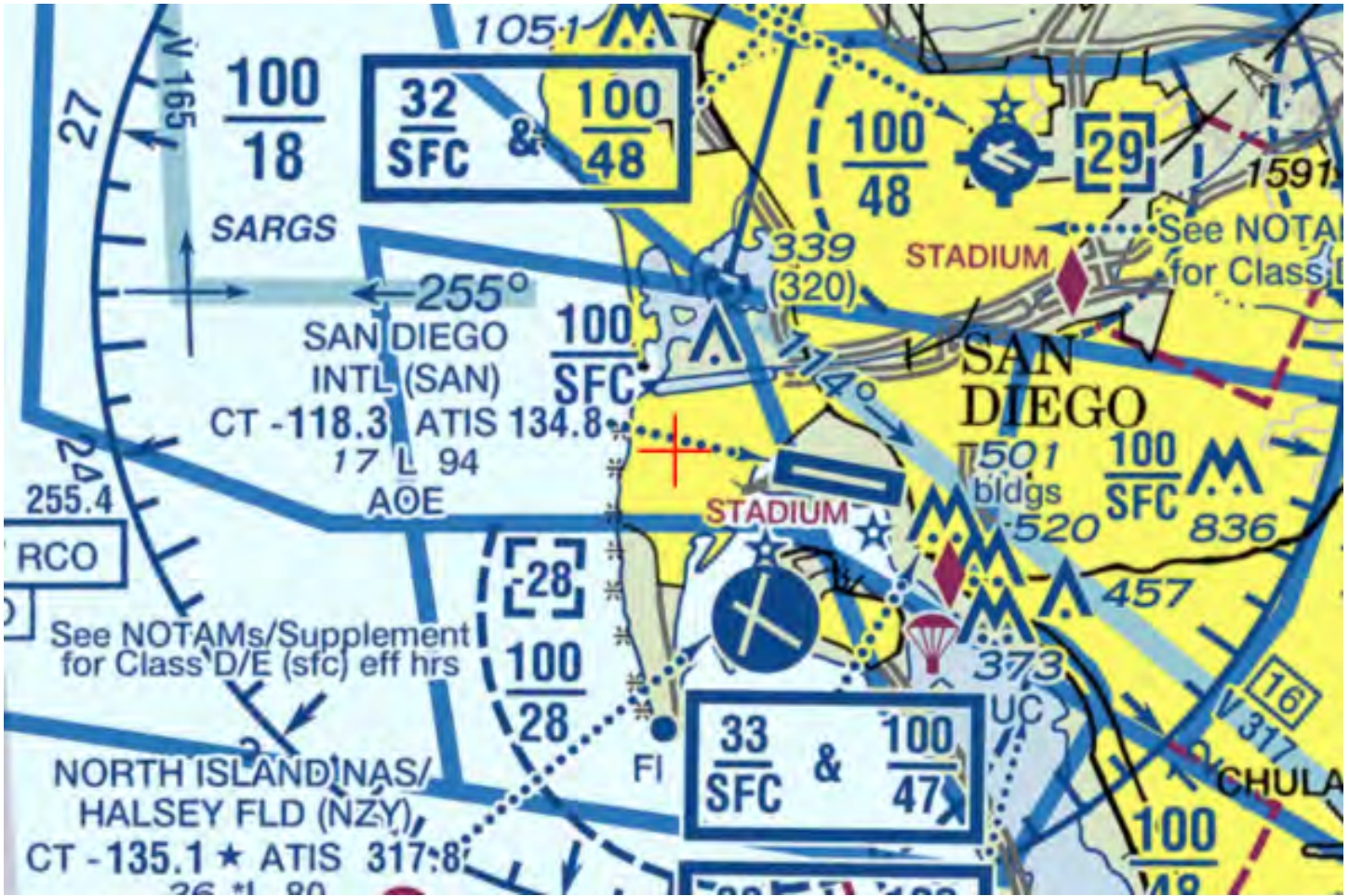
If you agree to lower the structure to the no effect height you can receive a determination immediately.

