COUNTY OF LOS ANGELES
AIRPORT LAND USE COMMISSION

August 24, 2021

Justin Fleming
NHW Investors, LLC
1880 Century Boulevard East, Suite 1017
Los Angeles, CA 90067

MINOR AVIATION CASE NO. RPPL2021008185
DEVELOPMENT PROJECT AT 2311 N. HOLLYWOOD WAY
IN THE CITY OF BURBANK
APN 2463-001-019

Dear Mr. Fleming,

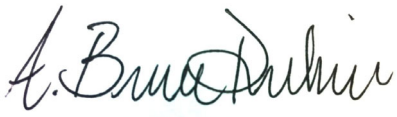
Pursuant to Section 1.5.2 of the Los Angeles County Airport Land Use Commission (ALUC) Review Procedures, ALUC staff has reviewed the proposed mixed-use development project with residences, retail, and offices located at 2311 N. Hollywood Way in the Burbank.

Staff has determined that the proposed development project is consistent with the policies contained in the Airport Land Use Plan and the ALUC Review Procedures for Los Angeles County, subject to two conditions to maintain consistency.

Attached please find the Staff Report on Minor Aviation Case No. RPPL2021008185. Thank you for the opportunity to comment on this project. If you have any questions regarding this matter, please contact Alyson Stewart at (213) 974-6432 or via email at astewart@planning.lacounty.gov, between 7:30 am and 5:30 PM, Monday through Thursday.

Sincerely,

DEPARTMENT OF REGIONAL PLANNING
Amy J. Bodek
Director



Bruce Durbin, Supervising Regional Planner
Ordinance Studies Section

RPPL2021008185

BD:as

Attachment: Staff Report

C: City of Burbank Planning Department

AIRPORT LAND USE COMMISSION STAFF REPORT
DEVELOPMENT PROJECT AT 2311 N. HOLLYWOOD WAY, BURBANK
MINOR AVIATION CASE RPPL2021008185
APPLICANT: NHW INVESTORS, LLC
AUGUST 24, 2021

PURPOSE

The project referred to the Airport Land Use Commission (ALUC) for review is a proposal to redevelop a big-box retail store and a large surface parking lot into a multi-story mixed use development containing offices, retail, restaurants, residences, and parking garages (Project) located at 2311 N. Hollywood Way in the City of Burbank. The Project is seeking discretionary entitlements in the form of a Conditional Use Permit from the City of Burbank. This Project is subject to review for consistency with the Los Angeles County Airport Land Use Compatibility Plan (ALUP) adopted by the ALUC for Los Angeles County in 1991 because the Project's location is within the Airport Influence Area (AIA) of Hollywood Burbank Airport (Airport).

LOCATION AND DESCRIPTION OF THE PROJECT SITE

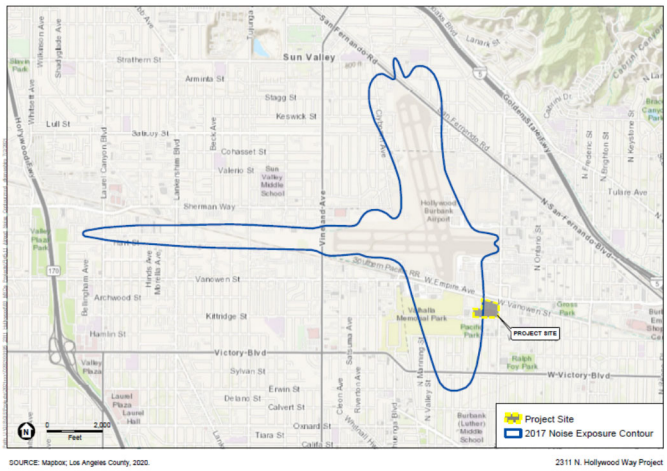
The 10.43-acre Project site located at 2311 N. Hollywood Way (APN 2463-001-019) in the City of Burbank, is currently developed with a one-story retail store (formerly Fry's Electronics Store) and two ancillary structures that total approximately 105,626 square feet and a surface parking lot with 882 parking spaces. The Project site is generally flat with limited landscaping and trees.

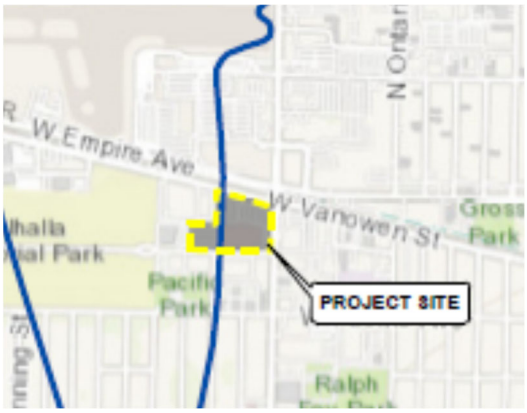
The Project site is located within the AIA of the Airport, and the western boundary of the Project site is within the 65 dBA Community Noise Equivalent Level (CNEL) noise contour. The northwestern corner of the site is located approximately 1,350 feet from the edge of Runway 33. The western boundary of the site is approximately 235 feet from the nearest Runway Protection Zone (RPZ) boundary line.

