

APPENDIX G



FAA DETERMINATIONS OF NO HAZARD

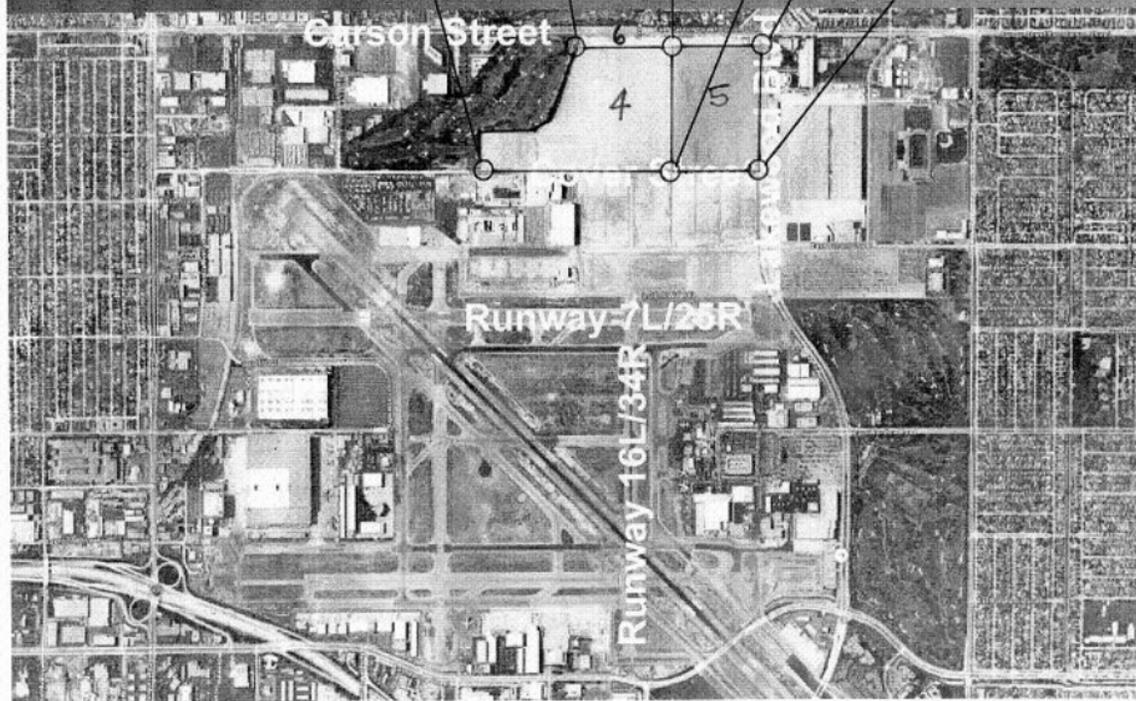
1. Sponsor: Mario Stavale The Boeing Company 4501 E. Conant St., Bld Long Beach CA 90808 562-497-6153 562-497-6204 salvatore.m.stavale@boeing.com
2. Sponsor's Rep.: Nick Johnson Johnson Aviation 6524 Deerbrook Road Oak Park CA 91377 818-606-3560 818-707-1545 nickjohnsonCNJ@aol.com
3. Notice of: New Construction
4. Duration: Permanent
5. Work Schedule: 1/1/2009 12/31/2010
6. Type: Various Buildings within defined Envelopes (see Table 1 below)
7. Marking: Red and Medium Intensity White, as required
8. FCC Antenna Reg #: N/A
9. Latitude: See Table 1 below
10. Longitude: See Table 1 below
11. Datum: See Table 1 below
12. Nearest: See Table 1 below
13. Nearest Airport: See Table 1 below
14. Distance from #13: See Table 1 below
15. Direction from #13: See Table 1 below
16. Site Elevation: See Table 1 below
17. Total Structure Height: See Table 1 below
18. Overall Height: See Table 1 below
19. Previous ASN: N/A
20. Description of Location: See Attached presentation
21. Description of Proposal: See Attached presentation on proposal