To pursue a determination at the originally submitted height further study would be necessary. Further study will involve a public notice circularization and 37 day comment period. IFR Impact need to be resolved before going out for further study.

Please e-mail your response to vivian.vilaro@faa.gov with your intentions for this aeronautical study.

TOPO Map for ASN 2022-AWP-860-OE







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

Aeronautical Study No.
2022-AWP-861-OE

Issued Date: 02/28/2022

Garret Hollarn
Garret Hollarn
3225 N. Harbor Dr.
3rd Floor
San Diego, CA 92101

**** NOTICE OF PRELIMINARY FINDINGS ****

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: Palm Tree, 4377 Newport Ave.
Location: San Diego, CA
Latitude: 32-44-24.23N NAD 83
Longitude: 117-14-24.49W
Heights: 217 feet site elevation (SE)
61 feet above ground level (AGL)
278 feet above mean sea level (AMSL)

Initial findings of this study indicate that the structure as described exceeds obstruction standards and/or would have an adverse physical or electromagnetic interference effect upon navigable airspace or air navigation facilities. Pending resolution of the issues described below, the structure is presumed to be a hazard to air navigation.

If the structure were reduced in height so as not to exceed 0 feet above ground level (217 feet above mean sea level), it would not create a substantial adverse effect and a favorable determination could subsequently be issued.

To pursue a favorable determination at the originally submitted height, further study would be necessary. Further study entails distribution to the public for comment, and may extend the study period up to 120 days. The outcome cannot be predicted prior to public circularization.

If you would like the FAA to conduct further study, you must make the request within 60 days from the date of issuance of this letter.

See Attachment for Additional information.

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If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-861-OE.

Signature Control No: 507790817-514967961

(NPF)

Vivian Vilaro
Specialist

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-AWP-861-OE

AERONAUTICAL STUDY NO. 2022-AWP-343-856 Through 869-OE

Abbreviations

VFR - Visual Flight Rules

AGL - Above Ground Level

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2022-AWP-857-OE	82/277	2.63 nm	4411 Newport Avenue #2
2022-AWP-858-OE	70/270	2.62 nm	Newport/Santa Barbara
2022-AWP-859-OE	67/272	2.47 nm	4386 Newport Avenue #1
2022-AWP-860-OE	67/275	2.52 nm	4386 Newport Avenue #2
2022-AWP-861-OE	61/278	2.51 nm	4377 Newport Avenue
2022-AWP-862-OE	60/264	2.50 nm	4393 Santa Monica Avenue #1
2022-AWP-863-OE	52/256	2.47 nm	4393 Santa Monica Avenue #2
2022-AWP-864-OE	59/264	2.52 nm	4393 Santa Monica Avenue #3
2022-AWP-865-OE	55/260	2.52 nm	4393 Santa Monica Avenue #4
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2022-AWP-857-OE - San Diego INTL (SAN) San Diego, CA. ILS Z or LOC Z RWY 09, increase S-LOC 9 MDA by 20 feet from 520 feet AMSL to 540 feet AMSL. No effect height would be 270 feet AMSL/75 feet AGL.

