



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

Aeronautical Study No.  
 2020-AWP-7967-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital T1  
 Location: San Diego, CA  
 Latitude: 32-45-03.93N NAD 83  
 Longitude: 117-09-37.19W  
 Heights: 243 feet site elevation (SE)  
 254 feet above ground level (AGL)  
 497 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7967-OE.

**Signature Control No: 445796781-457701718**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7967-through-7970-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

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast 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	Building Corner	SAN ARP
2020-AWP-7967-OE	254/497	T1	1.82 nm
2020-AWP-7968-OE	254/497	T2	1.87 nm
2020-AWP-7969-OE	254/497	T3	1.81 nm
2020-AWP-7970-OE	254/497	T4	1.86 nm

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 54 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 331 feet. The terrain exceeds by 77 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7967-OE	138 feet
2020-AWP-7968-OE	54 feet
2020-AWP-7969-OE	144 feet
2020-AWP-7970-OE	134 feet

FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#!/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

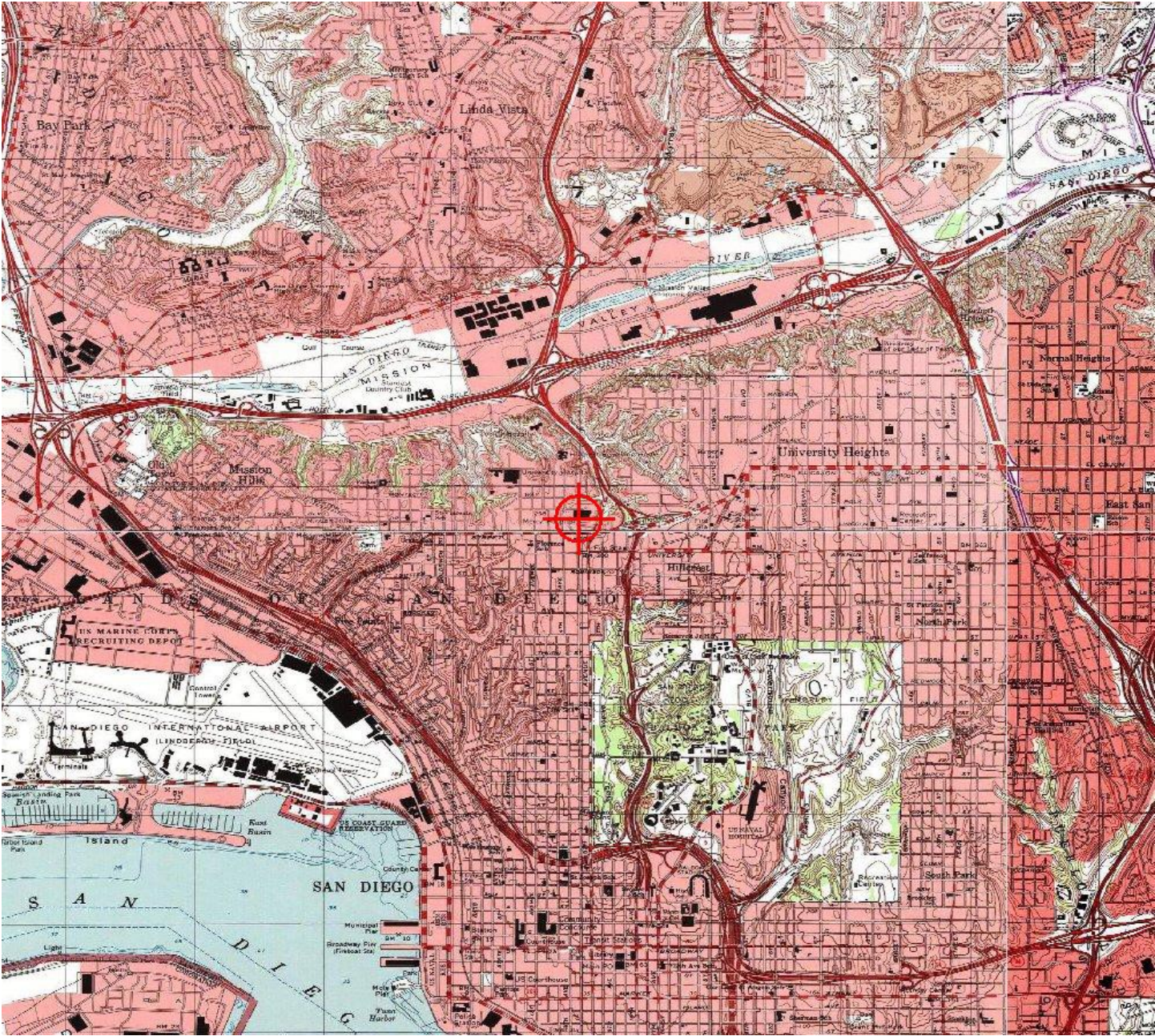
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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.











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

Aeronautical Study No.  
 2020-AWP-7968-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital T2  
 Location: San Diego, CA  
 Latitude: 32-45-03.93N NAD 83  
 Longitude: 117-09-32.73W  
 Heights: 243 feet site elevation (SE)  
 254 feet above ground level (AGL)  
 497 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7968-OE.

