Technical Memorandum

To: Nicole Morse, Esq, Principal, T&B Planning
From: Nick Johnson, Johnson Aviation, Inc.
Date: October 2, 2023
Subject: Airport Land Use Compatibility Assessment – 4665 Lampson Avenue Project, Los Alamitos, CA

A. Introduction

The purpose of this technical memorandum is to provide a review and assessment of the airport land use compatibility of the 4665 Lampson Avenue Project in Los Alamitos, California ("Project") with the planned aviation operations and facilities of the Joint Forces Training Base Los Alamitos (JFTB or "Base"). The Project site is located within the planning area or airport influence area (AIA) of the Base as identified by the California Army National Guard Installation Compatible Use Zone Study (AICUZ) as amended November 23, 2020[1]. The Project site is also within the Base AIA as defined by the Orange County Airport Land Use Commission (ALUC) Airport Environs Land Use Plan (AELUP) as Amended August 17, 2017[2].

This assessment provides Project background information, supporting facts, and relevant standards of review for military airport land use compatibility with the JFTB consistent with State law. From this assessment, findings and conclusions are provided for incorporation in the Project Environmental Impact Report (EIR) prepared pursuant to the California Environmental Quality Act (CEQA).

Four key areas of military airport compatibility are covered including: 1) aviation safety; 2) aircraft noise; 3) aircraft overflight; and 4) airspace protection/height zoning. The primary source of airport land use compatibility concepts derives from the 2011 California Airport Land Use Planning Handbook ("Handbook") developed by the California Department of Transportation (Caltrans), Division of Aeronautics[3]. The Handbook is a required source for developing and implementing airport land use compatibility plans within the State[4]. Guidance specific to joint use military/civilian airfields is provided by the U.S. Department of Defense (DOD) and the U.S. Air Force[5]. Airspace compatibility guidance is provided by the Federal Aviation Administration (FAA)[6]. These airport land use compatibility laws and guidelines are applied to the Project through this assessment.

[1] Environmental Health Sciences, Environmental Noise Consultation Update No. S.0064236b-20, November 2020, to Noise Assessment for Los Alamitos Army Airfield, Joint Forces Training Base Los Alamitos, California, 1 June 2020, U.S. Army Public Health Center. This updated assessment provides the latest long-term aircraft operations planning scenario for the Base recommended to amend the 2015 California Army National Guard Installation Compatible Use Zone Study (AICUZ).

[2] California Public Utilities Code, § 21675(b) requires an ALUC to update its airport land use compatibility plan for a military airport like JFTB Los Alamitos so that it "***shall be consistent*** with the safety and noise standards in the Air Installation Compatible Use Zone (AICUZ) prepared for that military airport." (Emphasis added.) The AELUP explicitly notes the Commission's receipt of the 2015 AICUZ but chooses to ignore its guidance despite State law to the contrary. Further, the Commission ignores the 2020 AICUZ update and instead uses outdated 1994 noise contours based on even further outdated 1987 65 dB noise contours to estimate and extrapolate the 60 dB CNEL noise contour as depicted in AELUP Exhibit D3, Impact Zones.

[3] California Airport Land Use Planning Handbook, 2011, https://dot.ca.gov/-/media/dot-media/programs/aeronautics/documents/californiaairportlanduseplanninghandbook-a11y.pdf

[4] California Public Utilities Code, § 21674.7.

[5] U.S. Air Force Instruction AFI 32-7063, Air Installations Compatible Use Zones Program, 18 December 2015.

[6] 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77.

B. Project Description

The Project is located on approximately 12.3 acres in the City of Los Alamitos, Orange County, California. The Project is located north of and adjacent to Lampson Avenue and northwest of the intersection of Lampson Avenue and Rose Street. The physical address for the Project site is 4665 Lampson Avenue, Los Alamitos, CA 90720, and the Project site's Assessor Parcel Number (APN) is 130-012-35 (Figure 1). Surrounding land uses include Arbor Park to the north, Navy Golf Course to the east, College Park East residential neighborhood to the south, and JFTB to the west. Figure 2 depicts the Project site in relation to the JFTB.

The Project is a residential development consisting of a variety of housing product types, including single family detached homes, townhomes, and apartments. The unit mix proposes 55 single family detached homes, 114 townhomes, and 77 for rent affordable multi-family apartment homes. The Project includes a total of 246 units and the overall density for the Project is 20 dwelling units per acre (DUA). The Project provides 577 parking spaces (475 spaces for the single family detached and townhomes and 102 for the apartments) in exceedance of the 440 parking spaces required pursuant to the State's Density Bonus Law.

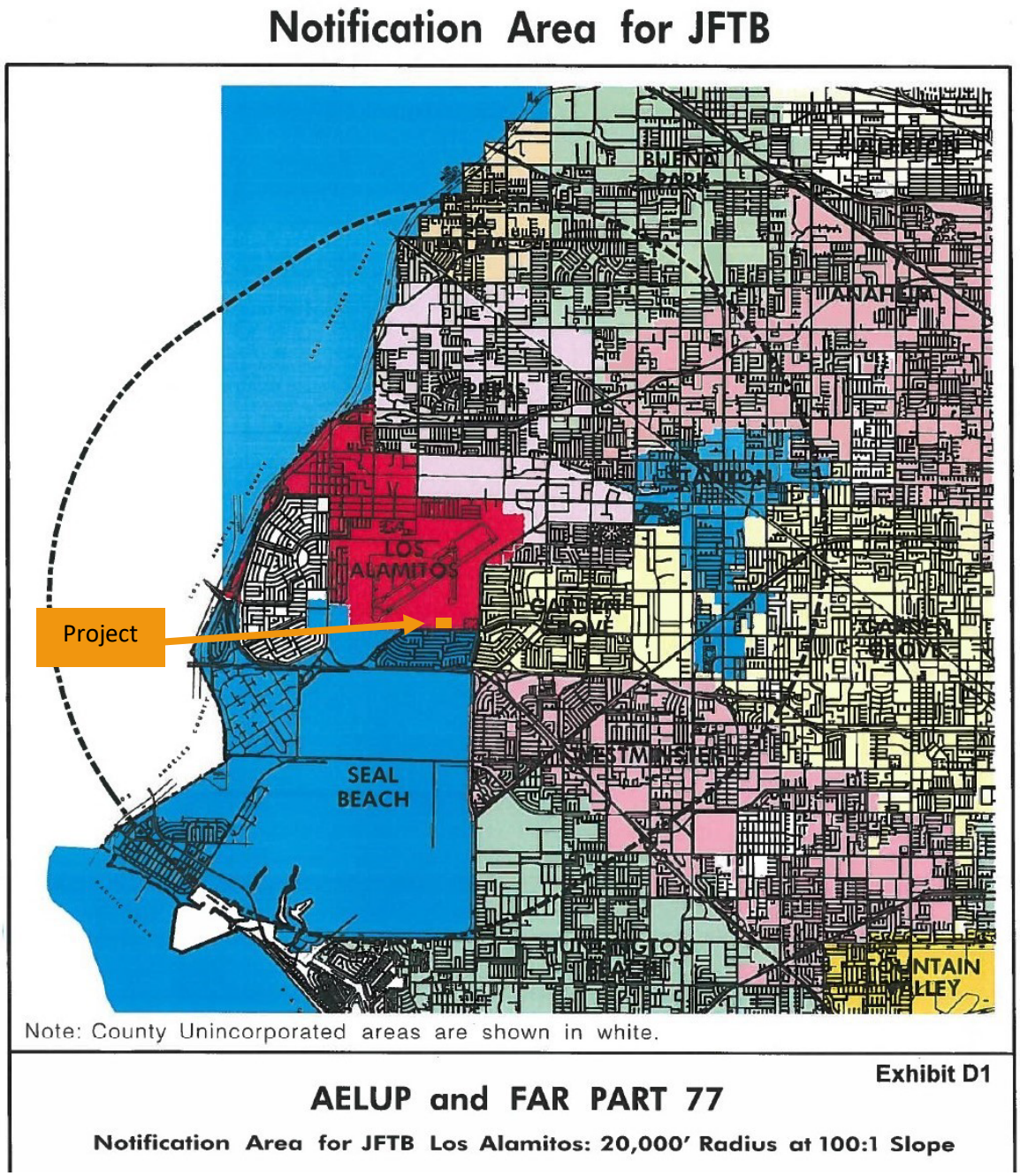
Redevelopment of the Project site requires demolition of the existing 2-story 88,000 square foot office building, 21,713 square feet of concrete paving, 147,569 square feet of asphalt paving, 307,680 square feet of landscaping and green waste, and 7,300 linear feet of existing curbs, gutters, and wheel stops. All concrete and asphalt will be hauled off.

The Project is part of the City of Los Alamitos Housing Element, which is an element of the city's General Plan. The Housing Element is built upon identification and analysis of existing and projected housing needs, resources, opportunities and past performance. The Project site is also within the AELUP notification area for JFTB as shown in Figure 3.

Figure 1 - Project Site

Figure 2 - Project Site and Base

Figure 3 - Project Site and AELUP Notification Area



C. Land Use Jurisdiction

General Plan Land Use and Zoning

The Project is identified as Site 6 in the Los Alamitos General Plan Housing Element, adopted in 2023. The Housing Element notes that the site is planned for redevelopment (the site currently consists of one office building and parking lot as described previously). The Project site's land use designation is Multiple Family Residential – 25 and the zoning is Residential (R-3). The R-3 zone is described as multi-family residential, and the zoning requirements are summarized in Table 1 and shown in Figure 4.

Table 1 – City of Los Alamitos Zoning Requirements

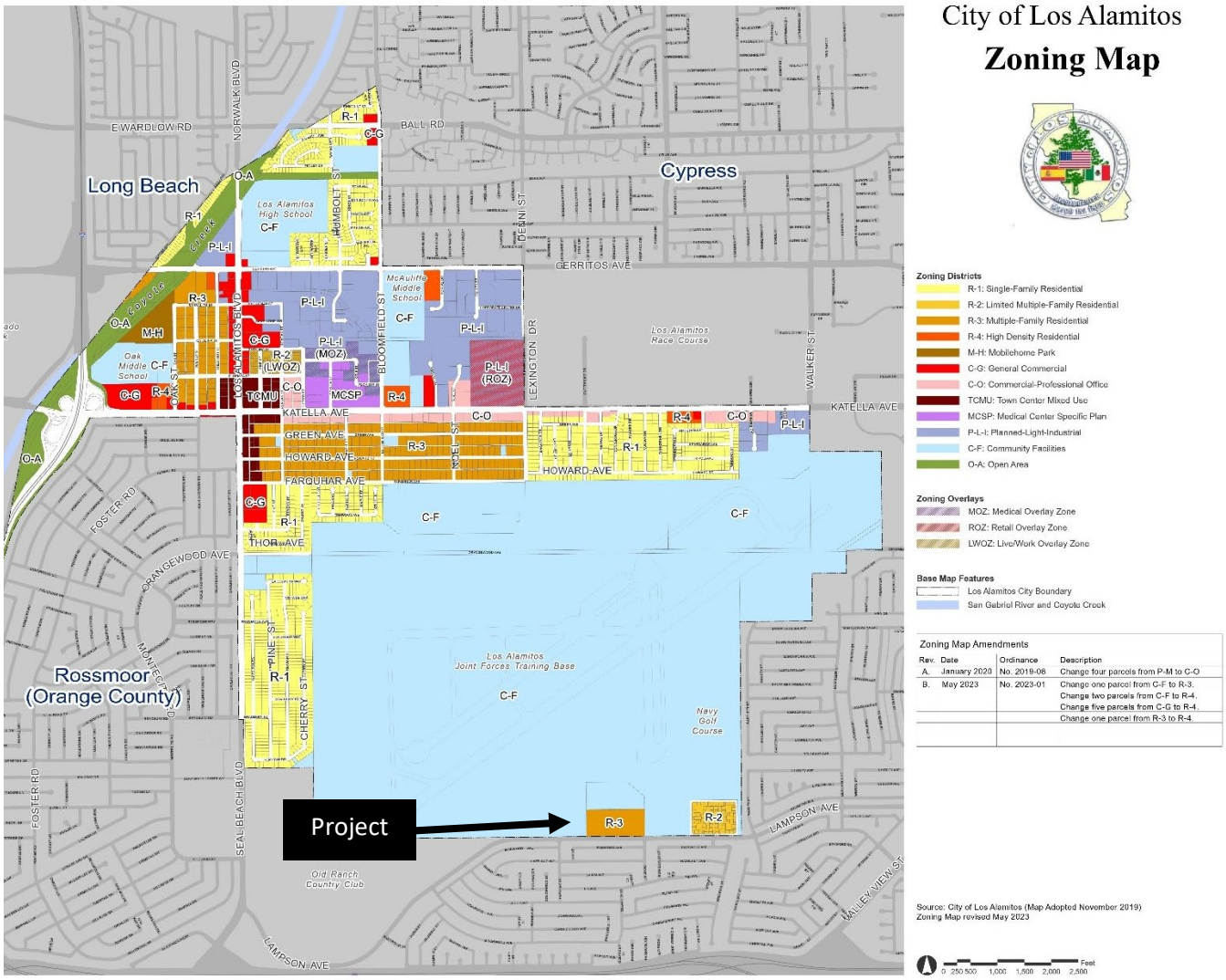
Table 3-3
Summary of Residential Zoning Requirements

Zoning District	Parcel Area (Sq Ft)	Minimum Dwelling Area (Sq Ft)	Maximum Density	Maximum Height Limit (Main Structures) (Ft)	Maximum Height Limit (Accessory Structures[3]) (Ft)	Maximum Site/Parcel Coverage	Minimum Front Yard (Ft)	Minimum Front Yard (cul-de-sac) (Ft)	Minimum Side Yard (Ft)	Minimum Side Yard (corner lot) (Ft)	Minimum Rear Yard (Ft)
R-1	6,000	No requirement	6 du/ac; 1 unit per lot	30	15	50%	20	10	5	10	10
R-2*	9,000	800	20 du/ac	35	15	60%	20[4]	10	5[6]	10	10
R-3	7,200	Studio - 450; 1-Bedroom - 650; 2+Bedroom - 800	25 du/ac	35 (or 3 stories)[2]	15	50%	20[5]	10	5[6]	10	10

[2]Structures:
- For any portion in excess of 25 feet shall be set back an additional 5 feet.
- Shall not exceed 2 stories and 25 feet in height on lots with a common property line with an R-1 zoned property

[3]Accessory dwelling units shall conform to the setback requirements for the main structure
[4]When a lot in an R-2 or R-3 zone is approved for single-family residential use by a subdivision or lot split, with a minimum area of less than 9,000 sq. ft., the parcel may have a minimum front setback area of 15 feet.
[5]Front setbacks may vary provided an average building setback of 20 feet is maintained along an entire block face, with no setback less than 15 feet.
[6]Where a dwelling or dwellings have entry from an interior side yard; the entry must open onto an outdoor court. The minimum length of the outer court wall which parallels the side lot line shall be 15 feet and shall have a minimum height of four feet and a maximum height of six feet. The dwelling entry shall be set back a minimum of 15 feet from such side lot line.