The Project site is currently zoned C-3 (Commercial General Business), which will retain the same zoning after redevelopment. The existing land use category of Regional Commercial will also be retained, and therefore no plan amendment or zone change is necessary. The proposed uses are consistent with existing General Plan policies and zoning regulations. Immediately to the west of the Project site are two existing one- and two-story office buildings and a large one-story warehouse. To the south are multiple small office and light industrial uses, an Army National Guard office, and a park. To the east are additional office uses and a self-service storage business. To the north is the Airport, a Regional Intermodal Transportation Center, and an Amtrak/Metrolink rail station. There are two sensitive uses within 1,000 feet of the Project site – an elementary school further to the east and an urgent care clinic across the street to the northeast.

The Project proposes the demolition of the existing structures and construction of a mixed-use development with up to 151,800 square feet of office uses, 9,700 square feet of retail/restaurant uses, and 862 residential units (including 6 live/work units and 80 Very Low Income units). At this time, the Project is considering two office options: Option 1 includes four 4-story buildings containing 84,900 square feet of floor area with a maximum height of 57 feet 7 inches per Burbank Municipal Code (BMC) or 74 feet 2 inches to the tallest point of the building (stair tower); and Option 2 includes one 5-story building containing 151,800 square feet of floor area with a maximum height of 70 feet 11 inches per the BMC or 87 feet 4 inches to the tallest point of the building (stair tower). The residential units would be provided in two 7-story buildings with a maximum height of 77 feet 11 inches per the BMC or 94 feet to the tallest point of the building

(stair tower) and with 8,200 square feet of retail/restaurant and residential uses on the ground floor. Up to 1,500 square feet would be provided in a free standing 1-story building reaching a maximum height of 17 feet per the BMC located on the Vanowen side of the property. The Project would include, if Option 2 with the larger office space is chosen, a total building area of up to 937,613 square feet and would have a floor area ratio (FAR) of up to 2.1. The Project will also include four parking garages with ranges from one to five stories.





STATUTORY REQUIREMENTS

Per the ALUC Review Procedures, a local agency's general plan that affects property within an AIA of an airport in Los Angeles County must be reviewed by ALUC for consistency with the ALUP. The General Plan for the City of Burbank was reviewed and found consistent by ALUC in 2013. As no plan amendment is being sought for this Project, it is being reviewed as a major land use action with no significant compatibility concerns under Section 1.5.2.(b) and (d) and Section 1.5.3.(4) and (5).

ENVIRONMENTAL DETERMINATION

A Sustainable Communities Environmental Assessment (SCEA) has been prepared for this Project pursuant to SB 375. This Project meets all criteria under SB 375's CEQA streamlining for a SCEA as the Project is consistent with all applicable policies in SCAG's 2016 and 2020 Regional Transportation Plans/Sustainable Communities Strategies, contains at least 50 percent residential use, provides a minimum net density of at least 20 dwelling units, and is located within 0.5 miles of a major transit stop or high-quality transit corridor.

PROJECT STATUS

The Project is tentatively scheduled for a public hearing in September 2021 with the Planning Board for the City of Burbank. The entitlement being considered for the Project at the public hearing is a Conditional Use Permit.

ANALYSIS

The ALUP lists five general policies, four noise policies, and seven safety policies which are considered in the consistency analysis for this Project.

General

The SCEA identified the Project site to be partially within the 65 dBA CNEL contour and partially outside of the contour. The proposed use for the Project site will be a mixture of residential, commercial, and office uses. The office buildings and small portions of two residential buildings

on the western portion of the Project site will be within the 65 dBA CNEL contour and the remaining buildings on the Project site will be exposed to noise levels just below 65 dBA CNEL (per Table 5-22 in the SCEA, based on 2017 noise contour maps). According to the Land Use Compatibility Table in the ALUP, residential uses in noise contours between 60 and 70 dBA CNEL may be allowed, provided that noise insulation needs have been addressed. Commercial uses, which may involve retail, restaurant, and office uses, are generally allowed in areas with noise contours up to 75 dBA CNEL, but noise insulation needs should be addressed within noise contours between 65 and 75 dBA CNEL. Based on the Project site's location within the airport's noise contours, there are no apparent issues of incompatibility with the proposed land uses. Furthermore, the Project's proposed land uses will not be built to a height that will encroach into navigable airspace and will not include elements such as distracting lights or glare, or that will attract wildlife to create a hazard to safe air navigation. According to FAA's determination letter of July 14, 2021, the Project will have no substantial adverse effect on airport operations and airspace. The Project's location is not within a runway protection zone (RPZ) and is not directly underneath a flightpath, and therefore an avigation easement to the Airport is not required.

Based on the above analysis, the Project is consistent with all ALUP General Policies.

Noise

The SCEA used the CNEL method to measure noise impacts from the Airport to the Project site and concluded that such impacts would be less than significant with implementation of two project design features and compliance with California Noise Insulation Standards (Title 24 of California Code of Regulations), which set forth an interior noise standard of 45 dBA CNEL in all habitable rooms. There are other noise sources beyond aircraft noise that push the combined CNEL to 72.7 dBA for parts of the Project site. The east side of the Project site faces N. Hollywood Way, a busy thoroughfare, and the north side of the Project site faces railroad tracks with frequent train service. Because of the higher CNEL from these noise sources, a higher sound attenuation is required to achieve a 45 dBA CNEL interior noise standard as required by state law. Noise barriers, building façade upgrades and mechanical ventilation will be incorporated into the Project to achieve the interior noise standard. Per PDF-NOI-1 from the SCEA, a four-foot noise barrier will be erected on all outdoor living spaces facing N. Hollywood Way to mitigate for traffic noise. PDF-NOI-2 proposes installing mechanical ventilation, including air conditioning, windows with a sound transmission class rating that is higher than standard, low air infiltration rated frames for windows and sliding glass doors, solid exterior doors with weather stripping and threshold seals, and roof and attic vents that are boxed or provided with baffling, for all residential units in high noise exposure areas. These upgrades will provide for a 24 dBA CNEL exterior to interior noise attenuation with all windows and doors closed. Additionally, the portion of the Project site nearest the flight path and within the 65 dBA noise contour will be used for offices and a four-story parking garage to support the offices.