Table 1: Boeing Douglas Park Rezone Building Areas for FAA Assessment

Point	Latitude	Longitude	Datum	Nearest City, State	Nearest Public-use Airport	Distance from Airport (ARP) to Point	Direction from Airport (ARP) to Point (true)	Planned Site Elevation (AMSL)	Total Structure Height (AGL)	Overall Height (AMSL)
Point A	33 49 39.00224	118 09 14.77365	NAD 83	Long Beach, CA	LGB	3638.3	348.08 deg	51	50	101
Point B	33 49 53.85984	118 09 00.88334	NAD 83	Long Beach, CA	LGB	5077.6	004.77 deg	51	50	101
Point C	33 49 53.82734	118 08 46.72925	NAD 83	Long Beach, CA	LGB	5307.1	017.73 deg	51	75	126
Point D	33 49 39.36111	118 08 46.70091	NAD 83	Long Beach, CA	LGB	3939.6	024.23 deg	51	75	126
Point E	33 49 54.50078	118 08 33.71953	NAD 83	Long Beach, CA	LGB	5796.2	027.92 deg	51	75	126
Point F	33 49 39.33831	118 08 33.85297	NAD 83	Long Beach, CA	LGB	4491.4	036.96 deg	51	75	126

LGB ARP 33 49 03.8000 N 118 09 05.8000 W NAD 83

Boeing Douglas Park Vicinity





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6419-OE
 Prior Study No.
 2007-AWP-5991-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

**** 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 Point A
Location:	Long Beach, CA
Latitude:	33-49-39.00N NAD 83
Longitude:	118-09-14.77W
Heights:	50 feet above ground level (AGL) 101 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 completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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.

Any height exceeding 50 feet above ground level (101 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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 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 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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6419-OE.

Signature Control No: 604200-103740310

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

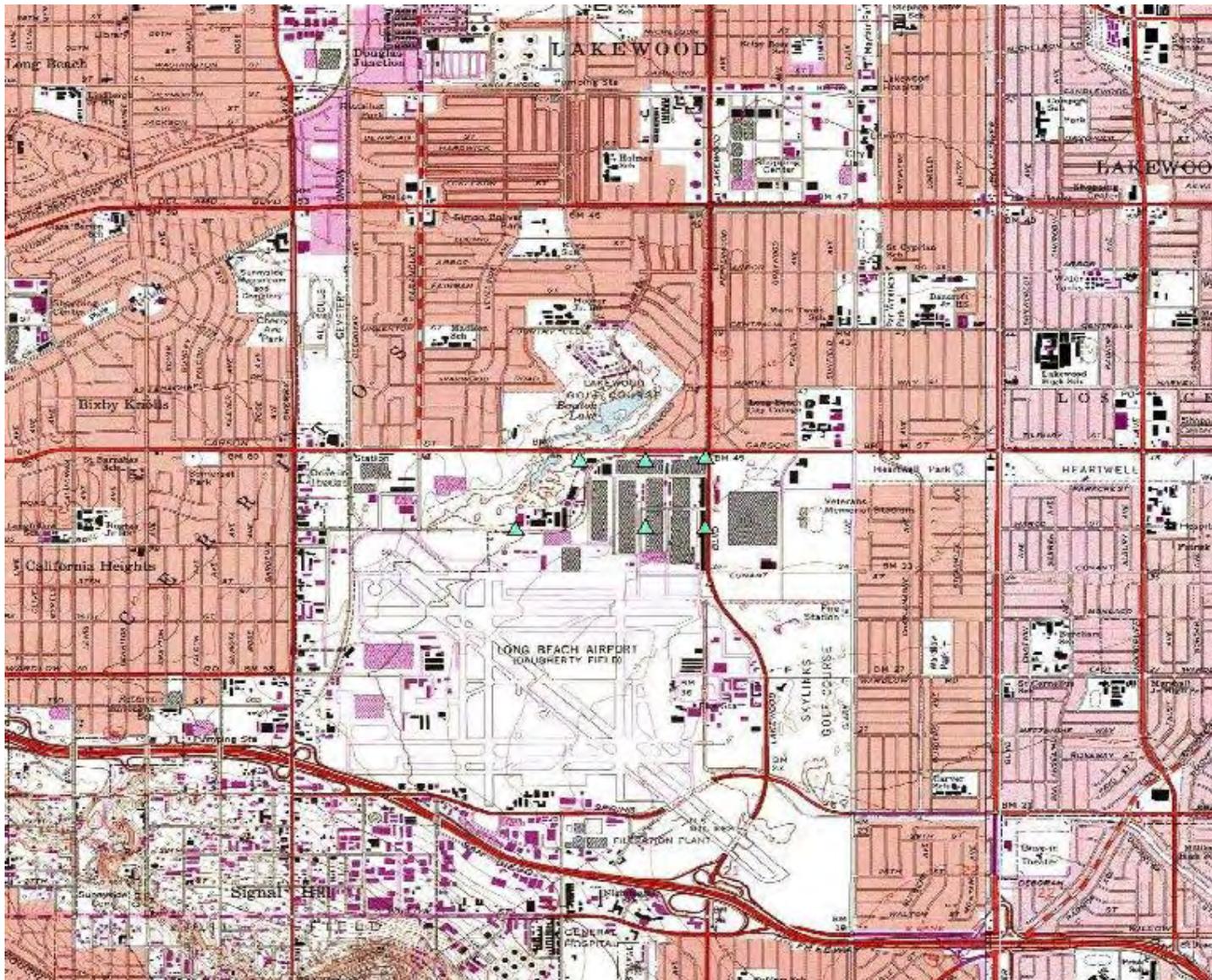
Additional information for ASN 2008-AWP-6419-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Boeing Douglas Park Rezone Area