Figure 4 – City of Los Alamitos Zoning Map



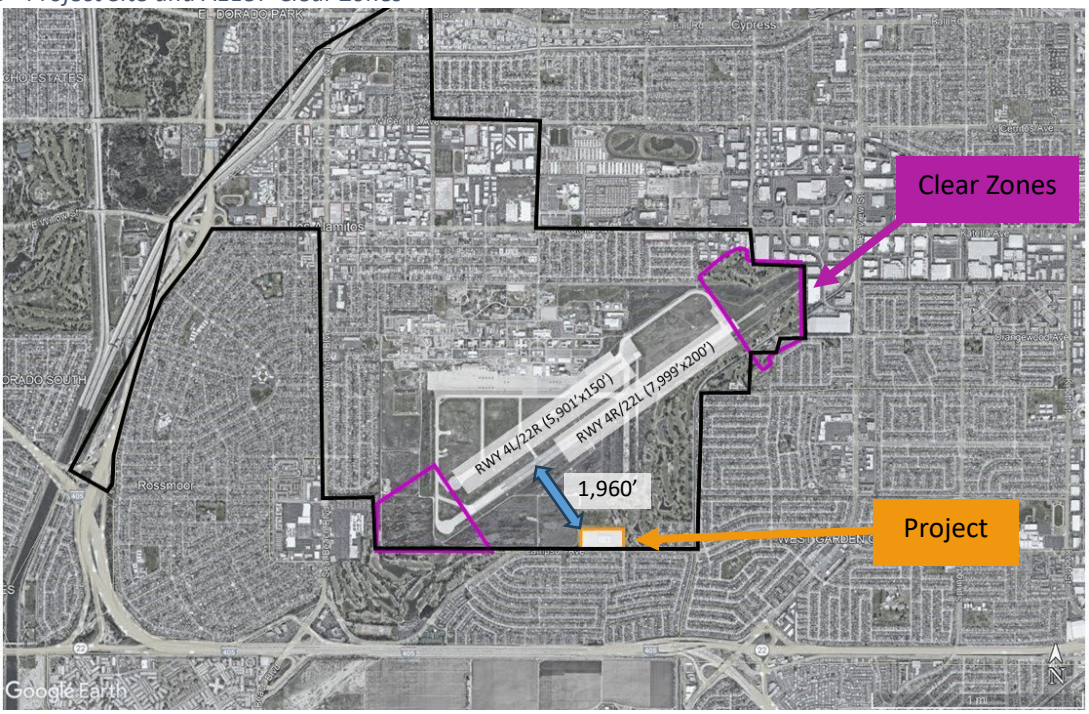
D. Aviation Safety

The Orange County ALUC's most recent amendment of the JFTB AELUP was August 17, 2017. The AELUP intends to safeguard the general welfare of the inhabitants within the vicinity of the airport, "to protect the public from the adverse effects of aircraft noise, to ensure that people and facilities are not concentrated in areas susceptible to aircraft accidents, and to ensure that no structures or activities adversely affect navigable airspace".

The 1994 JFTB AICUZ Study uses DOD criteria for determining the location, size and configuration of Accident Potential Zones (APZs) and Clear Zones (CZs) at the Base. The 1994 AICUZ found that the aircraft operations levels at JFTB did not meet the requirement for adding APZs and that the size and configuration of the CZs could be modified to follow Base property lines at the ends of Runways. Subsequent updates to the AICUZ in 2015 and 2020 have made no changes to the 1994 CZ areas and the DOD aircraft operations criteria for requiring APZs have not been achieved. The 2020 operations forecast[7] for average annual day activity by jet aircraft is less than ten per day, propeller-driven aircraft is less than 25 per day and helicopters are less than 250 per day[8]. As such, the AICUZ does not identify any APZs for JFTB (Figure 5).

The Project site's closest northwest corner is located approximately 1,960 feet perpendicular to the southeast side of the JFTB Runway 4R/22L centerline. The Project site is not located in the JFTB CZ areas or within any APZ , and therefore, does not concentrate people in areas susceptible to aircraft accidents.

Figure 5 - Project Site and AELUP Clear Zones



[7] Environmental Health Sciences, Environmental Noise Consultation Update No. S.0064236b-20, November 2020, to Noise Assessment for Los Alamitos Army Airfield, Joint Forces Training Base Los Alamitos, California, 1 June 2020, U.S. Army Public Health Center. This updated assessment provides the latest long-term aircraft operations planning scenario for the Base recommended to amend the 2015 California Army National Guard Installation Compatible Use Zone Study (AICUZ).

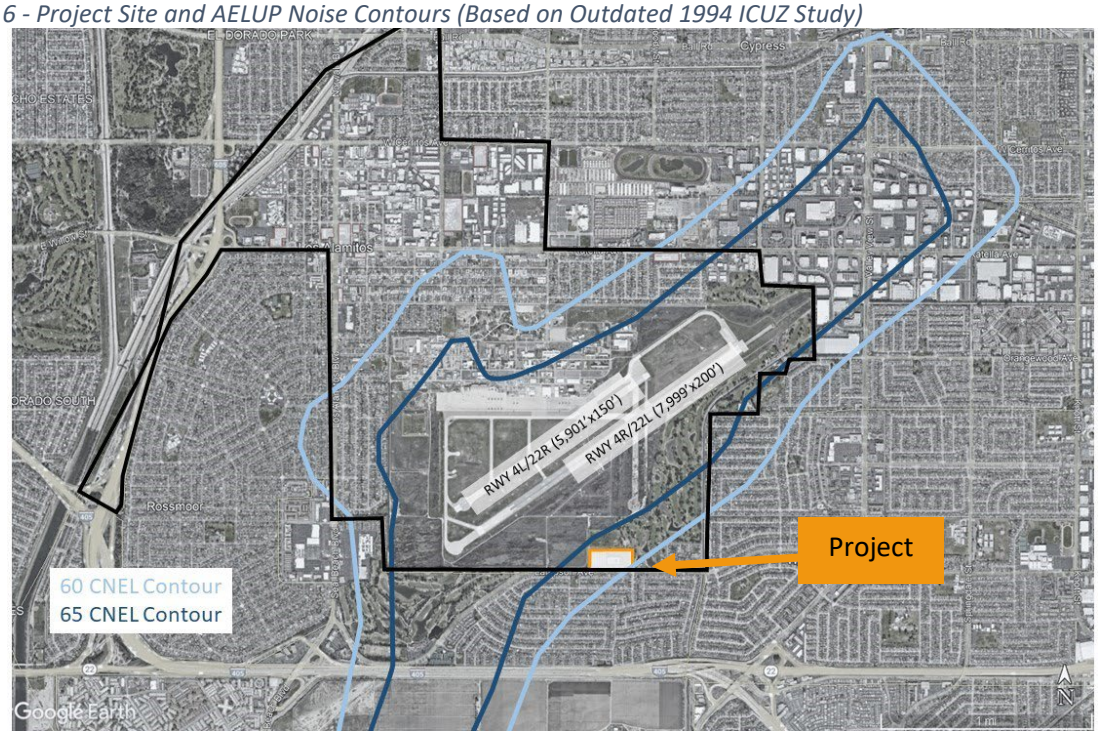
[8] U.S. Air Force Instruction AFI 32-7063, Air Installations Compatible Use Zones Program, 18 December 2015.

E. Aircraft Noise

Federal and state regulations set 65 decibels (dB) as the normally acceptable limit for aircraft noise and new residential land uses, especially in urban areas. As shown in Figure 7, which depicts the AICUZ October 2020 Baseline Noise Contours and is therefore more current than the outdated 1994 AICUZ depiction in Figure 6, the Project site is located outside of the 65 dB Community Noise Equivalent Level (CNEL) noise contour and between the 60 and 65 CNEL noise contours. The AELUP allows residential land use between these noise contours (i.e., within the 60 dB CNEL noise contour) so long as interior sound attenuation is provided that ensures noise levels do not exceed 45 dB CNEL and outdoor signage is installed "informing the public of the presence of operating aircraft." The City of Los Alamitos Housing Element, consistent with the City's Zoning Code, imposes sound attenuation requirements for new residential development to comply with these federal, State and ALUC noise standards.

To reiterate, the AELUP uses outdated CNEL noise contours, as depicted in the 1994 Final Installation Compatible Use Zone (ICUZ) Study, for the Base, instead of the noise contours set forth in the most recent 2020 Noise Assessment completed for the Base. Further, the ALUC estimated the 60 dB CNEL contour in the AELUP using the 1994 ICUZ by extrapolating from the outdated 65 dB CNEL contour "using a logarithmic scaling method and professional acoustical-engineering judgment". This method of extrapolation is both outdated and contrary to the DOD aircraft noise analysis requirements. The DOD requires the use of the aircraft noise model NOISEMAP to predict community noise exposure[9] and the DOD has made this a requirement for JFTB Los Alamitos.

Figure 6 - Project Site and AELUP Noise Contours (Based on Outdated 1994 ICUZ Study)



Figures 7, 8 and 9 depict the most recent noise contours developed by the U.S. Army Public Health Center as part of the 2020 AICUZ update. The 2020 AICUZ update included a noise analysis of the then current aircraft operations as the "Baseline" and provided a forecast of additional operations by the California Air

[9] https://apps.dtic.mil/sti/pdfs/ADA310615.pdf

National Guard projected over a 10-year period (referred to as "projected" operations). According to the 2020 AICUZ update, existing aircraft operations in 2020 totaled 45,828 and the 10-year Projected operations total 46,235 (0.89 percent increase phased in over the 10-year period).

Based on the AICUZ October 2020 Baseline Noise Contours and as shown in Figure 7, a small portion of the northwest corner of the Project site is within the 60 dB CNEL Projected Noise Contour (based on the 10-year operations forecast) but the remainder of the site remains outside of the 60 dB CNEL noise contour. Figure 9 depicts the Project site in relation to the Baseline and Projected noise contours based on the AICUZ October 2020 Baseline Noise Contours.

Figure 7 – 2020 Los Alamitos AICUZ October 2020 Baseline Noise Contours

Environmental Health Sciences, Environmental Noise Consultation Update No. S.0064236b-20, 1 June 2020

Figure 1. Baseline Los Alamitos Army Airfield Noise Zones

Figure 8 – 2020 Los Alamitos AICUZ October 2020 Projected Noise Contours

Environmental Health Sciences, Environmental Noise Consultation Update No. S.0064236b-20, 1 June 2020

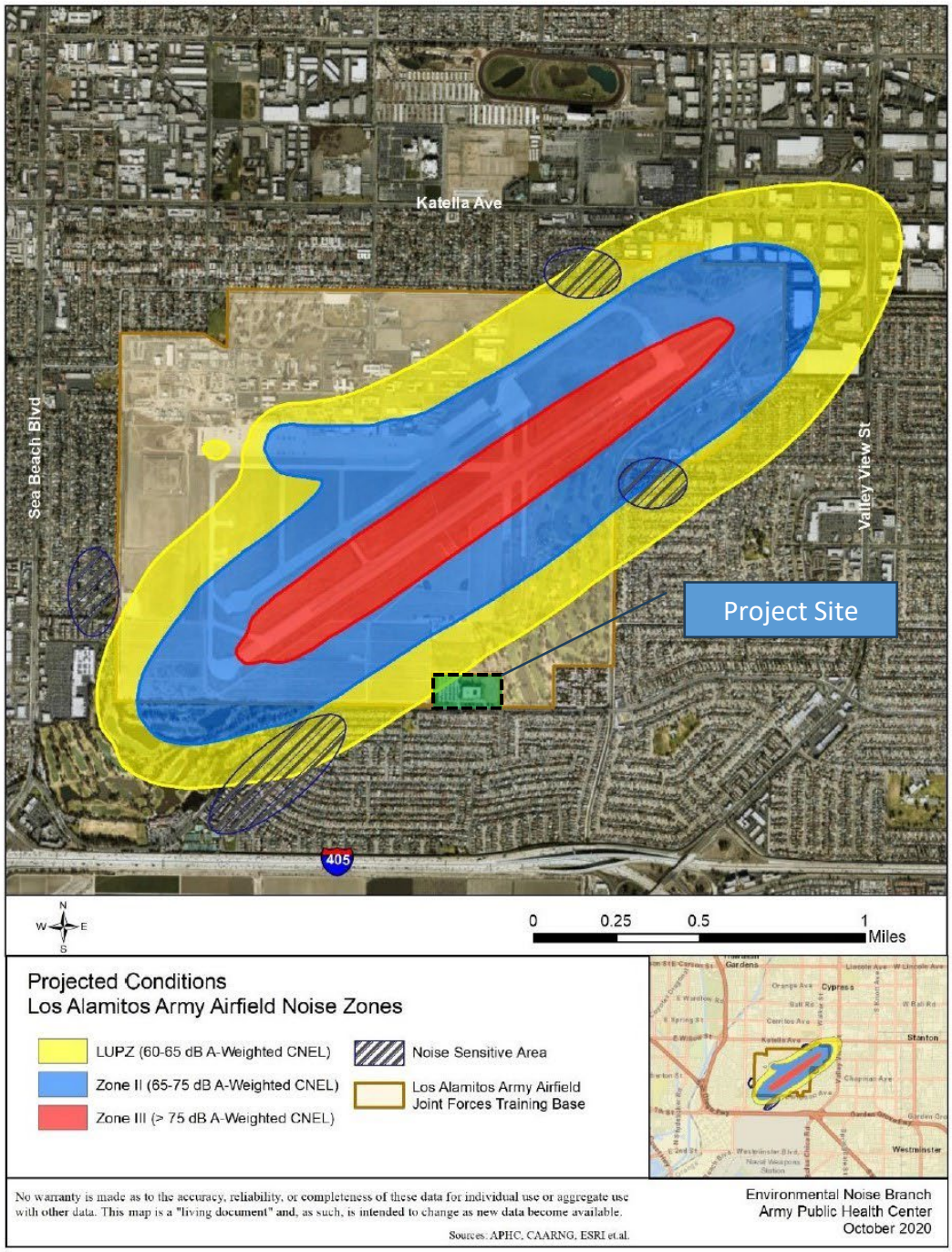


Figure 2. Projected Los Alamitos Army Airfield Noise Zones

Figure 9 – 2020 Los Alamitos AICUZ October 2020 Baseline and Projected Noise Contours

Environmental Health Sciences, Environmental Noise Consultation Update No. S.0064236b-20, 1 June 2020