Based on the above analysis, the Project is consistent with all ALUP Noise Policies.

Safety

The proposed land uses involve a mix of residential, office, and commercial retail and restaurant uses, which are the types of land uses that typically do not have significant impacts on surrounding properties. The maximum height of the building on the western portion of the Project site, will be 88 feet, which is at the upper limit of the FAR 77 obstruction plane. Any additional height to the building will result in a determination of hazard to air navigation. The maximum height of the remaining buildings on the Project site will be 94 feet. The FAA issued determinations of no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities for all buildings on the Project site, provided that the

roof corners of the building on the western portion of the Project site (identified as J, K, L, and M in the FAA determinations) install FAA-compliant obstruction lighting or markings. The Project site is located approximately 1,350 feet to the southwest of the nearest runway, and approximately 235 feet from the nearest RPZ boundary. The Project site is not under a flightpath and does not encroach or jeopardize the RPZs, nor will the Project contribute to additional persons occupying the RPZs. The Project does not propose above-ground storage of flammable liquids or toxic materials. The Project does not propose to include lighting that would direct a steady light of red, white, green, or amber colors associated with airport or aircraft operations, other than the FAA-compliant obstruction lighting. The proposed land uses for the Project site do not typically attract wildlife, especially birds, and do not generate electrical interference that may be detrimental to the operation of aircraft or aircraft instrumentation.

Based on the above analysis, the Project is consistent with all ALUP Safety Policies.

CONSISTENCY DETERMINATION

ALUC staff reviewed the proposed development and determined that the Project is **consistent** with the policies of the Los Angeles County ALUP, **provided that the Project complies with the following conditions:**

1. Potential buyers and tenants of residential units on the Project site shall be issued a Real Estate Information Form, purchase agreement, or similar disclosure notice that contains information regarding potential exposure to noise and annoyance on site from activities at and near Hollywood Burbank Airport.
2. Compliance with FAA requirements for obstruction markings or lights on the roof of the office buildings and parking garage (at points J, K, L, and M) on the western portion of the Project site, per FAA Determinations 2021-AWP-7397 through 7400, and that the buildings shall not exceed the maximum height of 88 feet.

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

Aeronautical Study No.
2021-AWP-7388-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 A
Location:	Burbank, CA
Latitude:	34-11-30.79N NAD 83
Longitude:	118-21-03.80W
Heights:	669 feet site elevation (SE) 94 feet above ground level (AGL) 763 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.

This determination expires on 01/14/2023 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.

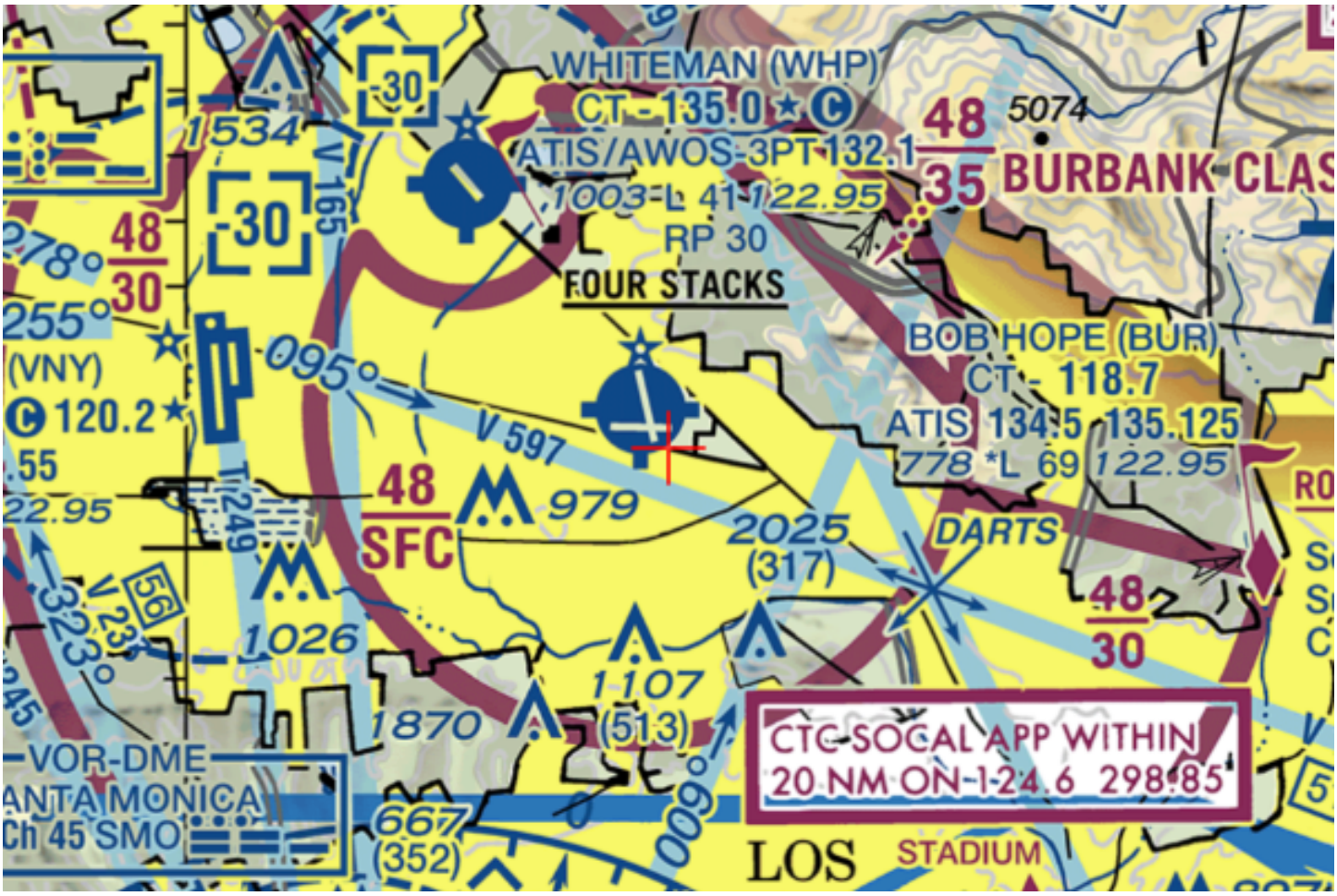
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7388-OE.