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6422-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

**** 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 Point B
Location:	Long Beach, CA
Latitude:	33-49-53.86N NAD 83
Longitude:	118-09-00.88W
Heights:	50 feet above ground level (AGL) 101 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 completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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.

Any height exceeding 50 feet above ground level (101 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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This determination 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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6422-OE.

Signature Control No: 604205-103740312

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

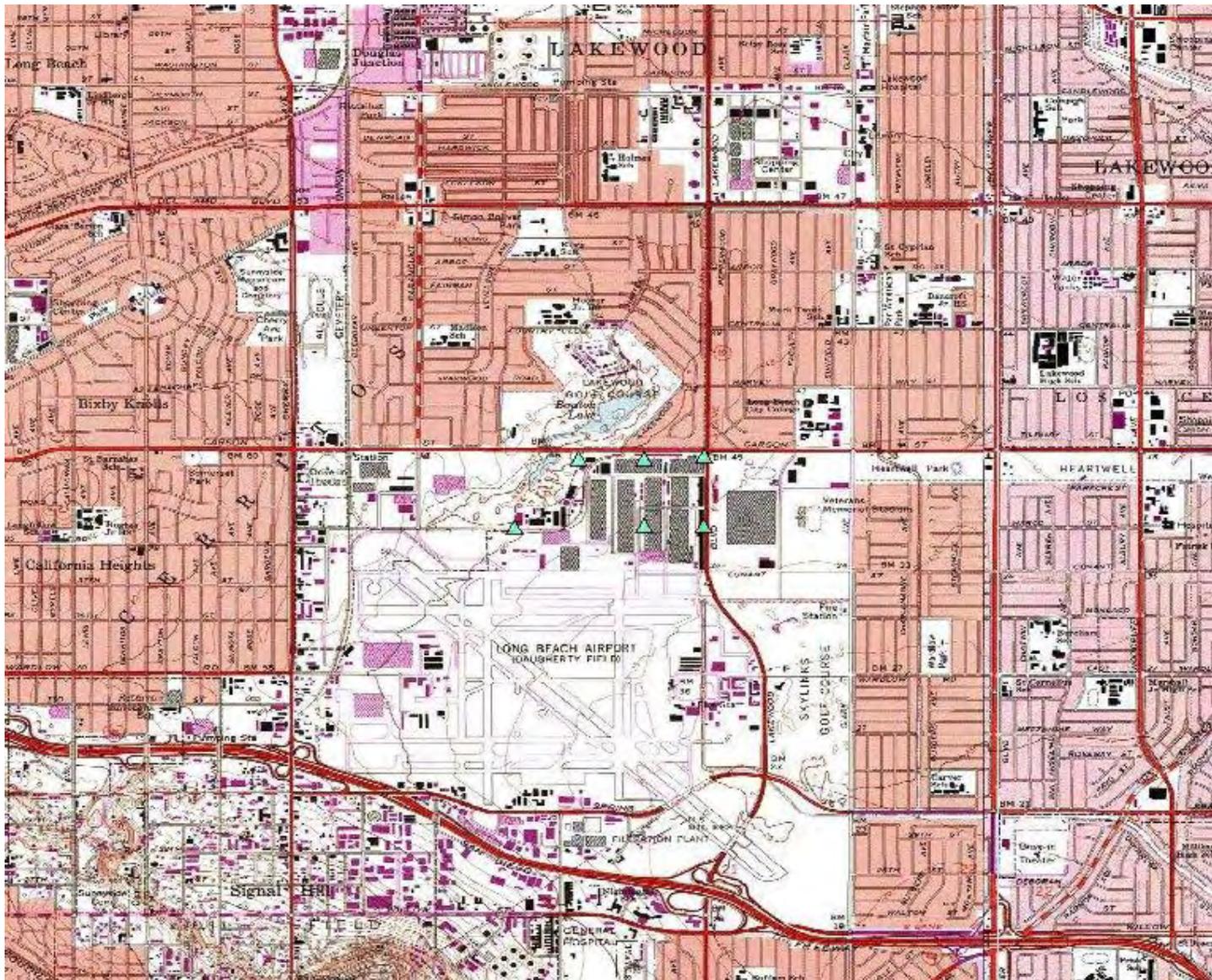
Additional information for ASN 2008-AWP-6422-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Boeing Douglas Park Rezone Area