**Signature Control No: 445796782-457701717**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7967-through-7970-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

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast 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	Building Corner	SAN ARP
2020-AWP-7967-OE	254/497	T1	1.82 nm
2020-AWP-7968-OE	254/497	T2	1.87 nm
2020-AWP-7969-OE	254/497	T3	1.81 nm
2020-AWP-7970-OE	254/497	T4	1.86 nm

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 54 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 331 feet. The terrain exceeds by 77 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7967-OE	138 feet
2020-AWP-7968-OE	54 feet
2020-AWP-7969-OE	144 feet
2020-AWP-7970-OE	134 feet

FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#!/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

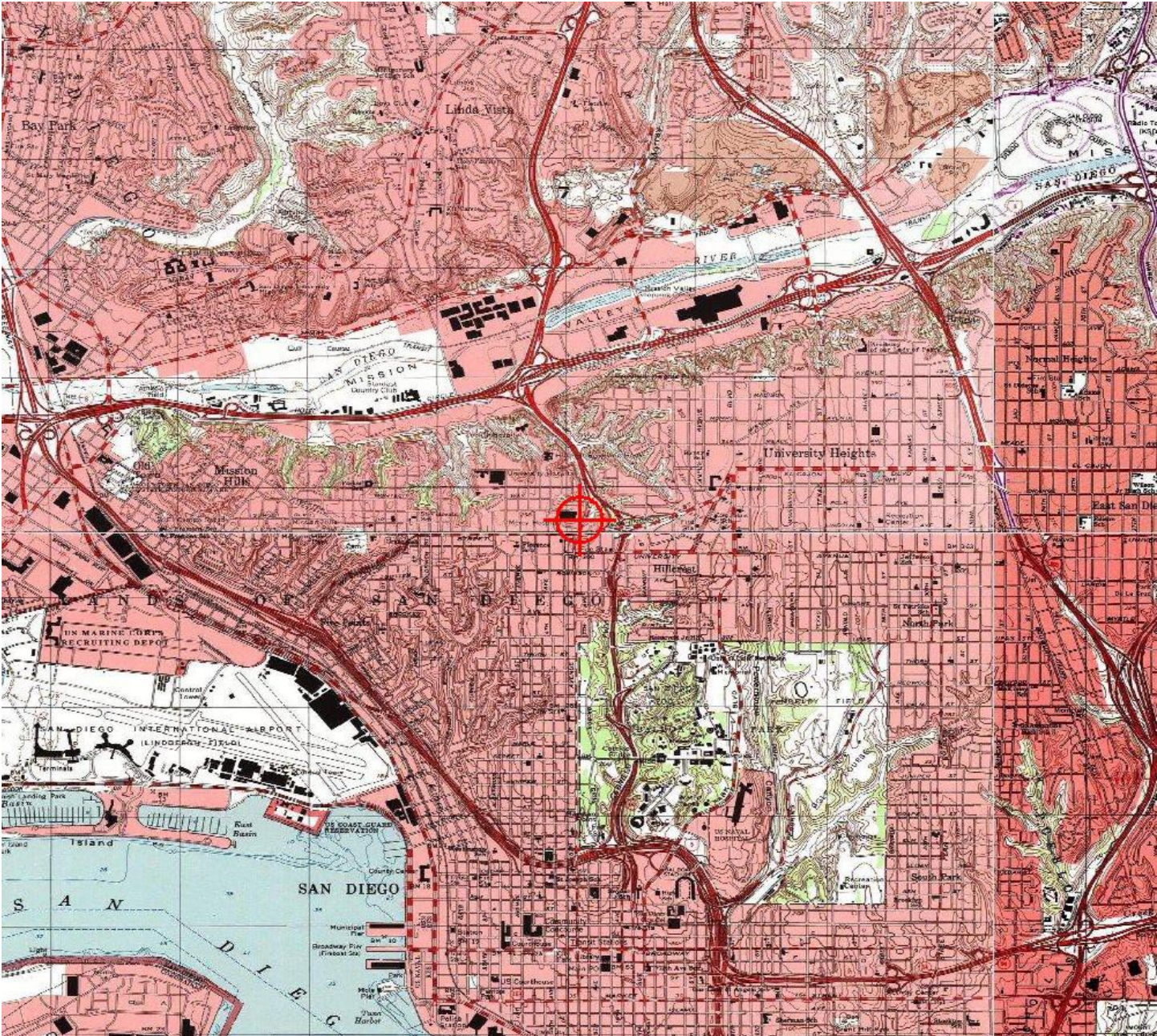
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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.











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

Aeronautical Study No.  
 2020-AWP-7969-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital T3  
 Location: San Diego, CA  
 Latitude: 32-45-02.65N NAD 83  
 Longitude: 117-09-37.19W  
 Heights: 243 feet site elevation (SE)  
 254 feet above ground level (AGL)  
 497 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7969-OE.