Signature Control No: 480730241-488046695 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-8



Attachment 16-9

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

Aeronautical Study No.
2021-AWP-7389-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 B
Location:	Burbank, CA
Latitude:	34-11-30.75N NAD 83
Longitude:	118-21-00.47W
Heights:	669 feet site elevation (SE)
	94 feet above ground level (AGL)
	763 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.

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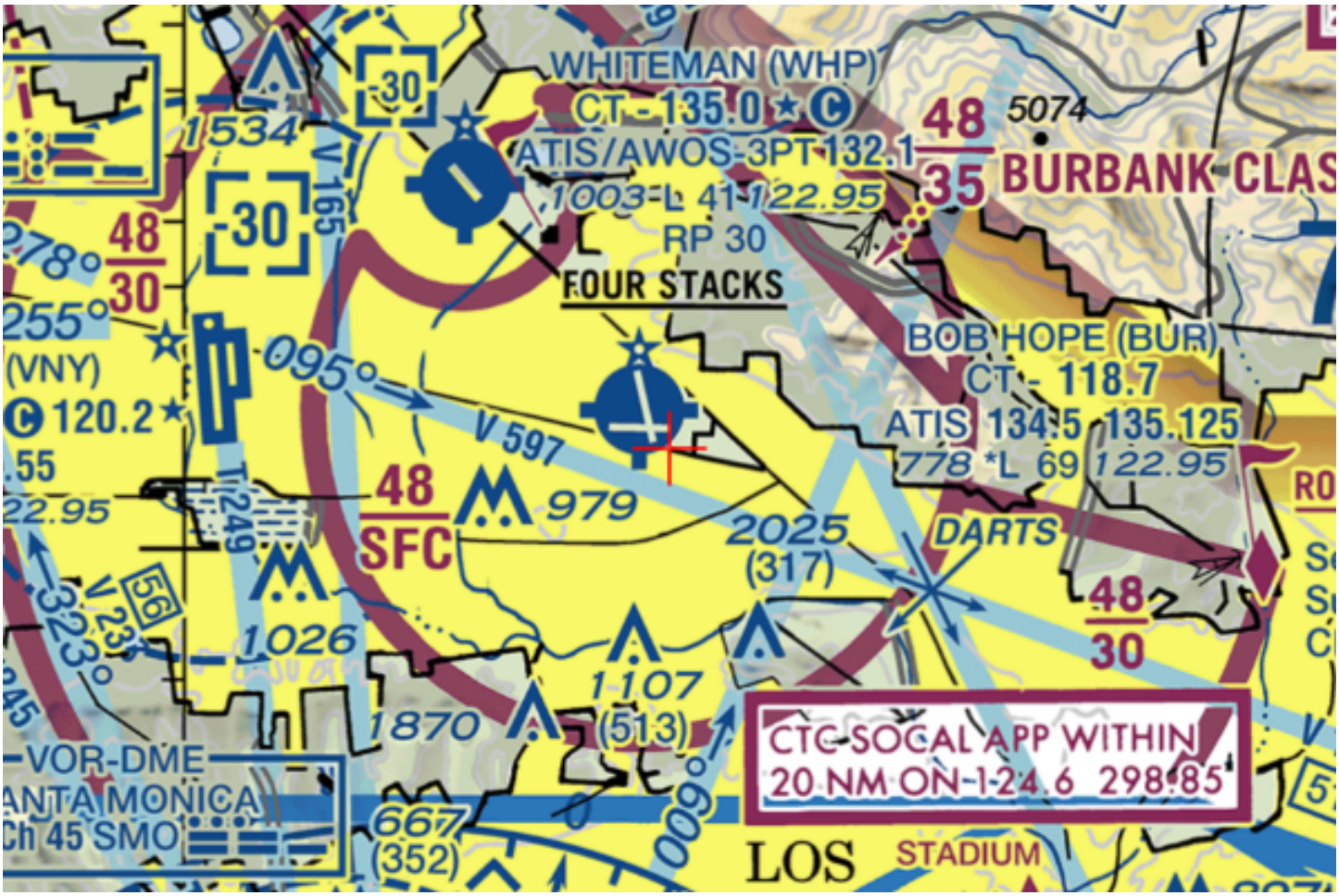
Signature Control No: 480730242-488046689 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-11