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2022-AWP-860-OE	43 feet
2022-AWP-861-OE	48 feet
2022-AWP-862-OE	33 feet
2022-AWP-863-OE	25 feet
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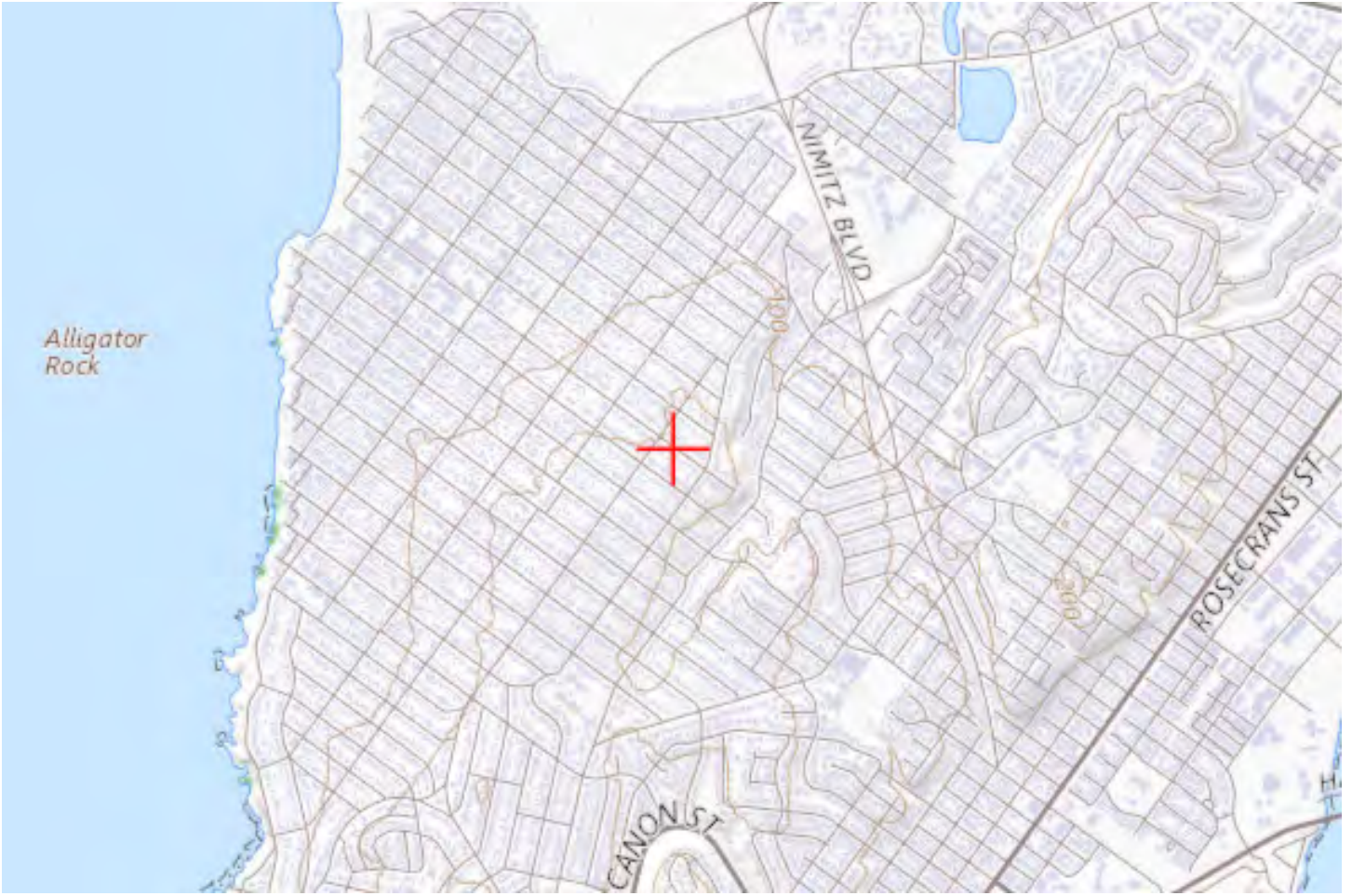
2022-AWP-865-OE	30 feet
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2022-AWP-867-OE	Does not exceed
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If you agree to lower the structure to the no effect height you can receive a determination immediately.

To pursue a determination at the originally submitted height further study would be necessary. Further study will involve a public notice circularization and 37 day comment period. IFR Impact need to be resolved before going out for further study.

Please e-mail your response to vivian.vilaro@faa.gov with your intentions for this aeronautical study.

TOPO Map for ASN 2022-AWP-861-OE



Sectional Map for ASN 2022-AWP-861-OE