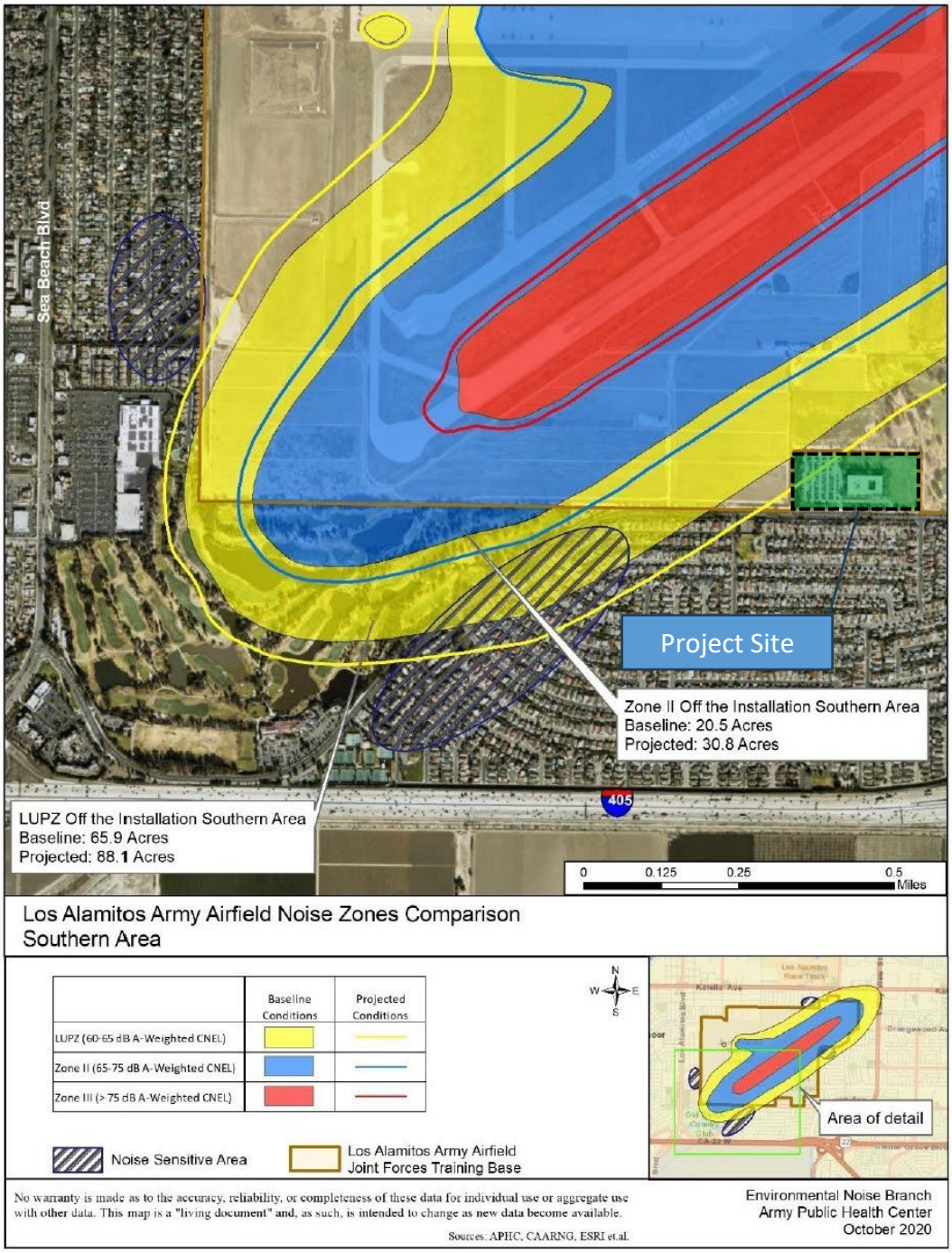


Figure 4. Baseline and Projected Noise Zones Comparison Southern Area

Current building codes require construction materials and construction techniques that generally provide a minimum of 20 dB of sound attenuation. As depicted in Figure 9, relative to the 2020 baseline noise contours, the entire Project site is located outside of the 65 dB CNEL noise contour, and relative to the 2020 projected noise contours, only a small portion of the Project site would be located within the 60 to 65 CNEL contours. In either scenario, interior noise levels would be less than 45 dB CNEL. Therefore, both the exterior and interior noise levels associated with the Project from aviation sources would meet the U.S. Army Public Health Center recommendation for compatible residential land use based on the required application of current building code materials and construction techniques providing a minimum of 20 dB of sound attenuation and thereby meeting the FAA, State and ALUC aviation noise standards as well.

F. Aircraft Overflight

Aircraft overflight refers to aircraft operating in the vicinity of the Base that are arriving, departing or within the local traffic patterns associated with each runway. These lower altitude operations make aircraft more visible to people on the ground near the airport while not necessarily rising to the level of the noise standard but may still be annoying to some people. The Base has developed extensive, non-standard, noise abatement routing procedures over nearby streets, highways, and non-residential areas for aircraft and particularly helicopters[10] operating in the vicinity to specifically avoid residential overflights (See Figures 10 and 11).

Figure 10 depicts the local traffic patterns and noise sensitive areas around the Base near the runways and where helicopters operate in the local traffic pattern for practicing takeoffs and landings. Figure 11 depicts arrival and departure corridors used by inbound and outbound aircraft to avoid direct overflight of residential areas as much as possible. These corridors follow the major highways and streets to blend the majority of overflight noise with the background traffic noise. Navy Golf Course, Old Ranch Country Club and the Base's landside facilities, such as aircraft parking aprons, hangars, offices and roadways, also provide overflight setbacks from residential land uses. The objective is to reduce annoyance and minimize the number of people exposed to excessive noise levels from overflying aircraft.

AELUP Section 2.1.4 provides the ALUC guidance specific to overflight compatibility. The AELUP overflight policies follow State law and the California Airport Land Use Planning Handbook methods of achieving compatibility through buyer awareness and overflight information. The ALUC mandates the State's real estate disclosure provisions[11] requiring buyer and renter notification for new residential land uses within an airport influence area (even if these state laws were to be revised or rescinded). The ALUC also requires that signs providing these disclosures and notices be "prominently posted" in real estate sales offices and within the new development depicting overflight areas and helicopter traffic patterns.

As noted in the Handbook, "very little guidance exists for limiting people's exposure to overflight." Nonetheless, regular updates to the AICUZ noise and overflight analysis are prepared and provided to members of the community as changes are made over time to the diverse mix of aircraft making use of the Base in its unique role as a "Joint Forces Training" facility. These operations, noise and overflight updates are required by the DOD guidance for Base planning personnel and for dissemination to the public through the AICUZ program[12]. As noted previously, the 2020 AICUZ Update identifies the latest changes

[10] 63d Regional Support Command Directorate of Public Works Environmental Branch, *Environmental Assessment Stationing a U.S. Army Reserve Black Hawk Helicopter Company at Joint Forces Training Base Los Alamitos, California*, Appendix D. Helicopter Procedure Guide, March 2011.
[11] California Business and Professional Code Section 11010 and Civil Code Section 1102.6, 1103.4 and 1353.
[12] U.S. Air Force Instruction AFI 32-7063, Air Installations Compatible Use Zones Program, 18 December 2015.

to the aircraft fleet and the total annual and resulting daily operational volume. The AELUP makes note of the 2015 AICUZ update and includes it as Appendix K, however, the ALUC specifically sets this information aside in Section 1.1 and does not incorporate the AICUZ data and findings into the plan. The AELUP was updated in 2017 and the ALUC has never publicly addressed the 2020 AICUZ Update and thereby fails to incorporate this required information into the concepts and policies of the plan.

As identified in the Handbook, the primary overflight strategy is to ensure buyer awareness as opposed to any specific land use restrictions. This buyer awareness notification process is built into the real estate disclosure laws of the State to ensure that potential buyers are fully informed before buying a home near an airport if they are sensitive to the types of annoyances or disruptions that may come with the location. Buyer awareness is required as part of the City's approval process for the Project including the statement below.

> **NOTICE OF AIRPORT**. This property is presently located in the vicinity of an airport, within what is known as an airport influence area. For that reason, the property may be subject to some of the annoyances or inconveniences associated with proximity to airport operations (for example: noise, vibration, or odors). Individual sensitivities to those annoyances can vary from person to person. You may wish to consider what airport annoyances, if any, are associated with the property before you complete your purchase and determine whether they are acceptable to you.

Because the City's will impose these notification requirements as part of the City's approval process for the Project, the City meets the overflight notification requirements as suggested by the Handbook, State law, the AICUZ and AELUP.

Figure 10 - 2015 Los Alamitos AICUZ Closed Traffic Pattern and Noise-Sensitive Areas

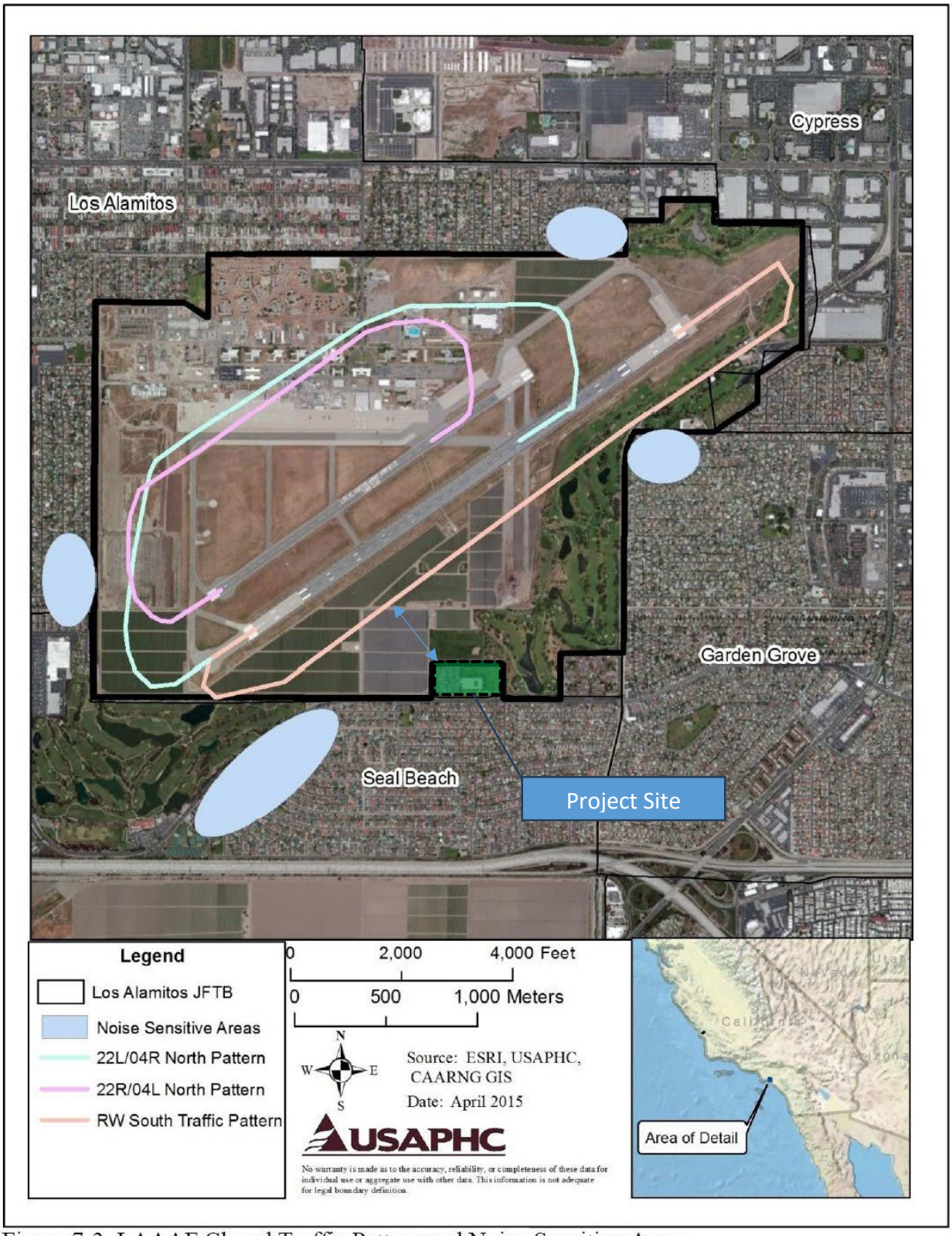


Figure 7-3. LAAAF Closed Traffic Pattern and Noise-Sensitive Areas

Figure 11 - 2015 Los Alamitos AICUZ Inbound and Outbound Flight Routes

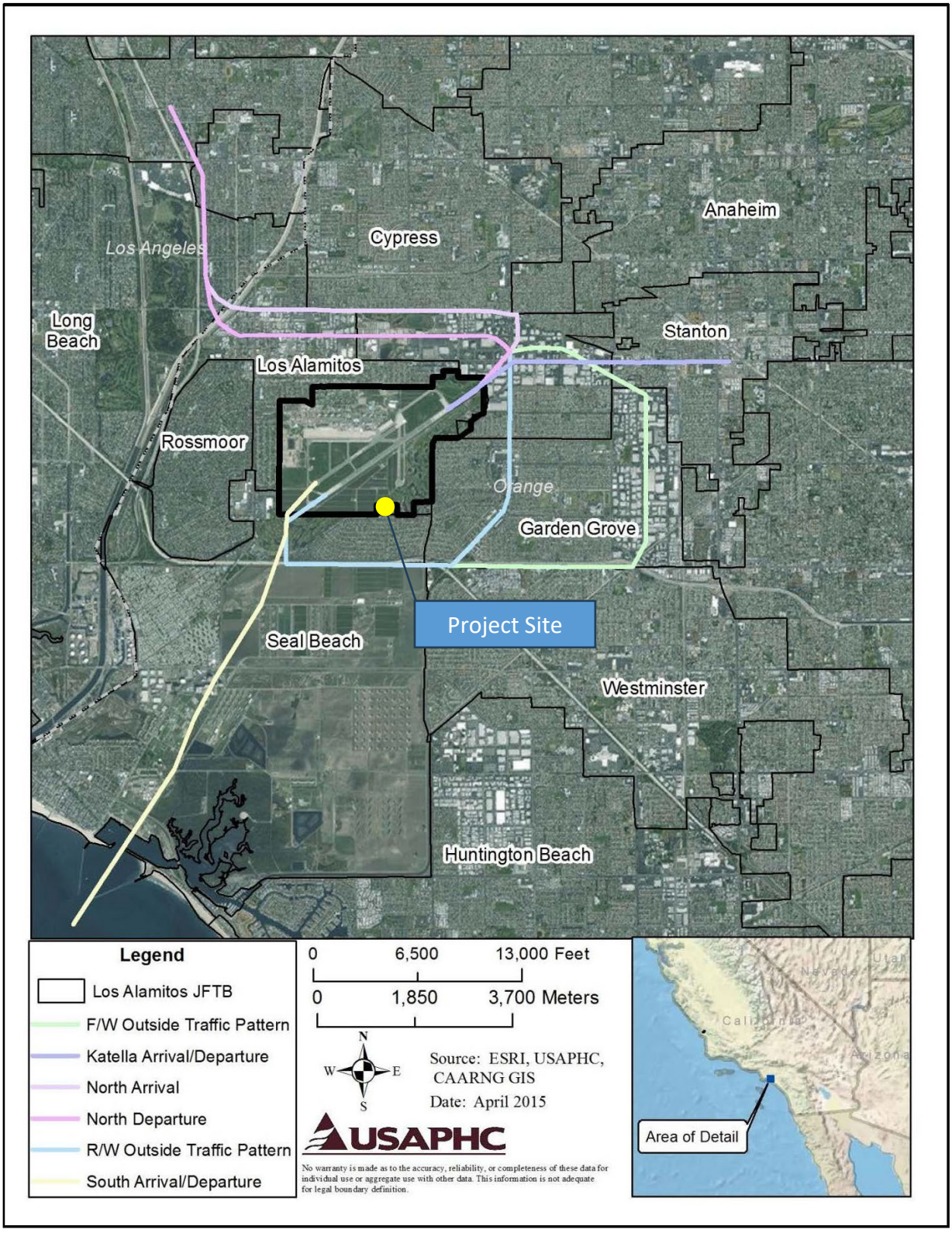


Figure 7-4. LAAAF Inbound and Outbound Flight Routes

G. Airspace Protection/Height Zoning

The FAA is responsible for protecting and preserving airspace from hazards to air navigation. Title 14 of the United States Code of Federal Regulations (CFR) Part 77 defines the regulations and process for providing these protections. 14 CFR § 77.19 establishes civil and military (including joint use in the case of JFTB Los Alamitos) airport imaginary surfaces around each runway to ensure that proposed temporary and permanent structures and activities near airports will be studied by the FAA for their effects on the safe and efficient use of navigable airspace.