Sectional Map for ASN 2021-AWP-7389-OE



Attachment 16-12

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

Aeronautical Study No.
2021-AWP-7390-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 C
Location:	Burbank, CA
Latitude:	34-11-29.87N NAD 83
Longitude:	118-20-57.10W
Heights:	669 feet site elevation (SE)
	94 feet above ground level (AGL)
	763 feet above mean sea level (AMSL)

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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)

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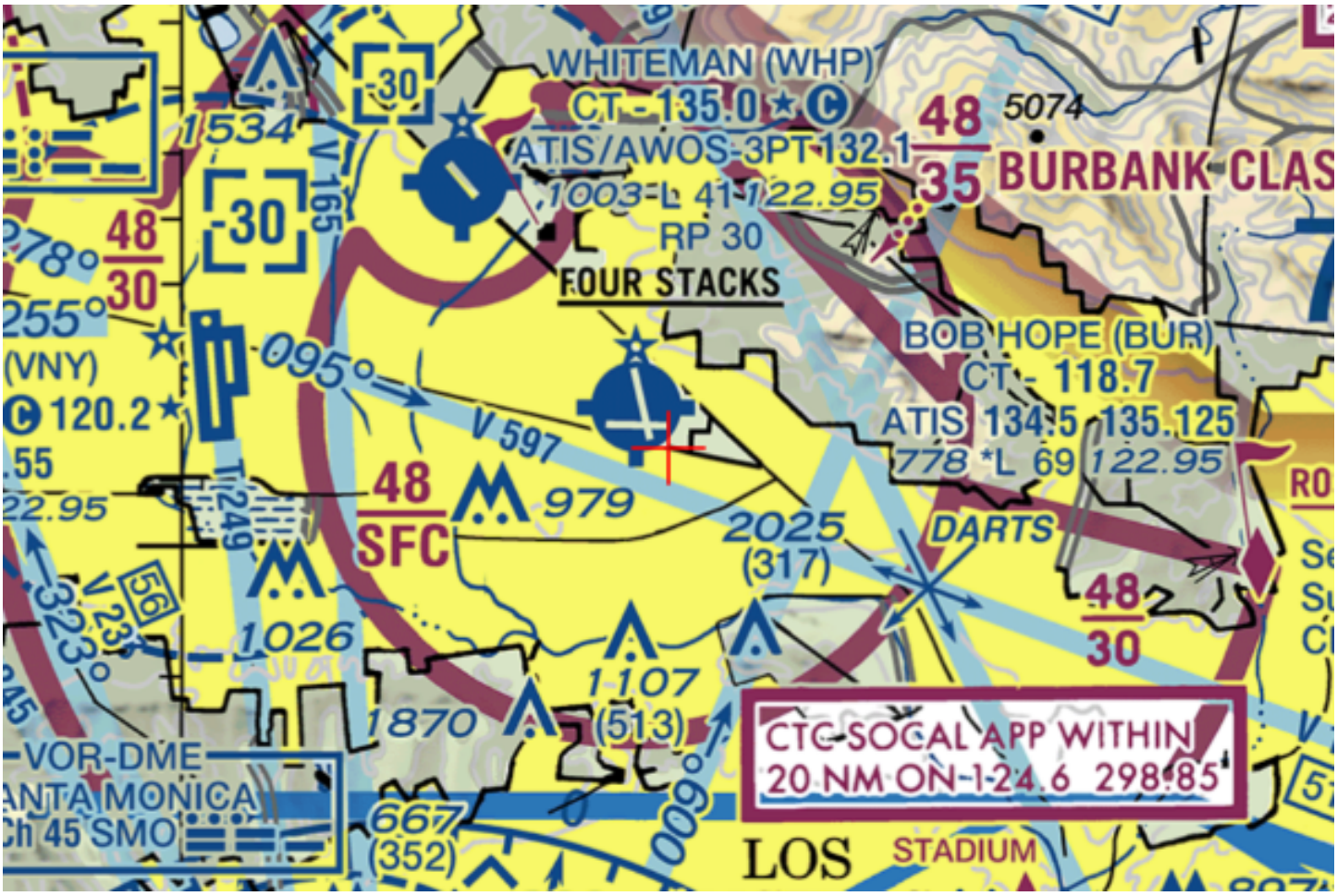
Signature Control No: 480730243-488046693 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-14

Sectional Map for ASN 2021-AWP-7390-OE



Attachment 16-15

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

Aeronautical Study No.
2021-AWP-7391-OE

Issued Date: 07/14/2021

Justin Fleming
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Los Angeles, CA 90067

