



Federal Aviation Administration

October 23, 2018

TO: City of San Diego
Attn: Wayne Reiter
3750 John J Montgomery Dr
San Diego, CA 92123
wreiter@sandiego.gov

CC: CITY OF SAN DIEGO
3750 JOHN J MONTGOMERY DR
SAN DIEGO, CA 92123
WReiter@sandiego.gov

CC: C&S Companies
Attn: Eric Garfield
2020 Camino Del Rio North
Suite 1000
San Diego, CA 92108
egarfield@cscos.com

RE: (See attached Table 1 for referenced case(s))
FINAL DETERMINATION

Table 1 - Letter Referenced Case(s)

Table with 7 columns: ASN, Prior ASN, Location, Latitude (NAD83), Longitude (NAD83), AGL (Feet), AMSL (Feet). It lists 14 cases for SAN DIEGO, CA with various coordinates and altitudes.

Description: A prior FAA Determination regarding line of site was issued for this specific alteration at MYF. This revised submission takes in account the "line of site" concern to be addressed and presented to the airport sponsor. The revisions to 2017-AWP-2796-NRA, 2017-AWP-2788-NRA, 2017-AWP-2789-NRA, 2017-AWP-2792-NRA were all shifted and lowered to allow for an unobstructed clear view of the Runway 23 end. The slight visibility challenge with taxiway C is going to result in coordination of current masterplan and adjusting the hold bars back to a visible location and away from the operation APRON of this proposed facility.

We do not object with conditions to the construction described in this proposal provided:

You comply with the requirements set forth in FAA Advisory Circular 150/5370-2, "Operational Safety on Airports During Construction."

The proponent is required to coordinate all associated activities with the Airport Manager/Airport Traffic Control Tower (ATCT) 5 business days prior to the beginning of the project.

This determination is subject to review if disruption to FAA Operations should occur.

The FAA-Office of Airports does not object under the provision that the upcoming Airport Layout Plan submittal will not show a Departure Surface for Runway 5 per AC 150/5300-13A.

You comply with Chapters of Advisory Circular 70/7460-1L, Obstruction Marking and Lighting.

RED OBSTRUCTION LIGHTING ON TWO CLOSEST CORNERS OF THE STRUCTURE TO THE RUNWAY. HEIGHTS PENETRATE AN FAR PART 77 PROTECTED SURFACE.

RWY 5 is NA for departures, there is no IFR Effect.

A separate notice to the FAA is required for any construction equipment, such as temporary cranes, whose working limits would exceed the height and lateral dimensions of your proposal.

This determination does not constitute FAA approval or disapproval of the physical development involved in the proposal. It is a determination with respect to the safe and efficient use of navigable airspace by aircraft and with respect to the safety of persons and property on the ground.

In making this determination, the FAA has considered matters such as the effects the proposal would have on existing or planned traffic patterns of neighboring airports, the effects it would have on the existing airspace structure and projected programs of the FAA, the effects it would have on the safety of persons and property on the ground, and the effects that existing or proposed manmade objects (on file with the FAA), and known natural objects within the affected area would have on the airport proposal.

This determination expires on April 23, 2020 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 the completion of construction, or the date the FCC denies the application.

NOTE: Request for extension of the effective period of this determination must be obtained at least 15 days prior to expiration date specified in this letter.

If you have any questions concerning this determination contact Lloyd E. Lewis (424) 405-7316
lloyd.e.lewis@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study
Number 2018-AWP-3450-NRA.

Lloyd E. Lewis

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Signature Control No: 386188659-388326441