When a project proponent files a Form 7460-1 with the FAA, the FAA prepares a comprehensive study of the project's potential effect on existing and planned airport facilities and operations and determines if that project is considered an obstruction or a hazard to air navigation and may recommend changes to the height of the structure and/or adding obstruction lighting or other mitigating factors. On January 12, 2022, FAA Form 7460-1 was submitted to the FAA for the Proposed project in compliance with FAA and ALUC standards. On January 26, 2022, the FAA issued Determinations of No Hazard to Air Navigation for the Project. These FAA Determinations were subsequently granted an 18-month extension by the FAA on August 18, 2023.

Because the Project fully meets the AELUP specific policies for airspace protection and height restriction zones, the Project received in response to the FAA Form 7460-1 submittals FAA Determinations of No Hazard to Air Navigation (See Appendix A) finding that the location and height of the proposed buildings would not interfere with the established, or planned, airport flight procedures, patterns, or navigational systems. As part of the FAA's Determination of No Hazard, it also found that the Project would not raise the ceiling or visibility minimums for any existing or planned instrument procedure at the Base. The FAA found that the Project would not result in a loss of airport utility, operational efficiency and capacity and would not reduce the usable length of either Base runway. Further , the Project would not conflict with the visual flight rules (VFR) airspace used for traffic patterns or arrival/departure airspace areas. As noted in the AELUP at Section 3.2.6:

> The standards, criteria, and procedures promulgated by the FAA for the thorough evaluation of development projects are designed to ensure the safe and efficient use of navigable airspace. The application of these principles by the Commission will ensure the stability of local air transportation, as well as promote land uses that are compatible with the airport environs.

The FAA Determinations of No Hazard state that marking and lighting of the Project structures is not necessary for aviation safety. Despite this determination by the FAA, the ALUC nonetheless requires buildings in proximity to any of the various flight paths to be "clearly marked or lighted according to FAA standards."

The ALUC reserves the right to find a project inconsistent even if the FAA issues a Determination of No Hazard. The AELUP states that "the Commission may utilize criteria for protecting aircraft traffic patterns at individual airports which may differ from those contained in FAR Part 77, should evidence of health, welfare, or air safety surface sufficient to justify such an action." Despite the ALUC reservation on this point and as acknowledged in the AELUP, "[14 CFR Part 77] regulations are the only definitive standard available and the standard most generally used" for determining building height limits near airports. As per the AELUP, notice to the FAA is required for any proposed structure more than 200 feet Above Ground Level (AGL) at its site or for any structures penetrating the 100:1 Imaginary Surface associated with each runway end. The Project is located under the Horizontal Surface and outside of the primary, approach and transitional imaginary surfaces as shown in Figure 12 and 13, and therefore complies with the AELUP airspace protection and height zoning requirements.

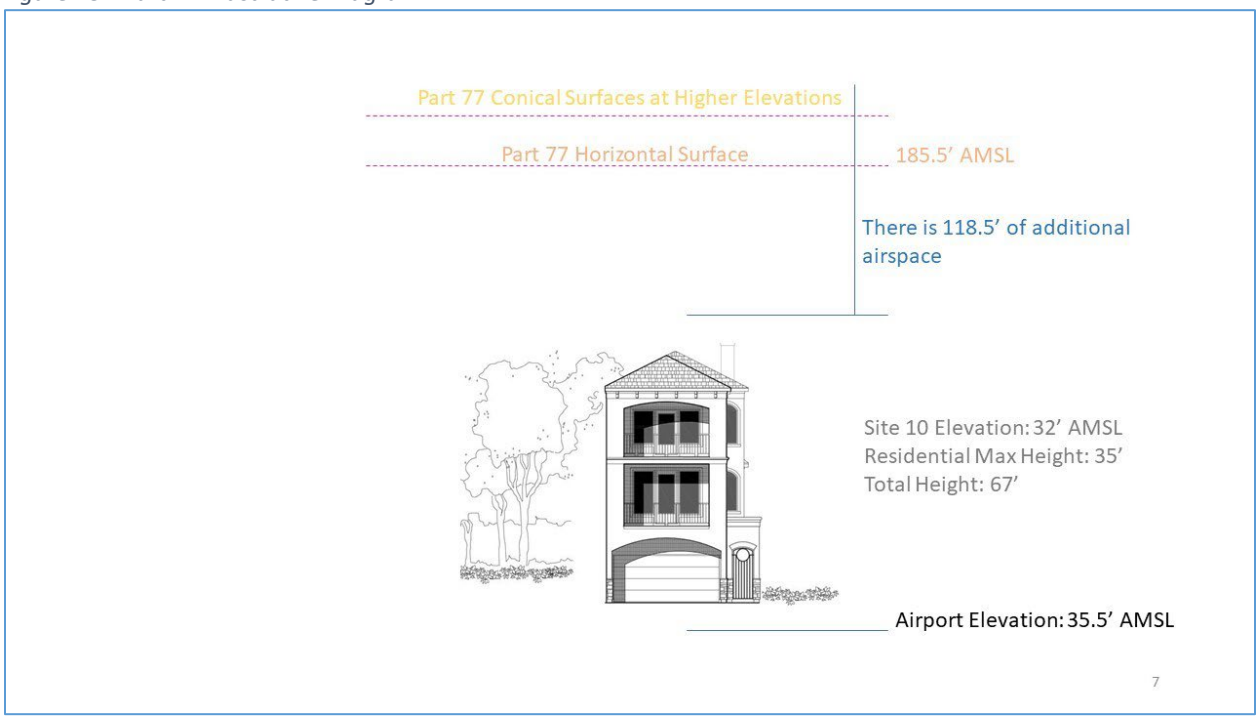
It should be noted that the Part 77 Surface Exhibit provided in the AELUP is ***incorrect*** because it shows obstruction surfaces for precision approach procedures and the Base has only non-precision instrument approaches to each runway. It is therefore even more important to rely upon the FAA analysis regarding the heights of any proposed structures submitted as part of the Project in order to draw informed conclusions related to potential obstruction impacts.

The City's Zoning Code has height limits for R-3 at 35 feet or three stories and the Project would adhere to the height limits in the zoning code. The horizontal surface is at an elevation of 185.5 feet above mean sea level (AMSL). The conical surface elevation rises at a 20:1 slope above the horizontal surface and varies depending on location. Based on the information provided in the AELUP and Los Alamitos Housing Element, the Project will be located well below the horizontal and conical Part 77 obstruction surfaces and will not create obstructions to air navigation.

As demonstrated by the FAA's Determination of No Hazard to Air Navigation for the Project, the Project complies with the FAA's airspace protection requirements and those of the AELUP. The Project structures would not exceed Part 77 surfaces, these structures would not be an obstruction to air navigation at the Base, they would not adversely affect the Base or its aeronautical operations, they would not interfere with navigational aids (NAVAIDS) or published flight paths and procedures.

Figure 12 - Project Site and AELUP Part 77 Imaginary Surfaces

Figure 13 - Part 77 Illustrative Diagram



Appendix A – FAA Determinations of No Hazard to Air Navigation

Federal Aviation Administration

« OE/AAA

Notice of Proposed Construction or Alteration - Off Airport

Add a New Case (Off Airport) - Desk Reference Guide V_2018.2.1

Add a New Case (Off Airport) for Wind Turbines - Met Towers (with WT Farm) - WT-Barge Crane - Desk Reference Guide V_2018.2.1

Project Name: JOHNS-000690888-22

Project Summary : JOHNS-000690888-22

Structure	City, State	Lat/Long	Map	Actions	7460-2 Received	Latest Letter
LPP 1-1 Determined 2022-AWP-780-OE	Los Alamitos, CA	33° 46' 54.98" N 118° 3' 3.19" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 1-2 Determined 2022-AWP-781-OE	Los Alamitos, CA	33° 46' 53.00" N 118° 3' 3.20" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 1-3 Determined 2022-AWP-782-OE	Los Alamitos, CA	33° 46' 53.00" N 118° 3' 3.79" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 1-4 Determined 2022-AWP-783-OE	Los Alamitos, CA	33° 46' 54.98" N 118° 3' 3.79" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 2-1 Determined 2022-AWP-784-OE	Los Alamitos, CA	33° 46' 57.52" N 118° 3' 3.17" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 2-2 Determined 2022-AWP-785-OE	Los Alamitos, CA	33° 46' 55.54" N 118° 3' 3.18" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 2-3 Determined 2022-AWP-786-OE	Los Alamitos, CA	33° 46' 55.54" N 118° 3' 3.77" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 2-4 Determined 2022-AWP-787-OE	Los Alamitos, CA	33° 46' 57.52" N 118° 3' 3.76" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 3-1 Determined 2022-AWP-788-OE	Los Alamitos, CA	33° 46' 57.01" N 118° 2' 57.66" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 3-2 Determined 2022-AWP-789-OE	Los Alamitos, CA	33° 46' 57.02" N 118° 3' 2.77" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 3-3 Determined 2022-AWP-790-OE	Los Alamitos, CA	33° 46' 57.52" N 118° 3' 2.76" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 3-4 Determined 2022-AWP-791-OE	Los Alamitos, CA	33° 46' 57.51" N 118° 2' 57.66" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 4-1 Determined 2022-AWP-792-OE	Los Alamitos, CA	33° 46' 56.99" N 118° 2' 51.74" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 4-2 Determined 2022-AWP-793-OE	Los Alamitos, CA	33° 46' 57.01" N 118° 2' 57.07" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 4-3 Determined 2022-AWP-794-OE	Los Alamitos, CA	33° 46' 57.50" N 118° 2' 57.07" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT
LPP 4-4 Determined 2022-AWP-795-OE	Los Alamitos, CA	33° 46' 57.49" N 118° 2' 51.74" W	Show Map	Clone Upload a PDF Add 7460-2	Ext Req	EXT

Mapping - Desk Reference Guide V_2018.2.0 Attaching Documents - Desk Reference Guide V_2018.2.0

Upload a PDF to the Project

Draft: Cases that have been saved by the user but have not been submitted to the FAA.

Waiting: Wind Turbine/Met Tower (w/WT Farm) cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach specific documents

Accepted: Cases that have been submitted to the FAA.

Add Letter: Cases that have been reviewed by the FAA and require additional information from the user.

Work in Progress: Cases that are being evaluated by the FAA.

Interim: Cases that have been reviewed by the FAA and require resolution from the user.

Determined: Cases that have a completed aeronautical study and an FAA determination.

Terminated: Cases that are no longer valid.

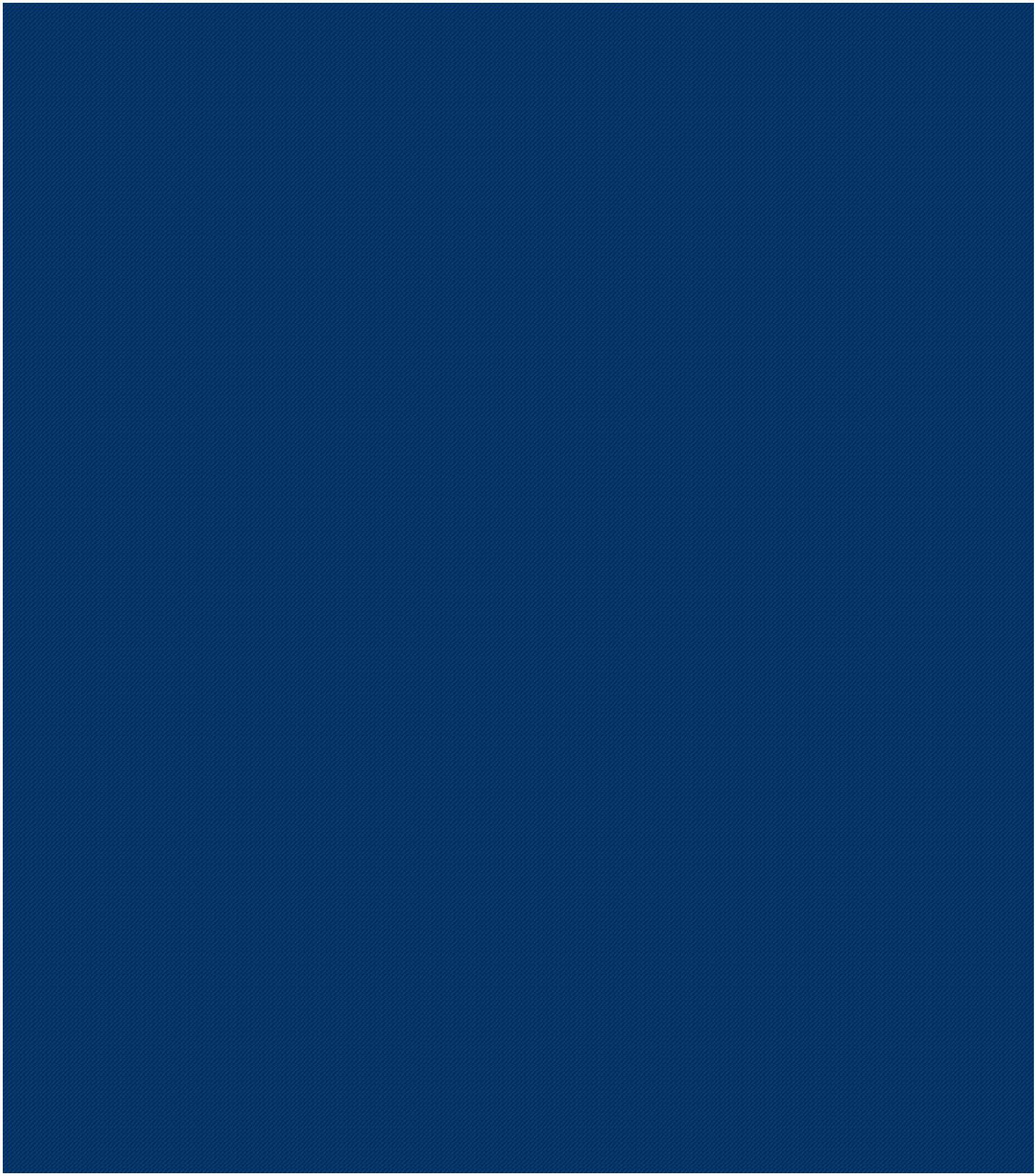
Please allow the FAA a minimum of 45 days to complete a study.