**Signature Control No: 445796783-457701719**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7967-through-7970-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

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast 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	Building Corner	SAN ARP
2020-AWP-7967-OE	254/497	T1	1.82 nm
2020-AWP-7968-OE	254/497	T2	1.87 nm
2020-AWP-7969-OE	254/497	T3	1.81 nm
2020-AWP-7970-OE	254/497	T4	1.86 nm

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 54 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 331 feet. The terrain exceeds by 77 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7967-OE	138 feet
2020-AWP-7968-OE	54 feet
2020-AWP-7969-OE	144 feet
2020-AWP-7970-OE	134 feet

FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#!/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

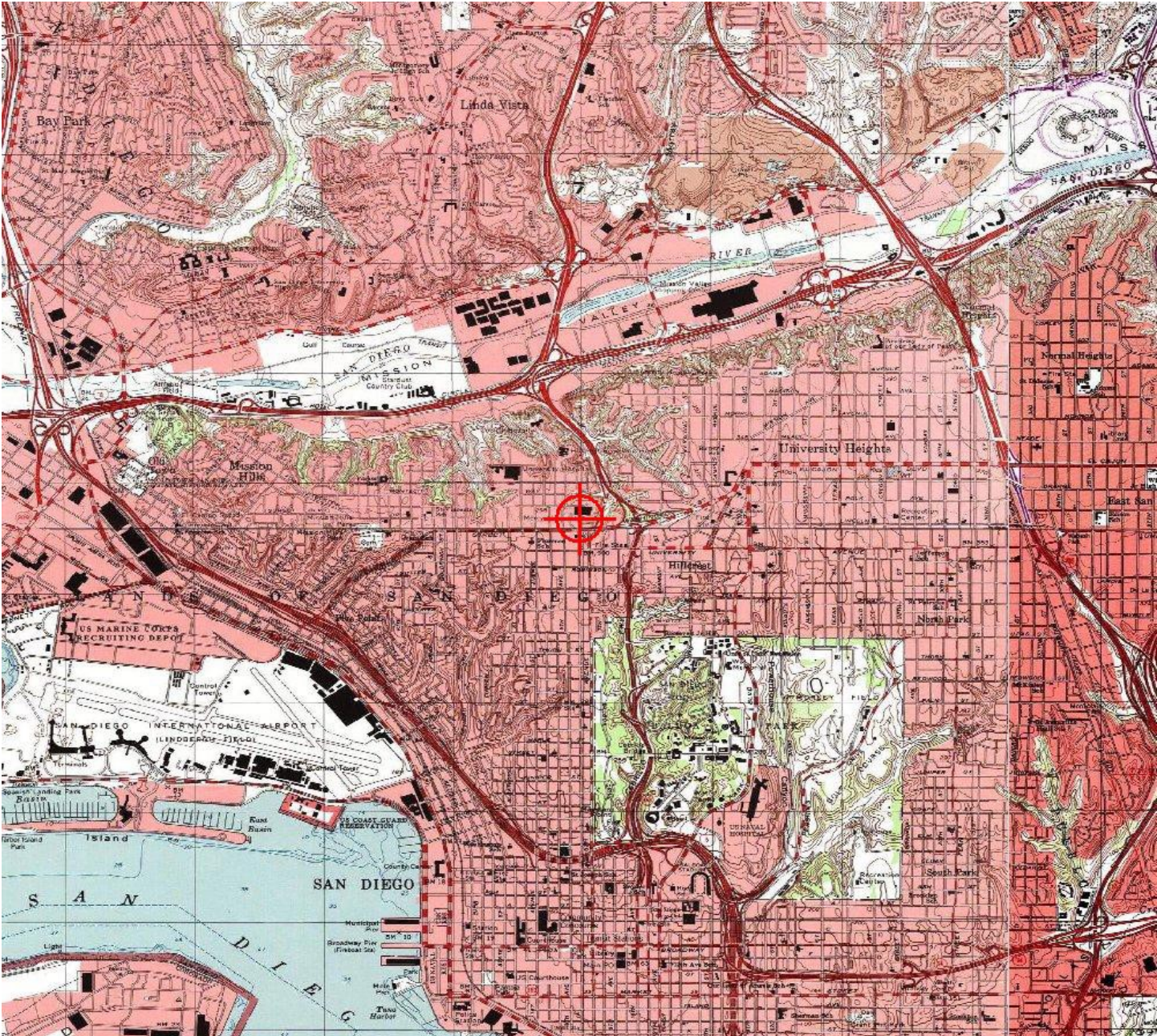
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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.











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

Aeronautical Study No.  
 2020-AWP-7970-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital T4  
 Location: San Diego, CA  
 Latitude: 32-45-02.65N NAD 83  
 Longitude: 117-09-32.73W  
 Heights: 243 feet site elevation (SE)  
 254 feet above ground level (AGL)  
 497 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7970-OE.