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6423-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

**** 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 Point C
Location:	Long Beach, CA
Latitude:	33-49-53.83N NAD 83
Longitude:	118-08-46.73W
Heights:	75 feet above ground level (AGL) 126 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 completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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.

Any height exceeding 75 feet above ground level (126 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination expires on 06/02/2010 unless:

- (a) extended, revised or terminated by the issuing office.
- (b) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within

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

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A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6423-OE.

Signature Control No: 604206-103740308

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

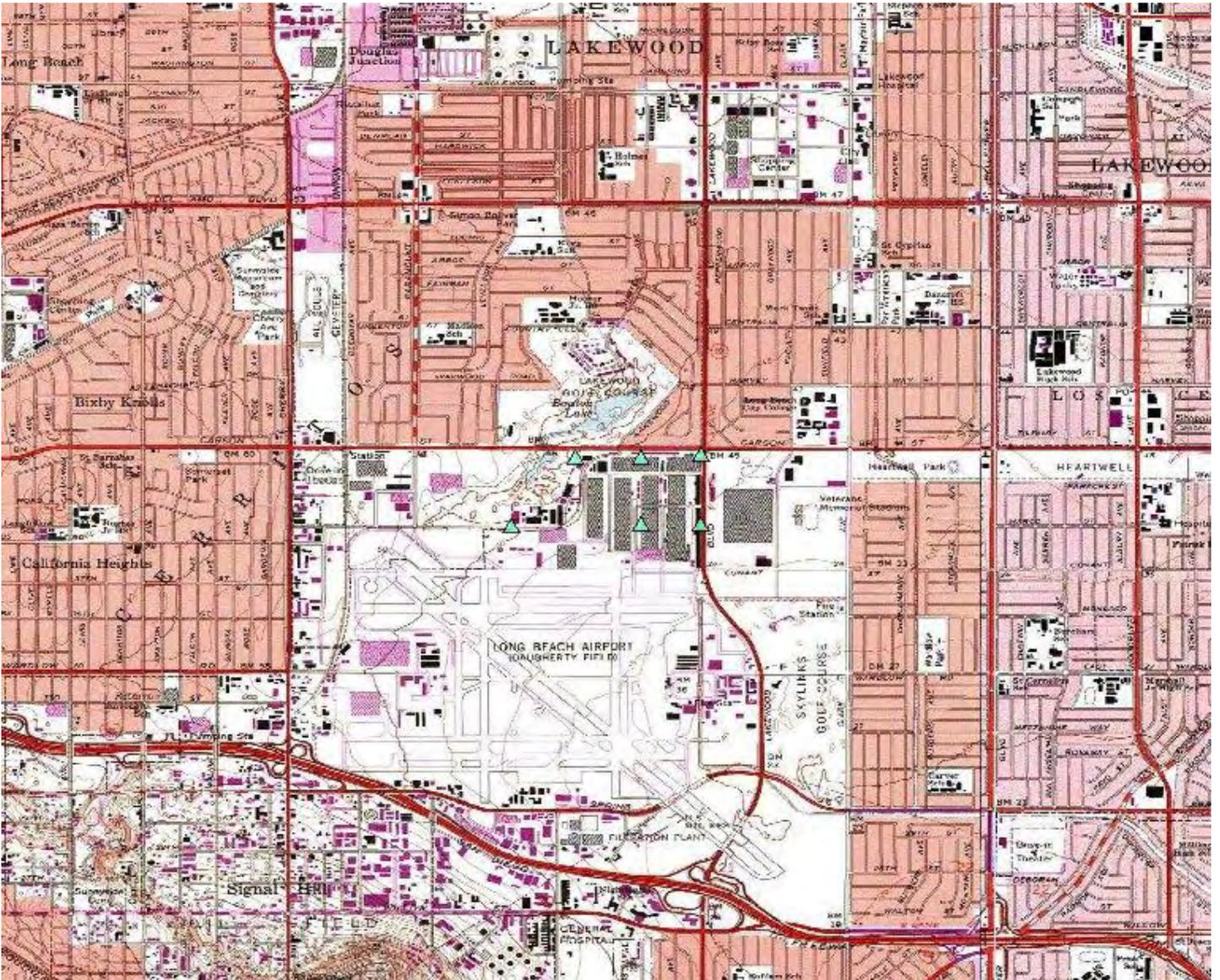
Additional information for ASN 2008-AWP-6423-OE