**** 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 D
Location:	Burbank, CA
Latitude:	34-11-28.02N NAD 83
Longitude:	118-20-57.13W
Heights:	669 feet site elevation (SE)
	94 feet above ground level (AGL)
	763 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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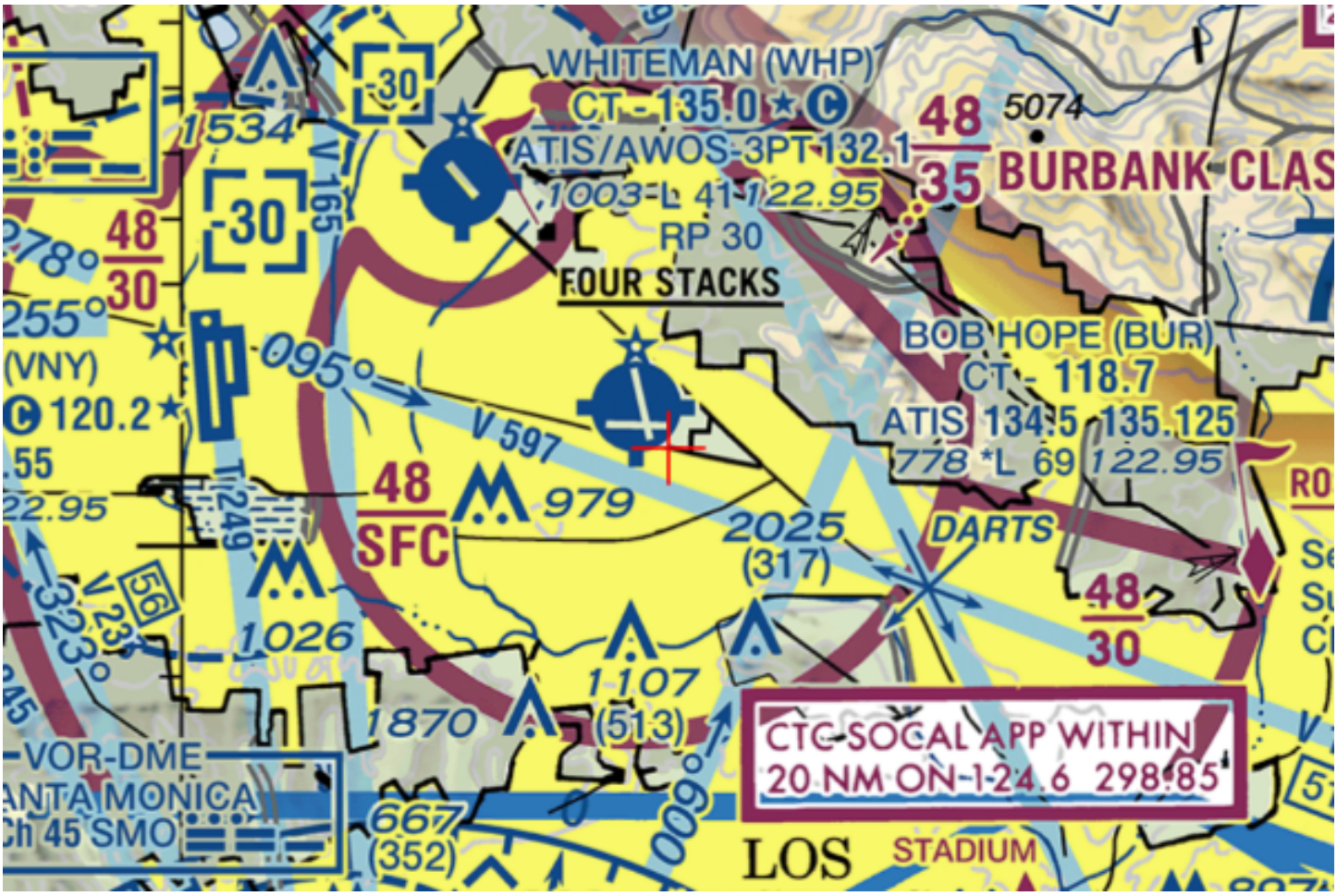
Signature Control No: 480730244-488046688 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-17



Attachment 16-18

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

Aeronautical Study No.
2021-AWP-7392-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 E
Location:	Burbank, CA
Latitude:	34-11-28.37N NAD 83
Longitude:	118-21-03.51W
Heights:	669 feet site elevation (SE)
	94 feet above ground level (AGL)
	763 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.

This determination expires on 01/14/2023 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.