**Signature Control No: 445796784-457701720**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7967-through-7970-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

1. LOCATION OF PROPOSED CONSTRUCTION

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast 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	Building Corner	SAN ARP
2020-AWP-7967-OE	254/497	T1	1.82 nm
2020-AWP-7968-OE	254/497	T2	1.87 nm
2020-AWP-7969-OE	254/497	T3	1.81 nm
2020-AWP-7970-OE	254/497	T4	1.86 nm

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 54 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 331 feet. The terrain exceeds by 77 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7967-OE	138 feet
2020-AWP-7968-OE	54 feet
2020-AWP-7969-OE	144 feet
2020-AWP-7970-OE	134 feet

FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

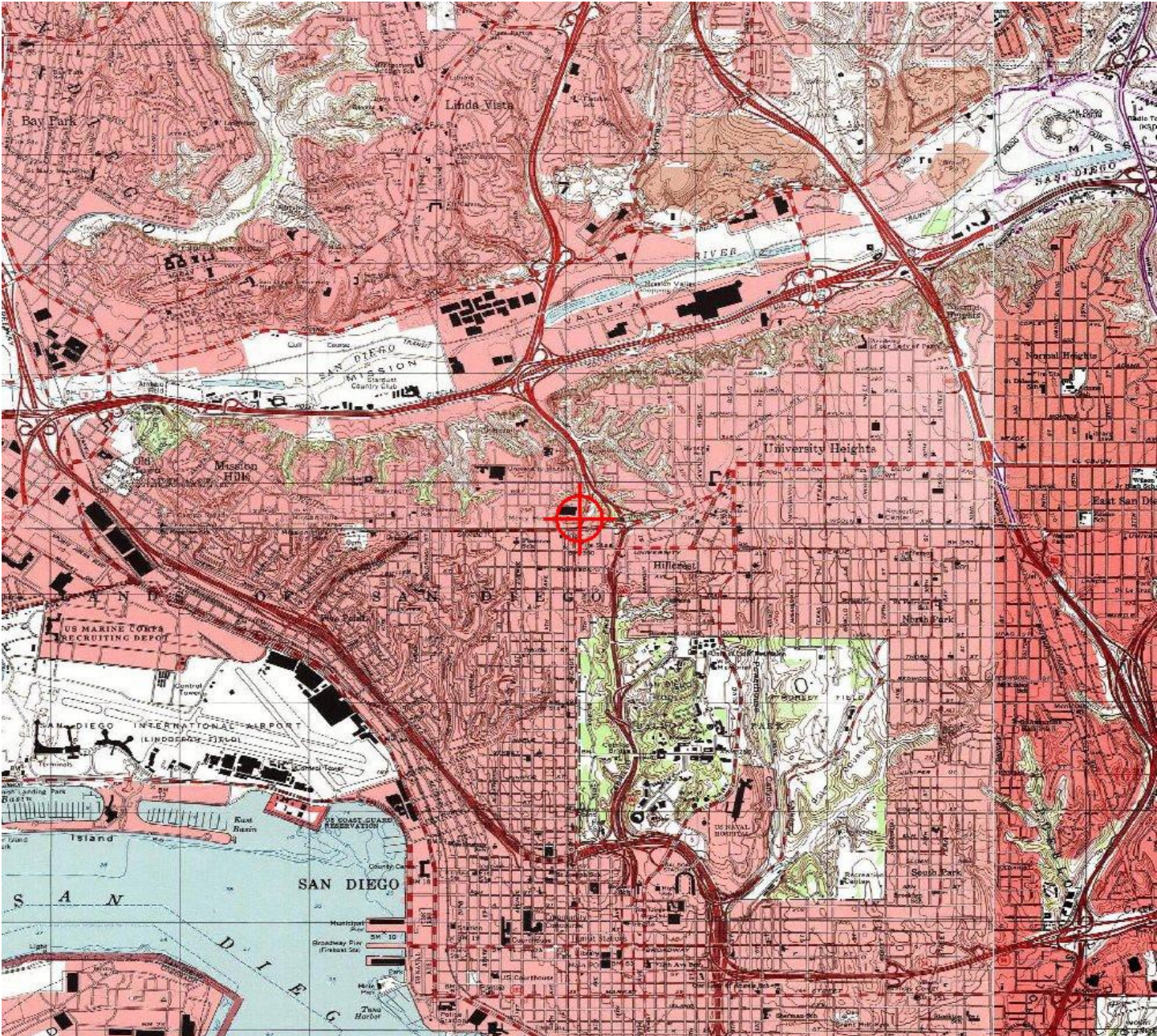
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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.











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

Aeronautical Study No.  
 2020-AWP-7971-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital E1  
 Location: San Diego, CA  
 Latitude: 32-45-03.74N NAD 83  
 Longitude: 117-09-35.45W  
 Heights: 243 feet site elevation (SE)  
 288 feet above ground level (AGL)  
 531 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7971-OE.

**Signature Control No: 445796785-457704136**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

## Additional information for ASN 2020-AWP-7971-OE

AERONAUTICAL STUDY NO. 2020-AWP-7971-through-7974-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

### 1. LOCATION OF PROPOSED CONSTRUCTION

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast of the San Diego International Airport (SAN) and northeast of the North Island NAS/Halsey Field (NZY) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL; NZY elevation is 25 feet.