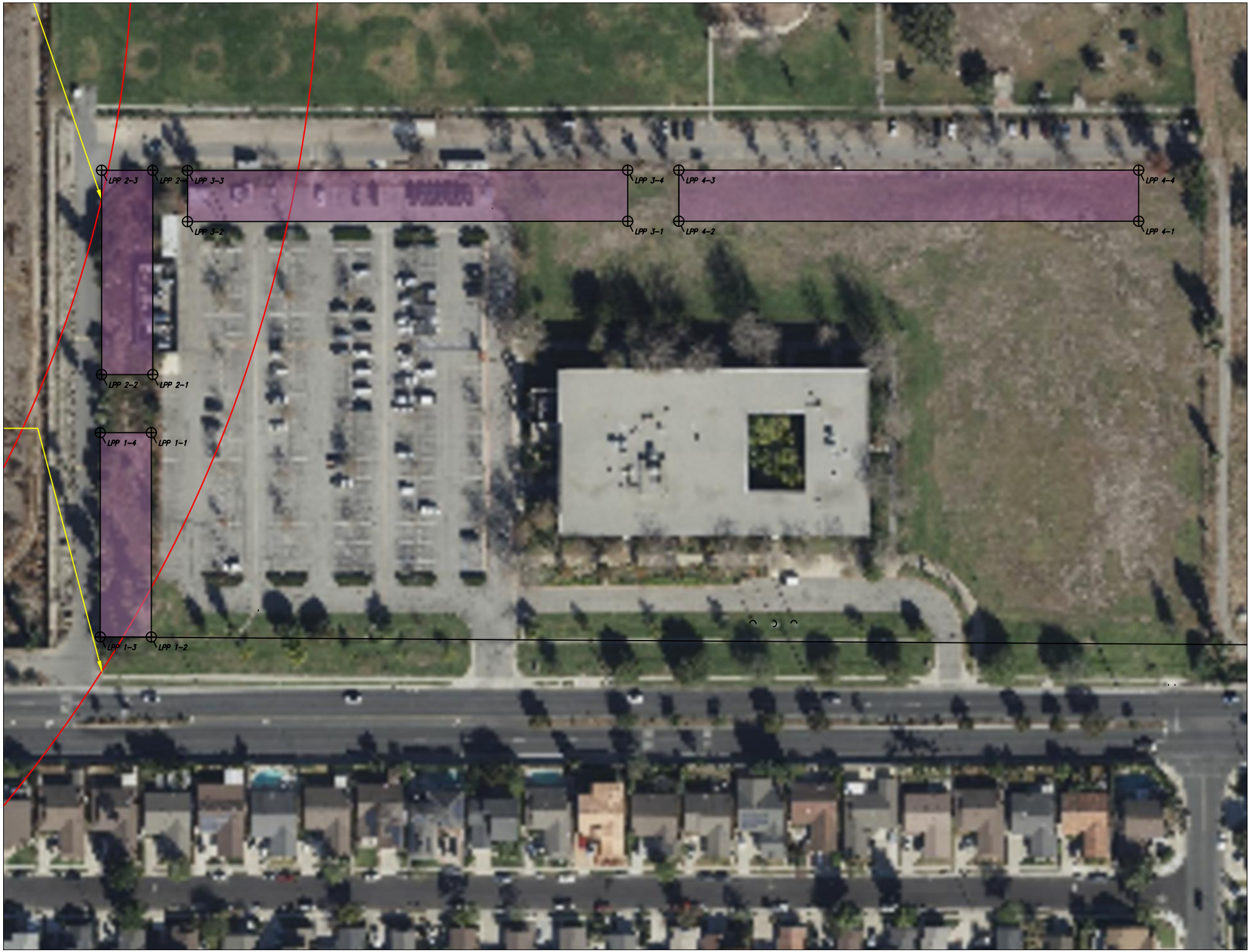
Case Transfer:

- **Use the check box(es) to select the case(s) you want to transfer.**
- **Select the "Transfer Cases button" to open the "Manage Transfer Cases" screen.**

Note: Drafts and cases in Add and Terminated status can not be transferred.

Click here to contact the appropriate representative.




LPP 2-3
LPP 2-4
LPP 3-3
LPP 3-4
LPP 3-2
LPP 3-1
LPP 4-3
LPP 4-4
LPP 4-2
LPP 4-1
LPP 2-2
LPP 2-1
LPP 1-4
LPP 1-1
LPP 1-3
LPP 1-2

Structure Name	Latitude (DD-MM-SS.SS)	Longitude (DD-MM-SS.SS)	Site Elevation	Structure Height (AGL)	ASN	Top of Structure (AMSL)
LPP 1-1	33-46-54.98	118-03-03.19	25	45	**2022-AWP-780-OE**	70
LPP 1-2	33-46-53.00	118-03-03.20	21	49	**2022-AWP-781-OE**	70
LPP 1-3	33-46-53.00	118-03-03.79	21	49	**2022-AWP-782-OE**	70
LPP 1-4	33-46-54.98	118-03-03.79	25	45	**2022-AWP-783-OE**	70
LPP 2-1	33-46-57.52	118-03-03.17	25	45	**2022-AWP-784-OE**	70
LPP 2-2	33-46-55.54	118-03-03.18	25	45	**2022-AWP-785-OE**	70
LPP 2-3	33-46-55.54	118-03-03.77	25	45	**2022-AWP-786-OE**	70
LPP 2-4	33-46-57.52	118-03-03.76	25	45	**2022-AWP-787-OE**	70
LPP 3-1	33-46-57.01	118-02-57.66	25	45	**2022-AWP-788-OE**	70
LPP 3-2	33-46-57.02	118-03-02.77	25	45	**2022-AWP-789-OE**	70
LPP 3-3	33-46-57.52	118-03-02.76	25	45	**2022-AWP-790-OE**	70
LPP 3-4	33-46-57.51	118-02-57.66	25	45	**2022-AWP-791-OE**	70
LPP 4-1	33-46-56.99	118-02-51.74	25	45	**2022-AWP-792-OE**	70
LPP 4-2	33-46-57.01	118-02-57.07	25	45	**2022-AWP-793-OE**	70
LPP 4-3	33-46-57.50	118-02-57.07	25	45	**2022-AWP-794-OE**	70
LPP 4-4	33-46-57.49	118-02-51.74	25	45	**2022-AWP-795-OE**	70

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

Aeronautical Study No.
2022-AWP-780-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 1-1
Location:	Los Alamitos, CA
Latitude:	33-46-54.98N NAD 83
Longitude:	118-03-03.19W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

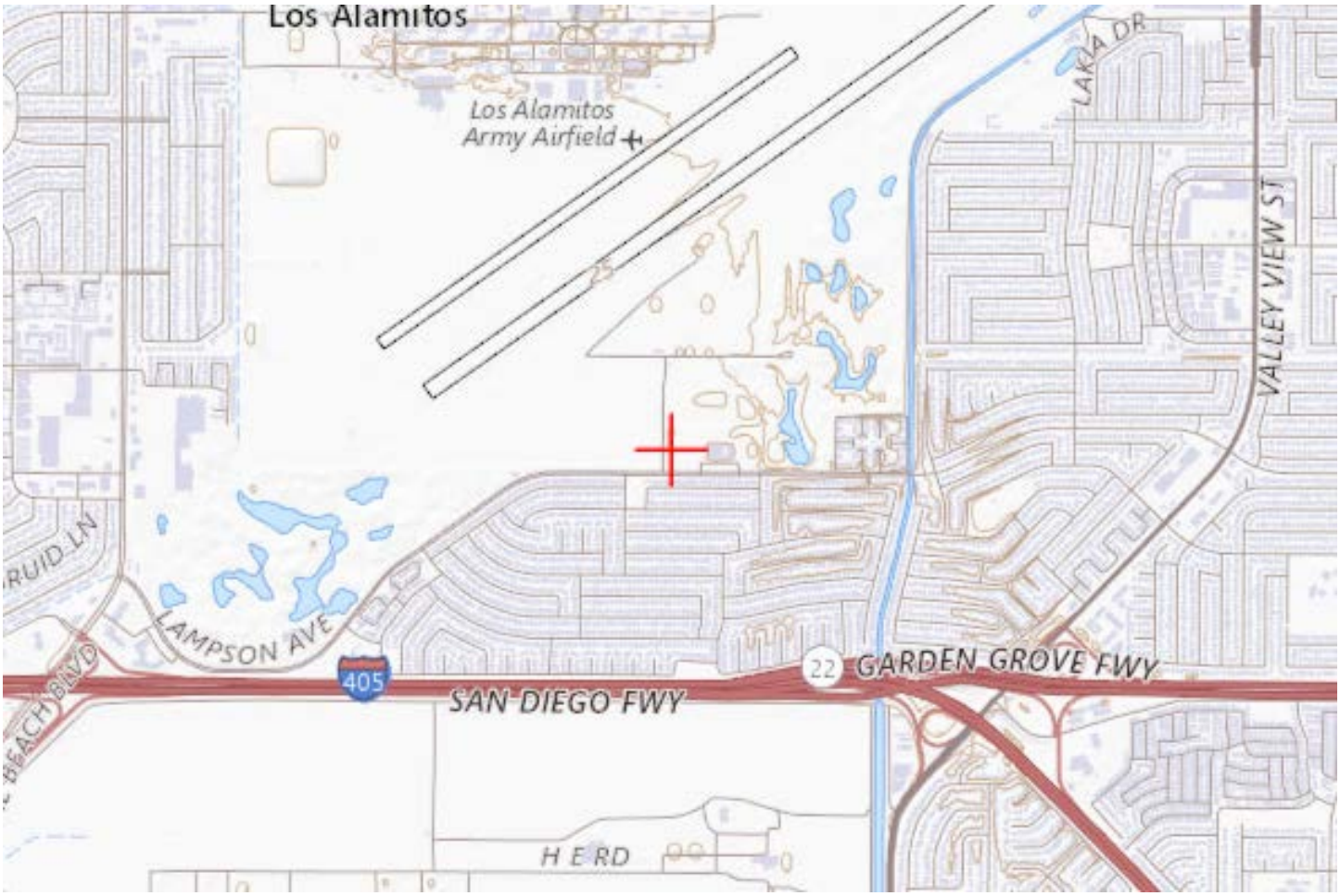
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-780-OE.

Signature Control No: 507667783-509342083 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-780-OE




LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
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JOHN WAYNE/
ORANGE COUNTY (SNA)
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ATIS 126.0
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Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-781-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 1-2
Location:	Los Alamitos, CA
Latitude:	33-46-53.00N NAD 83
Longitude:	118-03-03.20W
Heights:	21 feet site elevation (SE)
	49 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

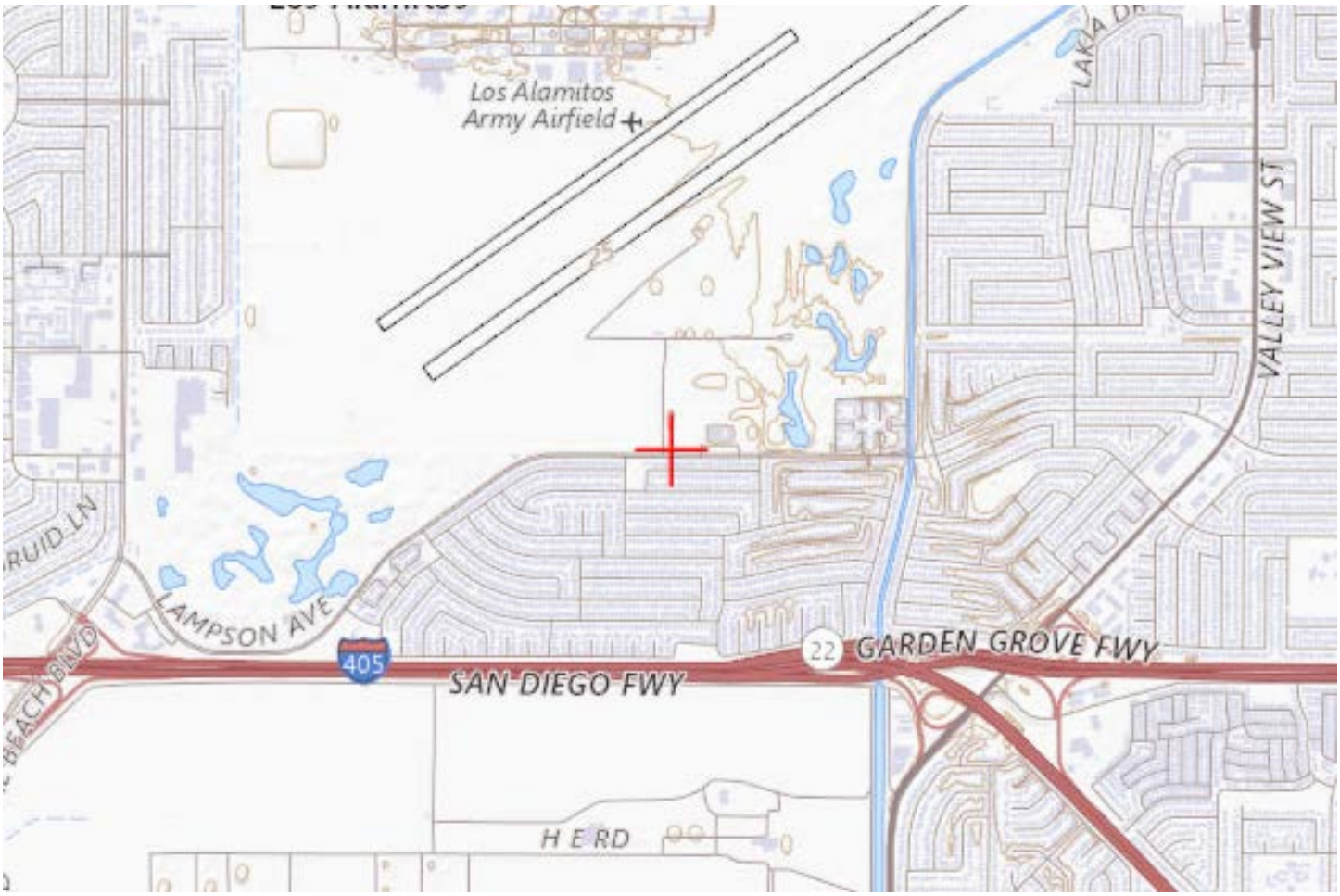
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-781-OE.

Signature Control No: 507667784-509342069 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-781-OE

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ATIS 126.0
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RP 2R, 20R
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-782-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 1-3
Location:	Los Alamitos, CA
Latitude:	33-46-53.00N NAD 83
Longitude:	118-03-03.79W
Heights:	21 feet site elevation (SE)
	49 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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.