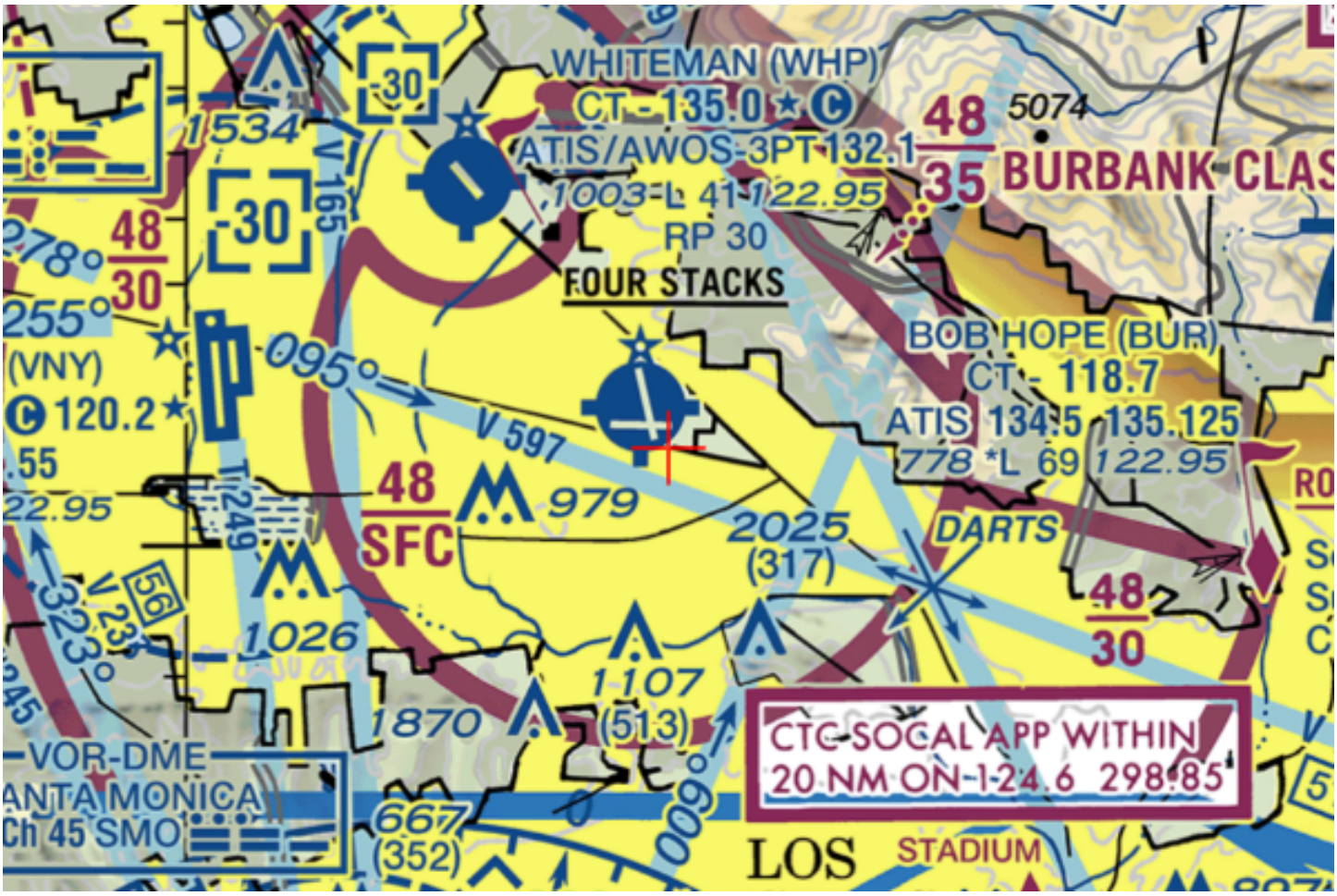
If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7392-OE.

Signature Control No: 480730245-488046694 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-20

Sectional Map for ASN 2021-AWP-7392-OE



Attachment 16-21

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

Aeronautical Study No.
2021-AWP-7393-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 F
Location:	Burbank, CA
Latitude:	34-11-27.50N NAD 83
Longitude:	118-21-03.53W
Heights:	667 feet site elevation (SE) 94 feet above ground level (AGL) 761 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.

This determination expires on 01/14/2023 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.

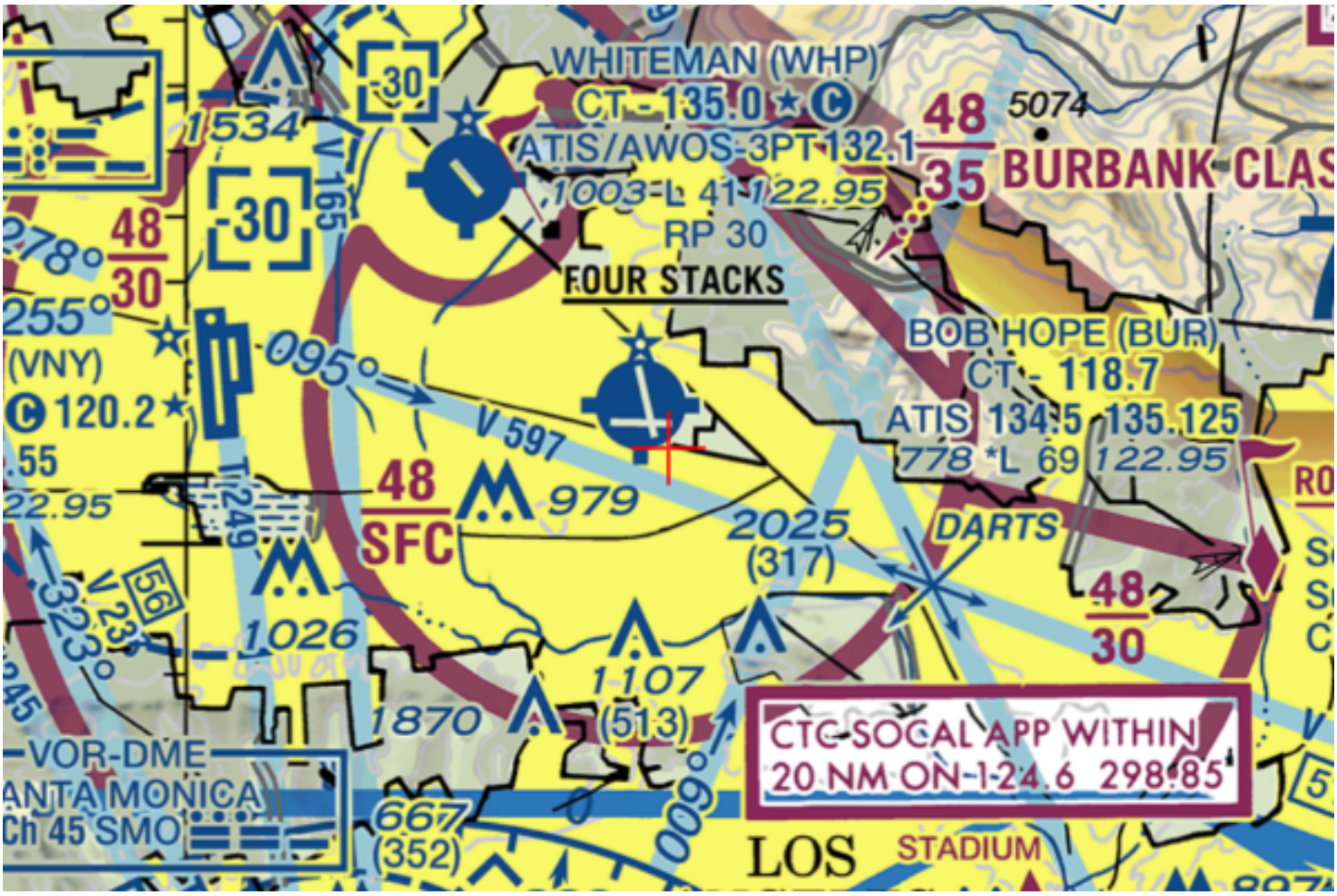
If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7393-OE.