Aeronautical Study Number	AGL/AMSL	Building Corner	SAN ARP	NZY ARP
2020-AWP-7971-OE	288/531	E1	1.84 nm	4.16 nm
2020-AWP-7972-OE	288/531	E2	1.84 nm	4.16 nm
2020-AWP-7973-OE	288/531	E3	1.83 nm	4.15 nm
2020-AWP-7974-OE	288/531	E4	1.84 nm	4.16 nm

### 2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 88 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 365 feet. The terrain exceeds by 77 feet.

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 NZY outer horizontal surface by 6 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7971-OE	169 feet
2020-AWP-7972-OE	169 feet
2020-AWP-7973-OE	170 feet
2020-AWP-7974-OE	170 feet

### FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

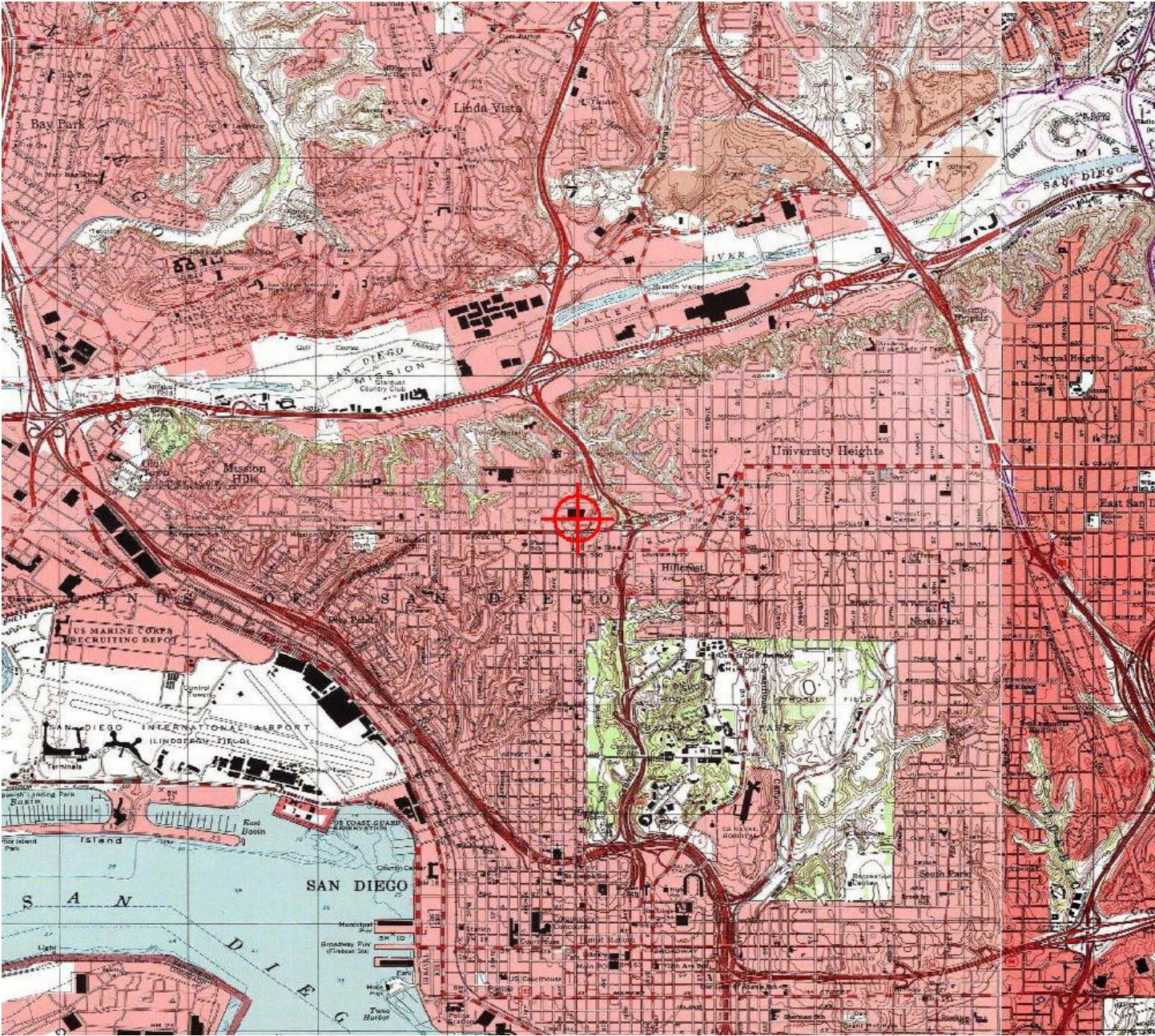
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division and the US Navy concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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://oeaaa.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.









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

Aeronautical Study No.  
 2020-AWP-7972-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital E2  
 Location: San Diego, CA  
 Latitude: 32-45-03.74N NAD 83  
 Longitude: 117-09-35.17W  
 Heights: 243 feet site elevation (SE)  
 288 feet above ground level (AGL)  
 531 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7972-OE.