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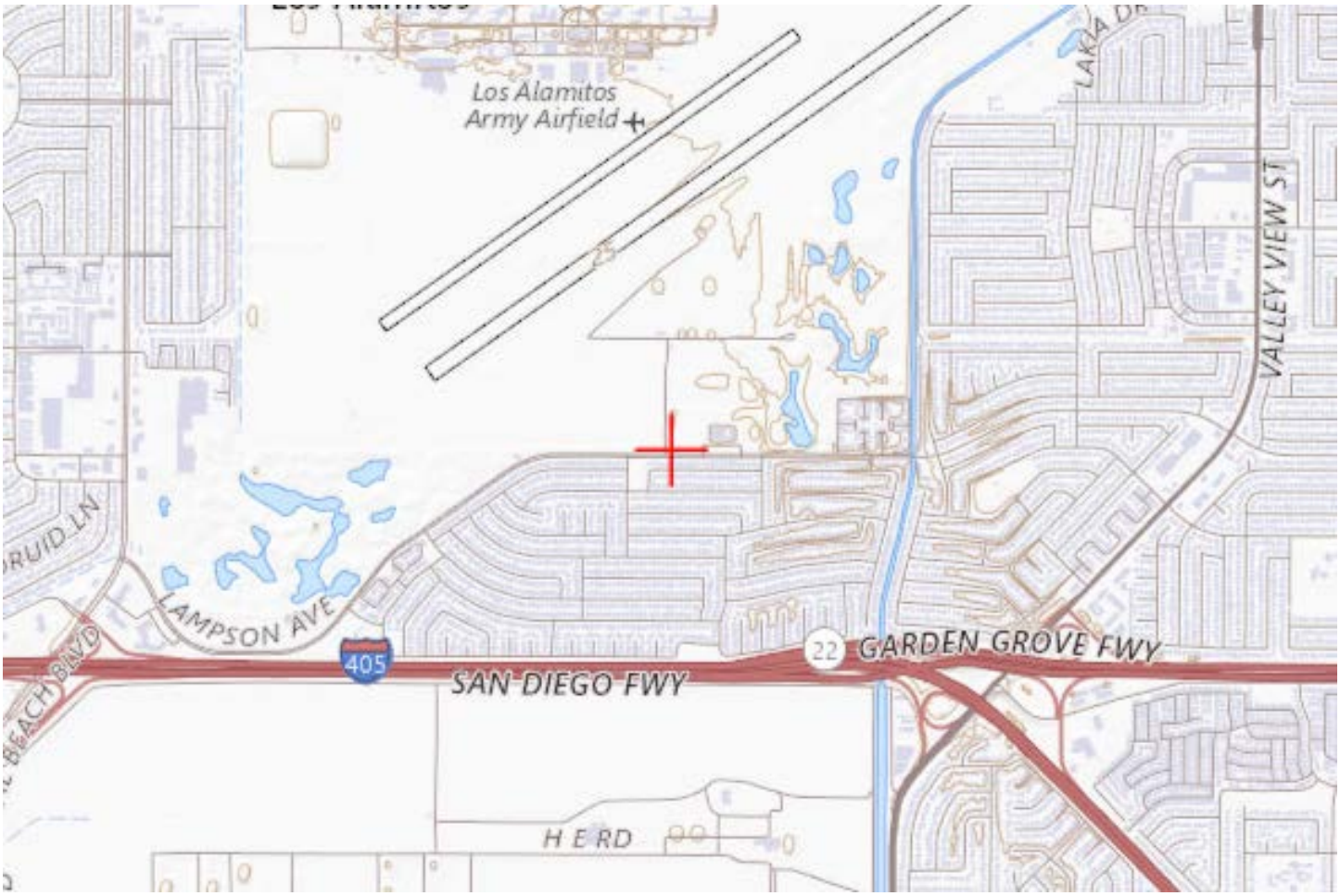
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-782-OE.

Signature Control No: 507667785-509342076 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-782-OE




LONG BEACH
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54

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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-AWP-783-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 1-4
Location:	Los Alamitos, CA
Latitude:	33-46-54.98N NAD 83
Longitude:	118-03-03.79W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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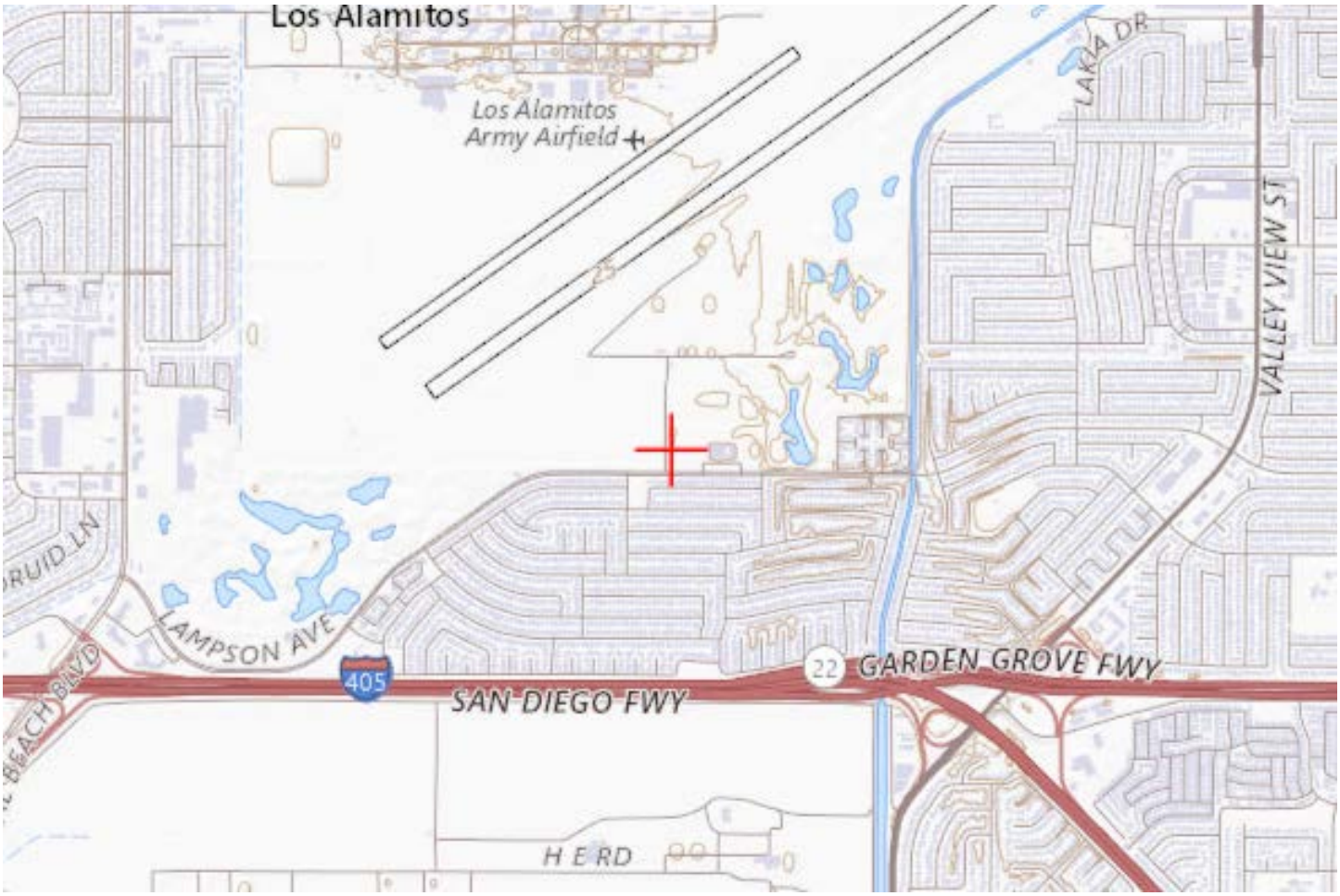
If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-783-OE.

Signature Control No: 507667786-509342078 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-783-OE

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SPEEDWAY
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54
CTC SOCAL APP
20 NM ON 121

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

Aeronautical Study No.
2022-AWP-784-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 2-1
Location:	Los Alamitos, CA
Latitude:	33-46-57.52N NAD 83
Longitude:	118-03-03.17W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-784-OE.

Signature Control No: 507667787-509342073 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-784-OE


for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP 8R, 26R
100
50
60
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875 379.975
L 80
405
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
25
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-785-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 2-2
Location:	Los Alamitos, CA
Latitude:	33-46-55.54N NAD 83
Longitude:	118-03-03.18W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

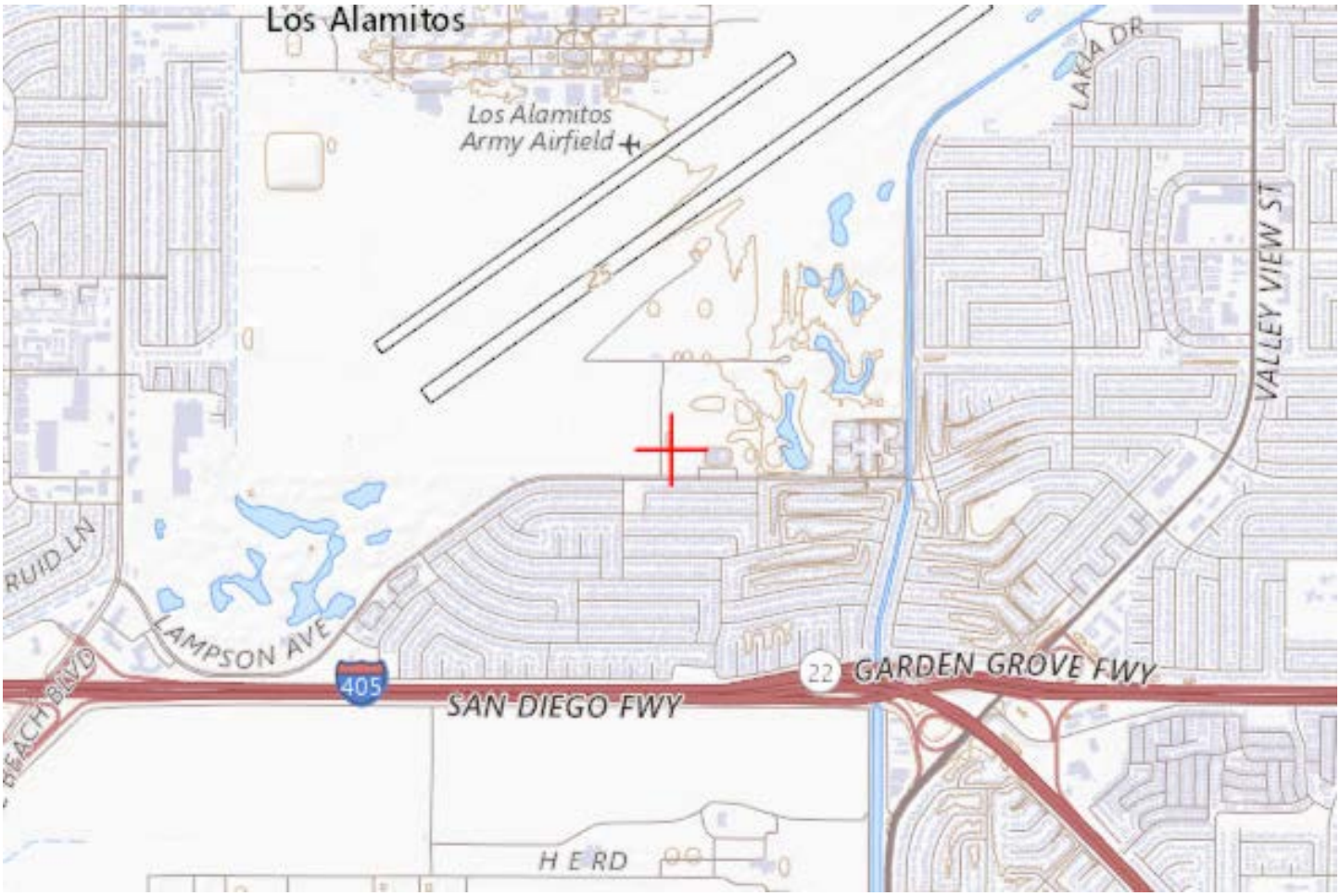
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-785-OE.

Signature Control No: 507667788-509342081 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-785-OE



Sectional Map for ASN 2022-AWP-785-OE

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

Aeronautical Study No.
2022-AWP-786-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 2-3
Location:	Los Alamitos, CA
Latitude:	33-46-55.54N NAD 83
Longitude:	118-03-03.77W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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This determination 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.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-786-OE.

Signature Control No: 507667789-509342066 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-786-OE


LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
60
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
405
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96-*L-31 122.95
RP 24
100
60
058°
Disneyland
AHEIM
STADIU
44
25
475
bldgs
25
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875-379.975
36 L 80
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54
CTC SOCAL APP
20 NM ON 121

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

Aeronautical Study No.
2022-AWP-787-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 2-4
Location:	Los Alamitos, CA
Latitude:	33-46-57.52N NAD 83
Longitude:	118-03-03.76W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

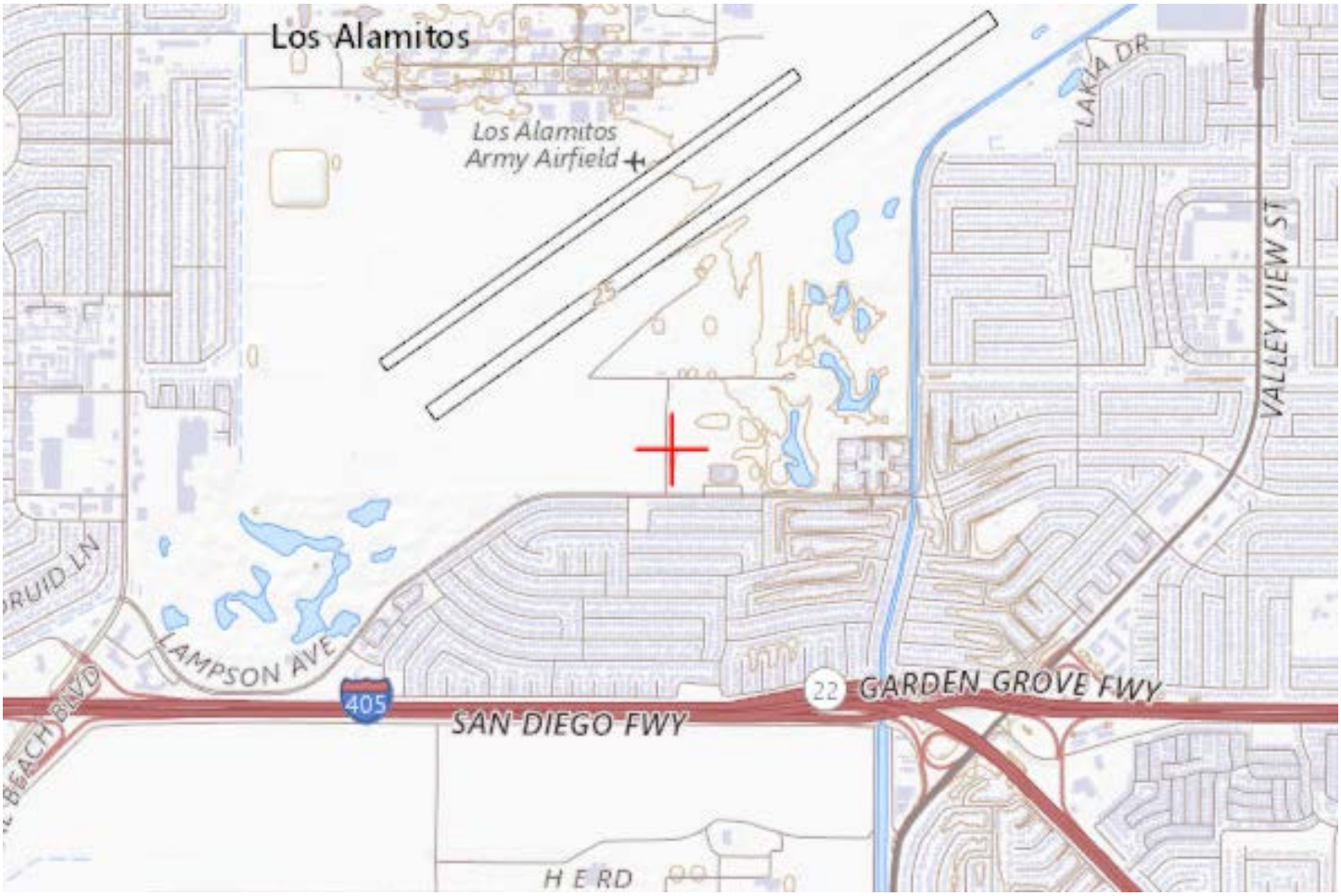
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-787-OE.