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PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Boeing Douglas Park Rezone Area





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6424-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

**** 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 Point D
Location:	Long Beach, CA
Latitude:	33-49-39.36N NAD 83
Longitude:	118-08-46.70W
Heights:	75 feet above ground level (AGL) 126 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 completed and returned to this office any time the project is abandoned or:

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

See attachment for additional condition(s) or information.

Based on this evaluation, marking and lighting are not necessary for aviation safety. However, if marking and/or lighting are accomplished on a voluntary basis, we recommend it be installed and maintained in accordance with FAA Advisory circular 70/7460-1 K Change 2.

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.

Any height exceeding 75 feet above ground level (126 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

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A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6424-OE.

Signature Control No: 604207-103740309

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

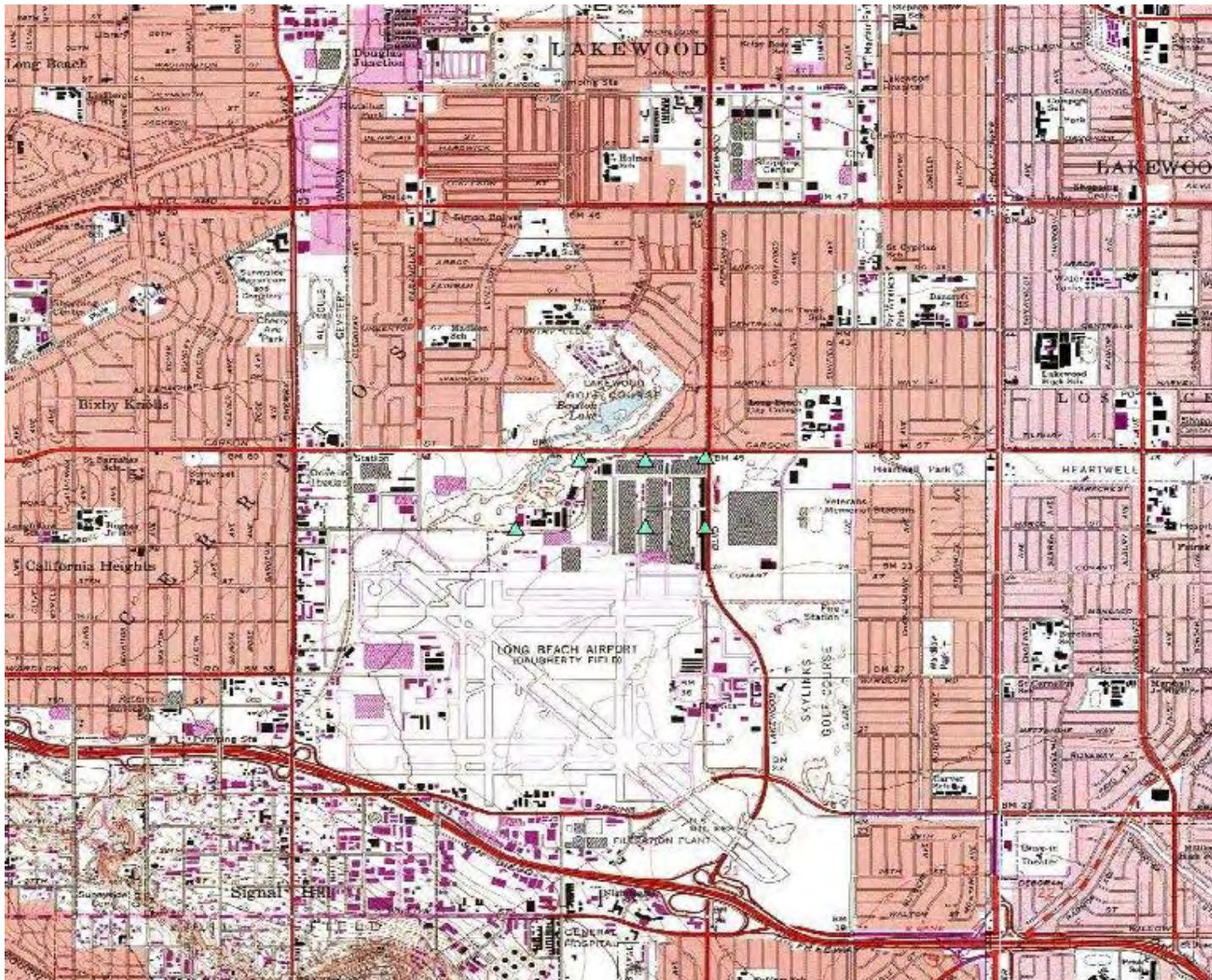
Additional information for ASN 2008-AWP-6424-OE