**Signature Control No: 445796786-457704134**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7971-through-7974-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

**1. LOCATION OF PROPOSED CONSTRUCTION**

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast of the San Diego International Airport (SAN) and northeast of the North Island NAS/Halsey Field (NZY) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL; NZY elevation is 25 feet.

Aeronautical Study Number	AGL/AMSL	Building Corner	SAN ARP	NZY ARP
2020-AWP-7971-OE	288/531	E1	1.84 nm	4.16 nm
2020-AWP-7972-OE	288/531	E2	1.84 nm	4.16 nm
2020-AWP-7973-OE	288/531	E3	1.83 nm	4.15 nm
2020-AWP-7974-OE	288/531	E4	1.84 nm	4.16 nm

**2. OBSTRUCTION STANDARDS EXCEEDED**

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 88 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 365 feet. The terrain exceeds by 77 feet.

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 NZY outer horizontal surface by 6 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7971-OE	169 feet
2020-AWP-7972-OE	169 feet
2020-AWP-7973-OE	170 feet
2020-AWP-7974-OE	170 feet

**FAA Findings**

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

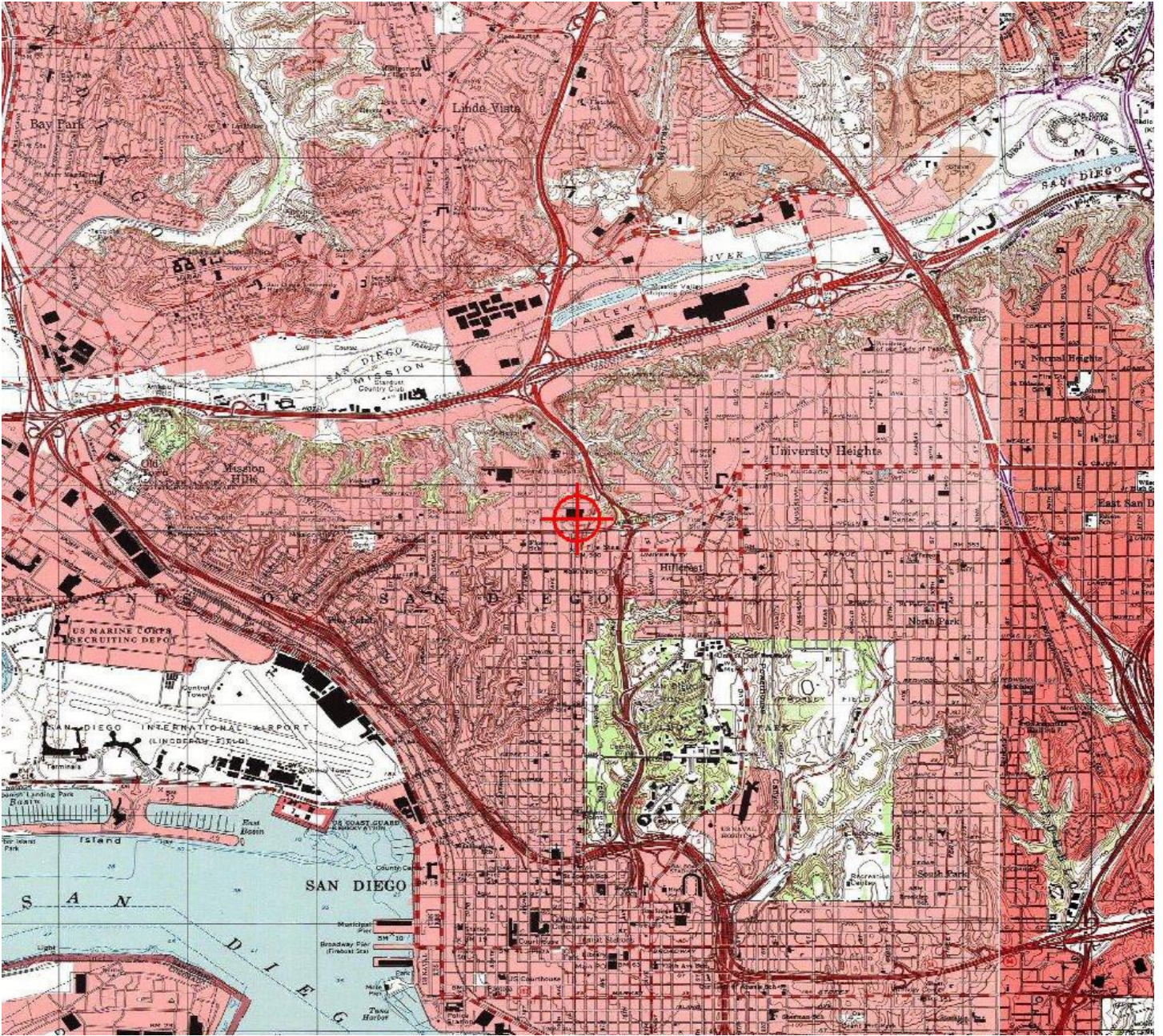
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division and the US Navy concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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://oeaaa.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.