Signature Control No: 507667790-509342070 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-787-OE




for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP 8R, 26R
100
50
60
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
405
kwater
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875 379.975
36 L 80
25
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-788-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 3-1
Location:	Los Alamitos, CA
Latitude:	33-46-57.01N NAD 83
Longitude:	118-02-57.66W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

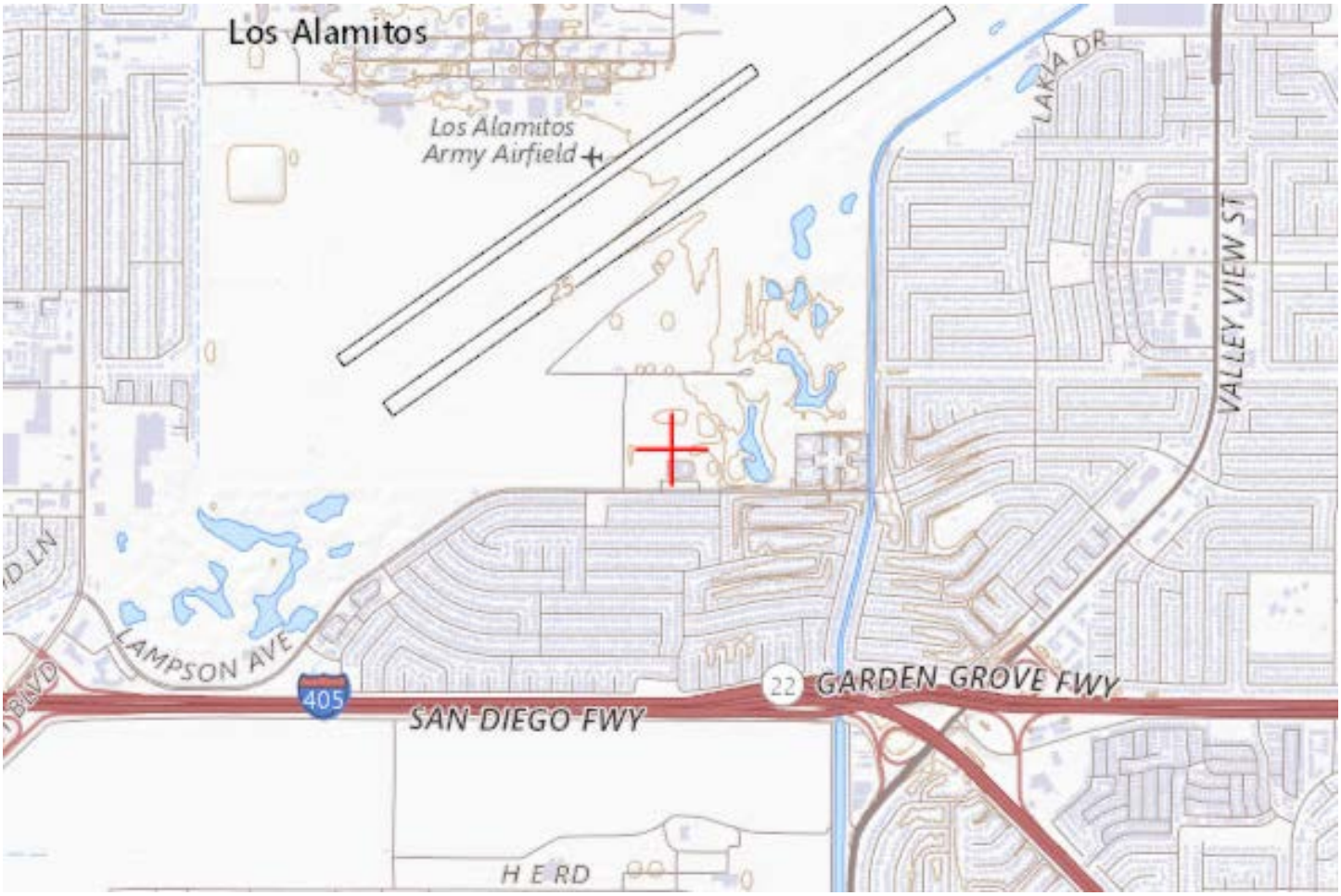
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-788-OE.

Signature Control No: 507667791-509342074 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-788-OE




for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
60
78
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
405
kwater
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
25
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875 379.975
362 L 80
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT - 119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-789-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 3-2
Location:	Los Alamitos, CA
Latitude:	33-46-57.02N NAD 83
Longitude:	118-03-02.77W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

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

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-789-OE.

Signature Control No: 507667792-509342077 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-789-OE


for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
60
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
405
kwater
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
25
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875 379.975
36 L 80
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-790-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 3-3
Location:	Los Alamitos, CA
Latitude:	33-46-57.52N NAD 83
Longitude:	118-03-02.76W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

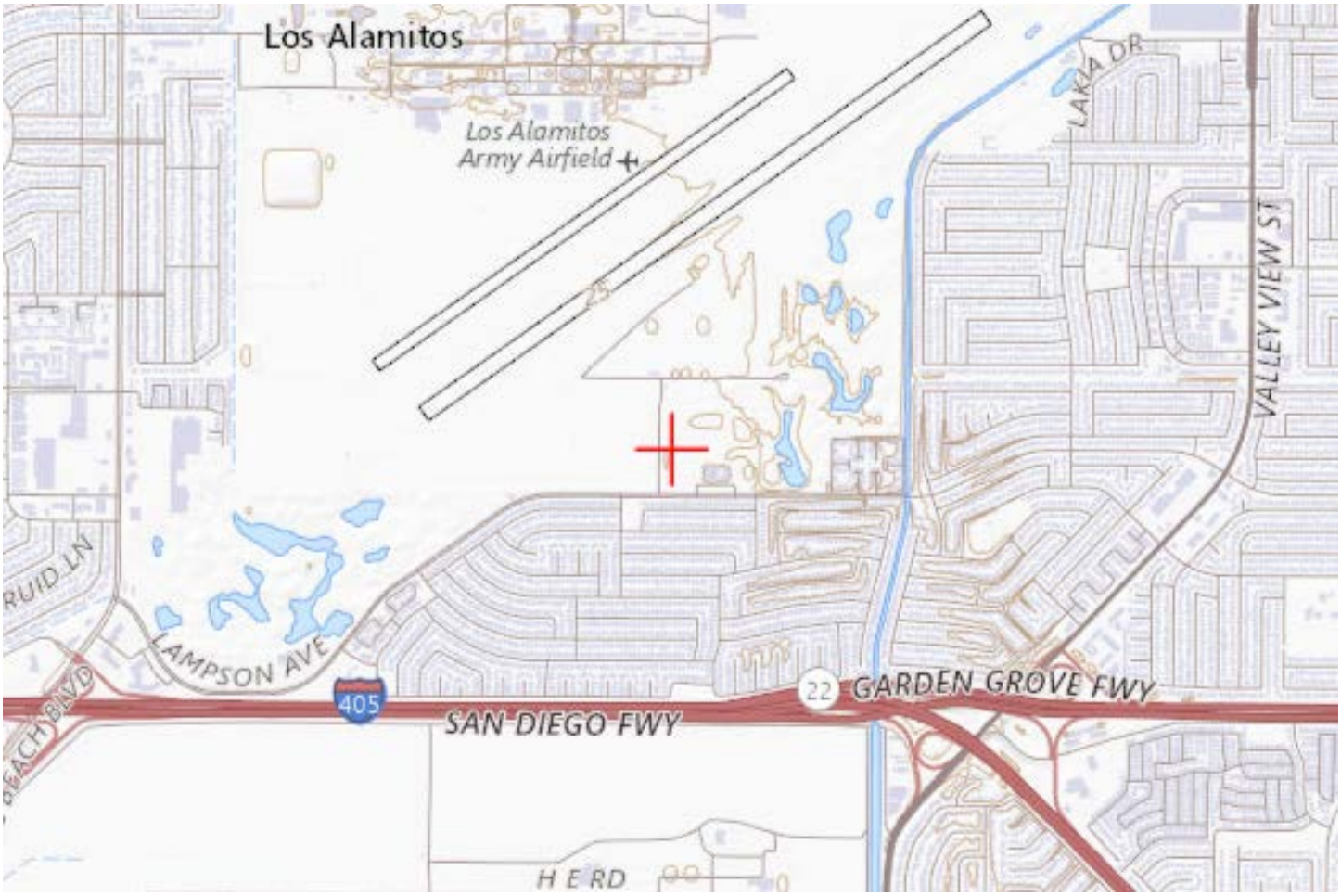
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-790-OE.

Signature Control No: 507667793-509342068 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-790-OE




for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
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405
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VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
25
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875 379.975
36 L 80
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-791-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 3-4
Location:	Los Alamitos, CA
Latitude:	33-46-57.51N NAD 83
Longitude:	118-02-57.66W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

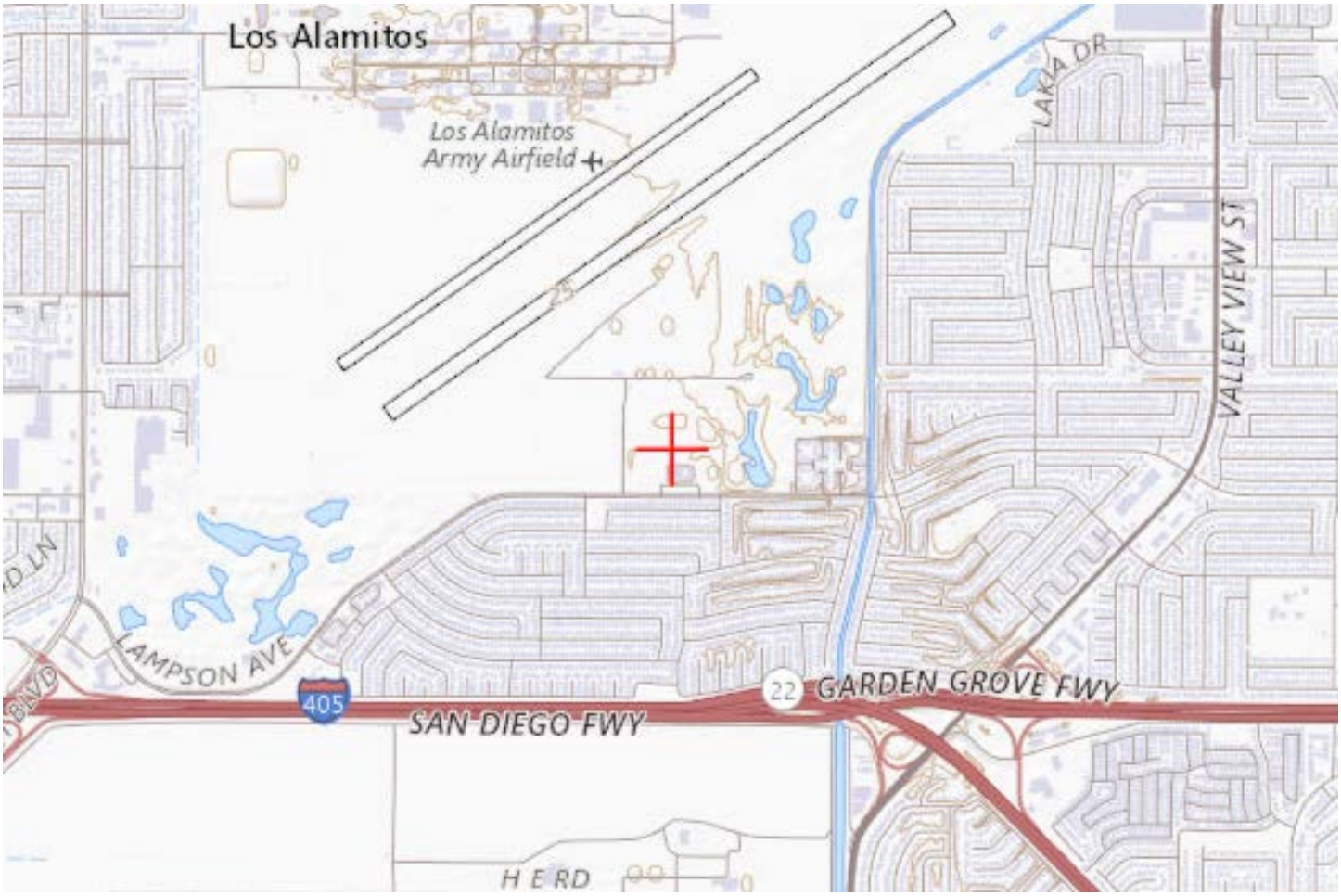
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-791-OE.

Signature Control No: 507667794-509342072 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-791-OE



Sectional Map for ASN 2022-AWP-791-OE

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

Aeronautical Study No.
2022-AWP-792-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 4-1
Location:	Los Alamitos, CA
Latitude:	33-46-56.99N NAD 83
Longitude:	118-02-51.74W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

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

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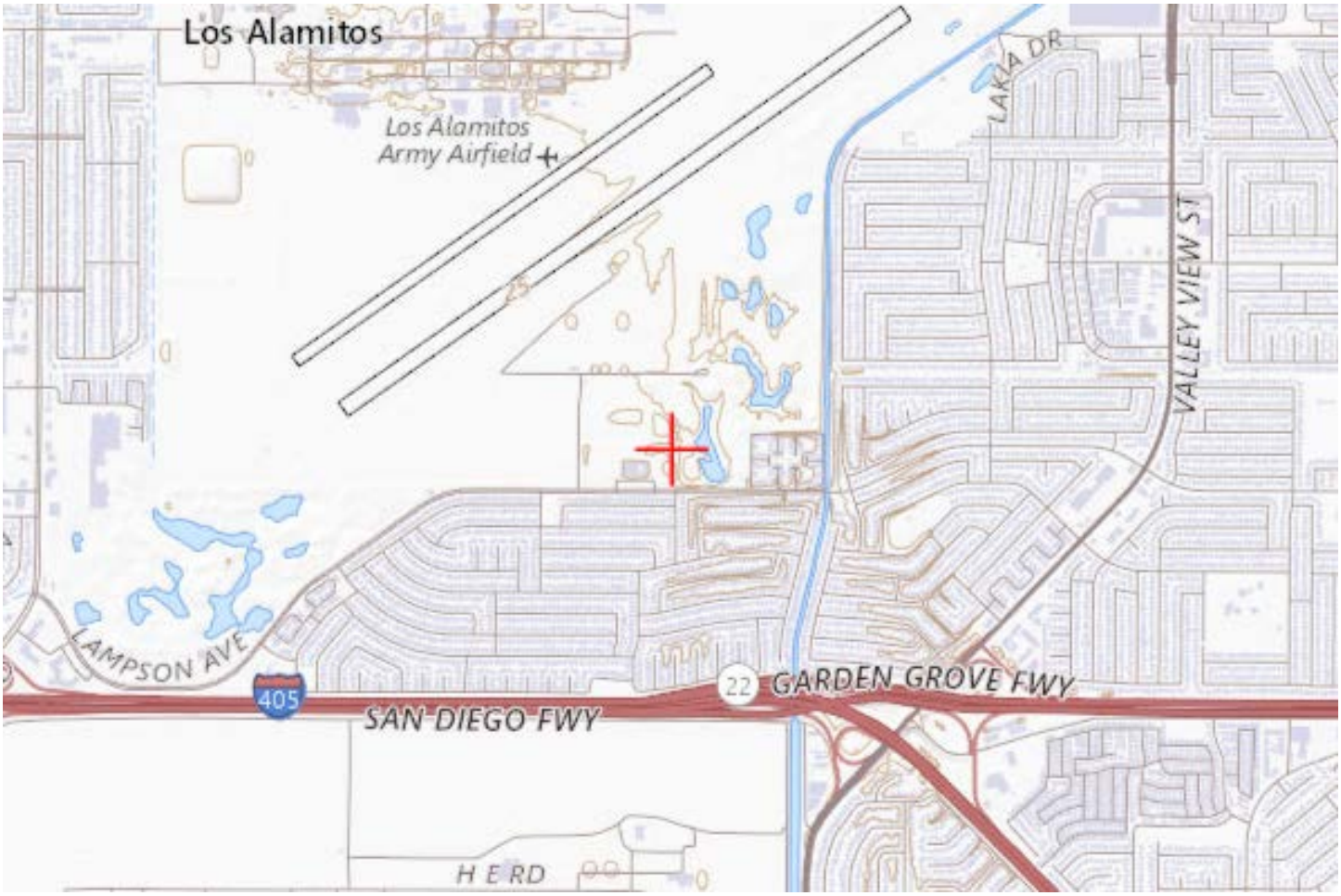
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-792-OE.