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PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

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Boeing Douglas Park Rezone Area





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6425-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

**** 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 Point E
Location:	Long Beach, CA
Latitude:	33-49-54.50N NAD 83
Longitude:	118-08-33.72W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

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Signature Control No: 604208-103740313

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

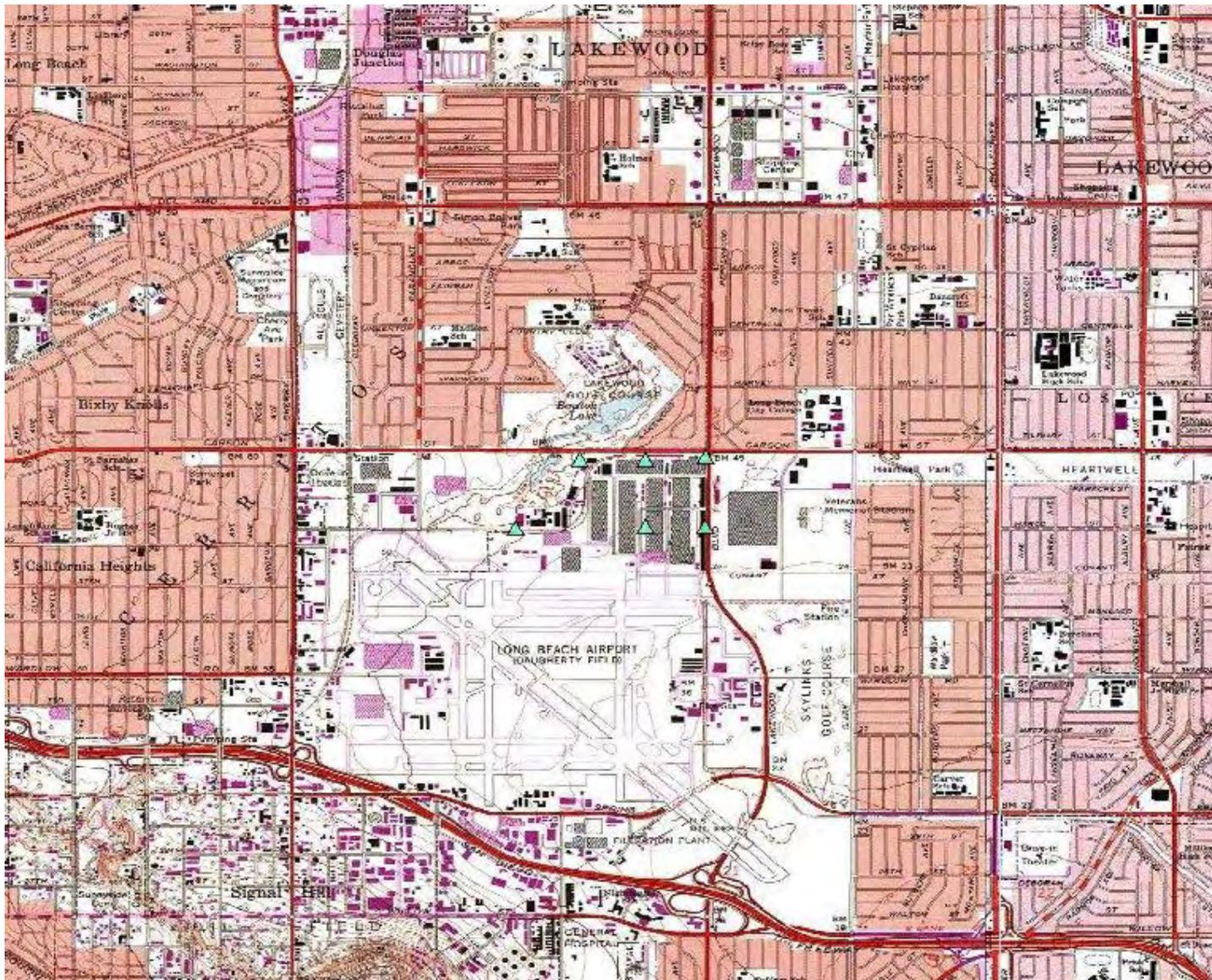
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Boeing Douglas Park Rezone Area