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

Aeronautical Study No.  
 2020-AWP-7973-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital E3  
 Location: San Diego, CA  
 Latitude: 32-45-03.52N NAD 83  
 Longitude: 117-09-35.45W  
 Heights: 243 feet site elevation (SE)  
 288 feet above ground level (AGL)  
 531 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7973-OE.

**Signature Control No: 445796787-457704137**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7971-through-7974-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

**1. LOCATION OF PROPOSED CONSTRUCTION**

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast of the San Diego International Airport (SAN) and northeast of the North Island NAS/Halsey Field (NZY) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL; NZY elevation is 25 feet.

Aeronautical Study Number	AGL/AMSL	Building Corner	SAN ARP	NZY ARP
2020-AWP-7971-OE	288/531	E1	1.84 nm	4.16 nm
2020-AWP-7972-OE	288/531	E2	1.84 nm	4.16 nm
2020-AWP-7973-OE	288/531	E3	1.83 nm	4.15 nm
2020-AWP-7974-OE	288/531	E4	1.84 nm	4.16 nm

**2. OBSTRUCTION STANDARDS EXCEEDED**

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 88 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 365 feet. The terrain exceeds by 77 feet.

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 NZY outer horizontal surface by 6 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7971-OE	169 feet
2020-AWP-7972-OE	169 feet
2020-AWP-7973-OE	170 feet
2020-AWP-7974-OE	170 feet

**FAA Findings**

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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

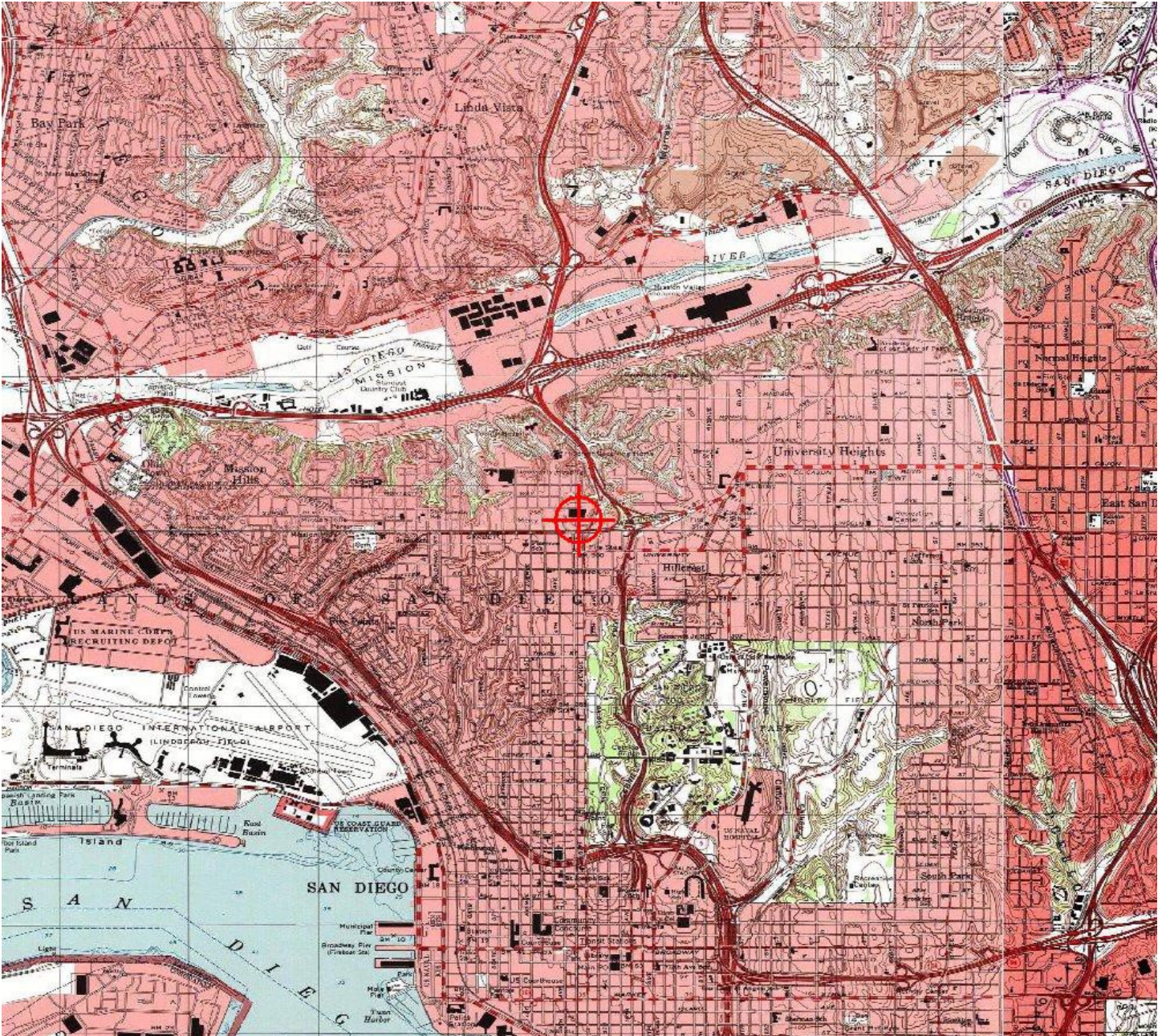
The proposed building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division and the US Navy concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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://oeaaa.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.