Signature Control No: 507667795-509342080 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-792-OE



Sectional Map for ASN 2022-AWP-792-OE

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

Aeronautical Study No.
2022-AWP-793-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 4-2
Location:	Los Alamitos, CA
Latitude:	33-46-57.01N NAD 83
Longitude:	118-02-57.07W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

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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.

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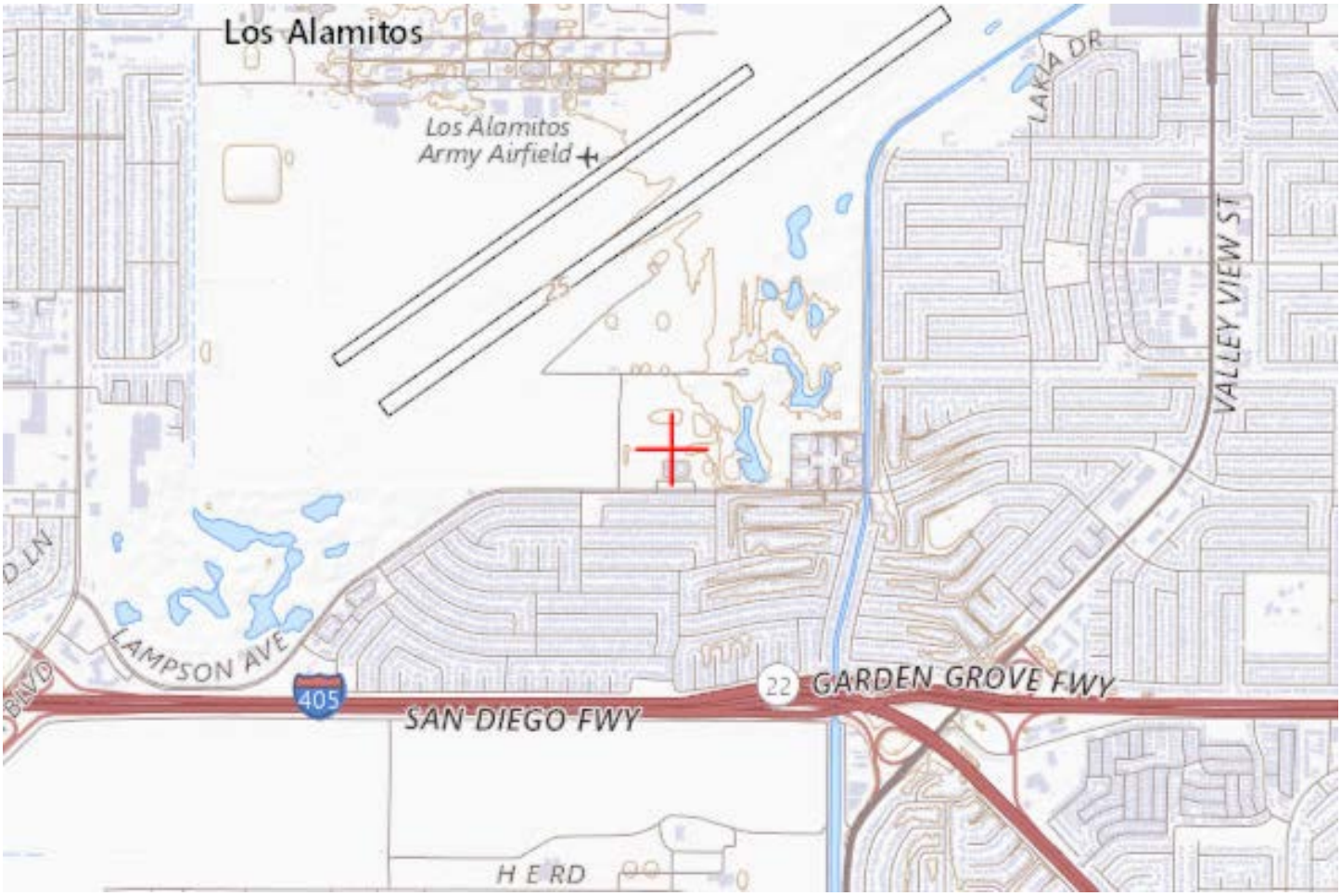
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-793-OE.

Signature Control No: 507667796-509342071 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-793-OE



Sectional Map for ASN 2022-AWP-793-OE

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

Aeronautical Study No.
2022-AWP-794-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 4-3
Location:	Los Alamitos, CA
Latitude:	33-46-57.50N NAD 83
Longitude:	118-02-57.07W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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__X__ Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

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

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

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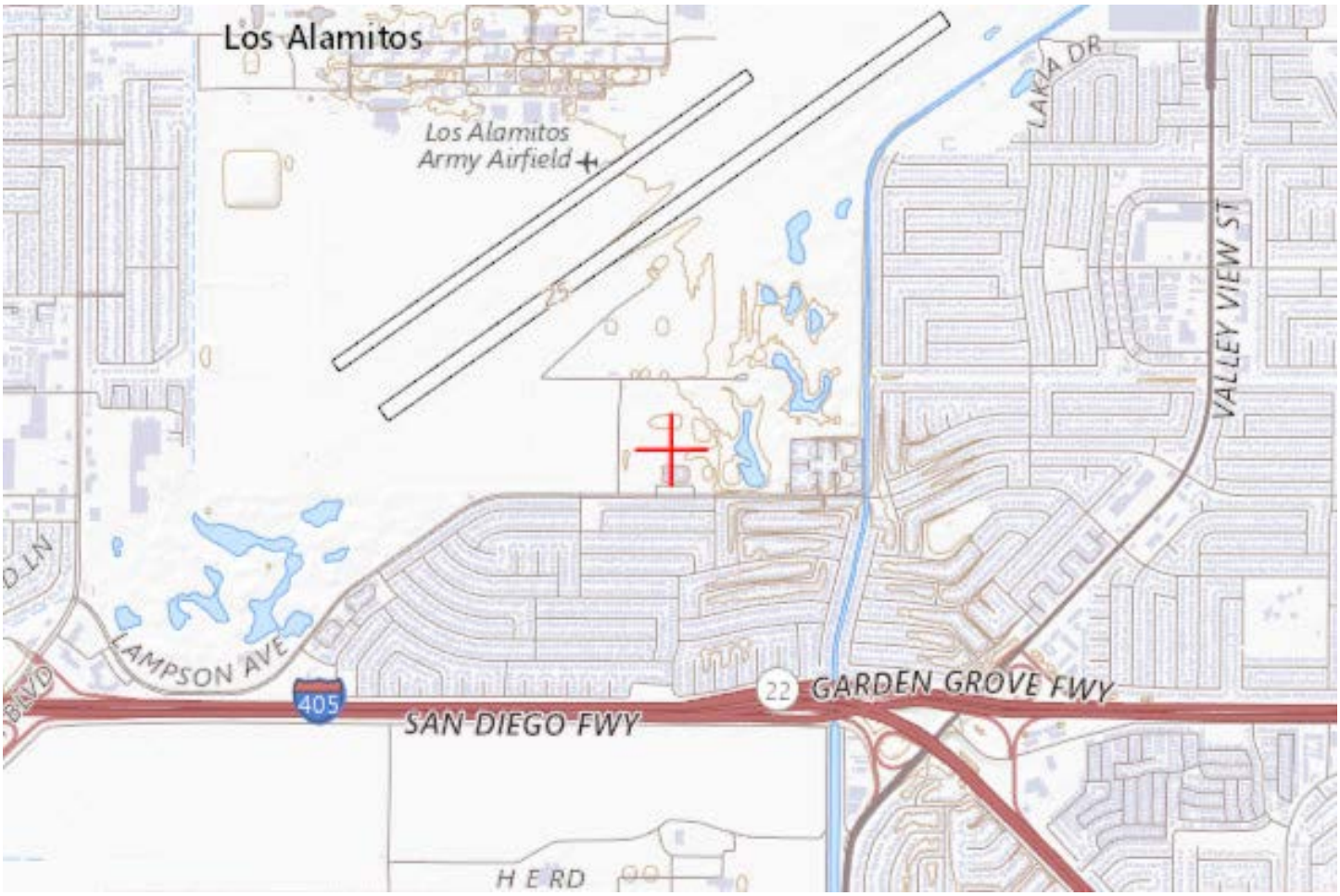
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-794-OE.

Signature Control No: 507667797-509342067 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-794-OE




for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
60
78
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
LOS ALAMITOS AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875-379.975
L 80
405
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96 *L 31 122.95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
44
25
475
bldgs
25
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT - 119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122.95
RP 2R, 20R
54

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

Aeronautical Study No.
2022-AWP-795-OE

Issued Date: 01/26/2022

Nick Johnson
Johnson Aviation, Inc.
6524 Deerbrook Road
Oak Park, CA 91377

**** 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 LPP 4-4
Location:	Los Alamitos, CA
Latitude:	33-46-57.49N NAD 83
Longitude:	118-02-51.74W
Heights:	25 feet site elevation (SE)
	45 feet above ground level (AGL)
	70 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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

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

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 07/26/2023 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

This determination is 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.

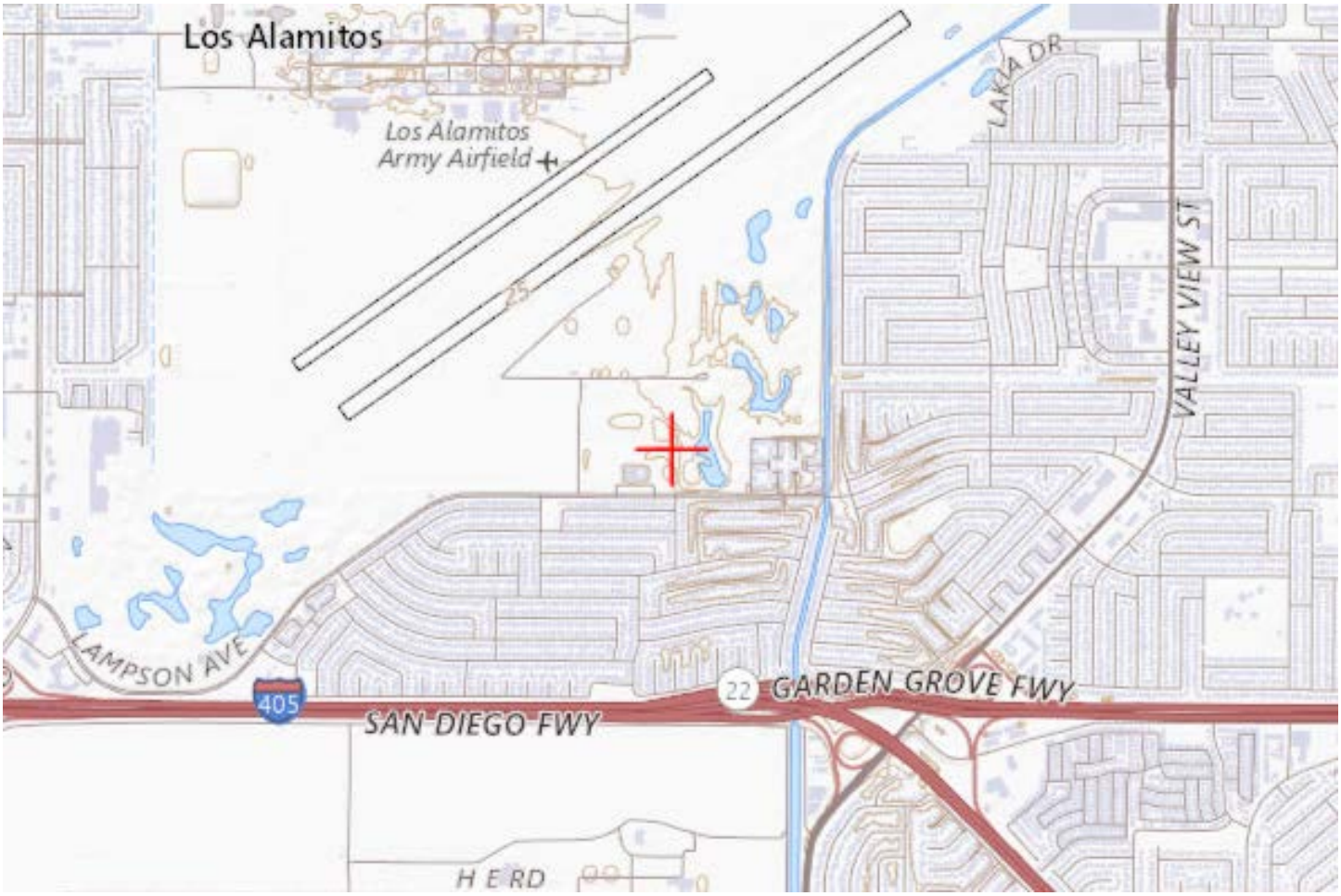
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (847) 294-7575, or vivian.vilaro@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-795-OE.

Signature Control No: 507667798-509342079 (DNE)
Vivian Vilaro
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-795-OE




for Class D eff hrs
LONG BEACH
(DAUGHERTY FLD) (LGB)
CT -119.4 ★ C 120.5 ★
ATIS 127.75
*L 100 122.95
RP-8R, 26R
100
50
60
245-247-249
313
26
272°
251°
427
515
SPEEDWAY
LOS ALAMITOS-AAF (SLI)
CT - 123.85 ★ C
ATIS 118.875-379.975
L 80
405
VORTAC
SEAL BEACH
115.7 Ch 104 SLI
EMMY & EVA
CTC SOCAL APP
20 NM ON 121.3
FULLERTON MUNI (FUL)
CT -119.1 ★ C ATIS 125.05
96-*L-31 122:95
RP 24
100
60
058°
AHEIM
Disneyland
STADIU
25
44
25
475
bldgs
JOHN WAYNE/
ORANGE COUNTY (SNA)
CT -119.9 ★ 126.8 ★ C
ATIS 126.0
56 L 57 122:95
RP 2R, 20R
54