Federal Aviation Administration
 Air Traffic Airspace Branch, ASW-520
 2601 Meacham Blvd.
 Fort Worth, TX 76137-0520

Aeronautical Study No.
 2008-AWP-6427-OE

Issued Date: 12/02/2008

Salvatore M. Stavale
 Boeing Realty Corporation
 4501 E. Conant St.
 Long Beach, CA 90808

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Structure:	Building Point F
Location:	Long Beach, CA
Latitude:	33-49-39.34N NAD 83
Longitude:	118-08-33.85W
Heights:	75 feet above ground level (AGL) 126 feet above mean sea level (AMSL)

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- (b) 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 POSTMARKED OR DELIVERED TO THIS OFFICE AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE.

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 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 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.

A copy of this determination will be forwarded to the Federal Communications Commission if the structure is subject to their licensing authority.

If we can be of further assistance, please contact our office at (310) 725-6557. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2008-AWP-6427-OE.

Signature Control No: 604210-103740311

(DNE)

Karen McDonald
Specialist

Attachment(s)
Additional Information
Case Description
Map(s)

Additional information for ASN 2008-AWP-6427-OE

THE SIX PROJECT POINTS FOR THIS AREA OF THE BOEING DOUGLAS PARK DEVELOPMENT WERE ENTERED INTO THE OE SYSTEM BY THE FAA. THE SIX PROJECT POINTS DO NOT REPRESENT ACTUAL STRUCTURES, BUT RATHER AN AREA WHICH IS UNDER CONSIDERATION FOR REZONING.

PORTIONS OF THIS AREA WILL HAVE FUTURE STRUCTURES UNDERLYING THE LGB RNAV (RNP) RWY 12 INSTRUMENT APPROACH PROCEDURE (IAP) MISSED APPROACH SEGMENT.

THE SPONSOR IS EXPECTED TO SUBMIT FUTURE DEFINITE BUILDING SITE PROPOSALS WITHIN THIS REZONED AREA INDIVIDUALLY, WITH THEIR SPECIFIC LATITUDE/LONGITUDE, SITE ELEVATION, AND ABOVE GROUND LEVEL HEIGHTS. THIS WILL ENABLE FINAL AIRSPACE DETERMINATIONS TO BE ISSUED WITH SITE-SPECIFIC DATA FOR THE FINAL DESIGNED BUILDING FOOTPRINT LAYOUTS.

Boeing Douglas Park Rezone Area