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

Aeronautical Study No.  
 2020-AWP-7974-OE

Issued Date: 11/25/2020

Eyal Perchik  
 CO Architects  
 5055 Wilshire Blvd  
 Los Angeles, CA 90036

**\*\* 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: Building Scripps Mercy Replacement Hospital E4  
 Location: San Diego, CA  
 Latitude: 32-45-03.52N NAD 83  
 Longitude: 117-09-35.17W  
 Heights: 243 feet site elevation (SE)  
 288 feet above ground level (AGL)  
 531 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:

As a condition to this Determination, the structure is to be marked/lighted in accordance with FAA Advisory circular 70/7460-1 M, Obstruction Marking and Lighting, red lights-Chapters 4,5(Red),&15.

Any failure or malfunction that lasts more than thirty (30) minutes and affects a top light or flashing obstruction light, regardless of its position, should be reported immediately to (877) 487-6867 so a Notice to Airmen (NOTAM) can be issued. As soon as the normal operation is restored, notify the same number.

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.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 05/25/2022 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 December 25, 2020. 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](mailto:OEPetitions@faa.gov), or via facsimile (202) 267-9328.

This determination becomes final on January 04, 2021 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](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2020-AWP-7974-OE.

**Signature Control No: 445796788-457704135**

( DNH )

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

AERONAUTICAL STUDY NO. 2020-AWP-7971-through-7974-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

**1. LOCATION OF PROPOSED CONSTRUCTION**

The proposed Building Replacement has been identified as an obstruction under Part 77 standards. The proposed structure would be located northeast of the San Diego International Airport (SAN) and northeast of the North Island NAS/Halsey Field (NZY) airport reference point (ARP) in San Diego, CA. SAN elevation is 16 feet MSL; NZY elevation is 25 feet.

Aeronautical Study Number	AGL/AMSL	Building Corner	SAN ARP	NZY ARP
2020-AWP-7971-OE	288/531	E1	1.84 nm	4.16 nm
2020-AWP-7972-OE	288/531	E2	1.84 nm	4.16 nm
2020-AWP-7973-OE	288/531	E3	1.83 nm	4.15 nm
2020-AWP-7974-OE	288/531	E4	1.84 nm	4.16 nm

**2. OBSTRUCTION STANDARDS EXCEEDED**

Section 77.17(a)(2) - A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport with its longest runway more than 3,200 feet in actual length. The structure would exceed SAN by 88 feet.

Section 77.19(a) - A horizontal plane 150 feet above established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposed structure would exceed the horizontal surface by 365 feet. The terrain exceeds by 77 feet.

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 NZY outer horizontal surface by 6 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 penetrated due to the rising terrain.

Aeronautical Study Number	SAN VFR Conical
2020-AWP-7971-OE	169 feet
2020-AWP-7972-OE	169 feet
2020-AWP-7973-OE	170 feet
2020-AWP-7974-OE	170 feet

FAA Findings

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

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.

The SAN Airport Master Record can be viewed or downloaded at; <https://adip.faa.gov/agis/public/#/airportData/SAN>. It states that there are no single engine and no multi engine; however there are 12 (twelve) jets aircraft based there with 227,805 operations for the 12 months ending 04/30/2019 (latest information).

- 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 or en route IFR operations or procedures.
- c. The impact on all planned public-use airports and aeronautical facilities follows: Study did not disclose any significant 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 circularized for public comment on September 24, 2020. No comments were received as a result of the circularization.

#### 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 building would exceed the SAN horizontal by the values listed above, however, there are no IFR effects to any arrival or departure procedure. Even though the proposed structure would exceed the VFR conical surface by the values shown above; the terrain at this location also exceeds the horizontal surface by 77 feet. FAA Order JO 7400.2M, Procedures for Handling Airspace Matters, allows for traffic pattern airspace penetration exception on a case-by-case basis where the terrain is significantly higher than the airport elevation. This case falls within that exception, the difference between the airport elevation and the rising terrain is approximately 77 feet. In addition the VFR Traffic Pattern Airspace surface is already impacted by other structures that are closer to the airport and in close proximity to the proposed building. FAA Flight Standards Division and the US Navy concurred with the proposal. The incorporation of marking and lighting will provide additional conspicuity for VFR and IFR pilots flying in this vicinity of SAN airport.

#### 7. CONDITIONS

The structure shall be lighted as outlined in Chapters 4, 5(Red) & 15 of the Advisory Circular AC 70/7460-1M. The advisory circular is available online at [https://www.faa.gov/regulations\\_policies/advisory\\_circulars/index.cfm/go/document.information/documentID/1030047](https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047)

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://oeaaa.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.