Signature Control No: 480730246-488046687 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-23

Sectional Map for ASN 2021-AWP-7393-OE



Attachment 16-24

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

Aeronautical Study No.
2021-AWP-7394-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 G
Location:	Burbank, CA
Latitude:	34-11-27.68N NAD 83
Longitude:	118-20-57.14W
Heights:	667 feet site elevation (SE) 94 feet above ground level (AGL) 761 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.

This determination expires on 01/14/2023 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.

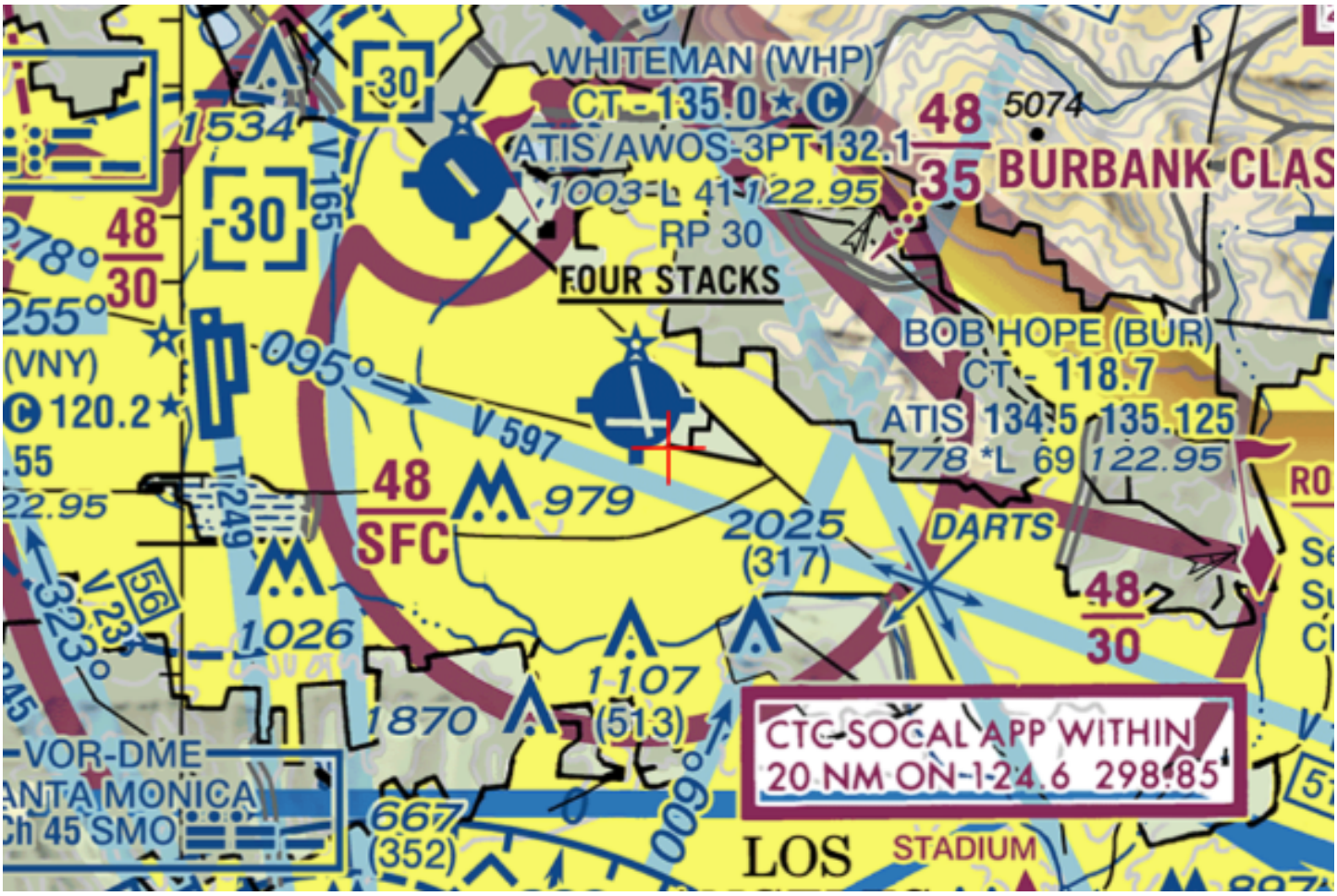
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7394-OE.

Signature Control No: 480730247-488046692 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-26



Attachment 16-27

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

Aeronautical Study No.
2021-AWP-7395-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 H
Location:	Burbank, CA
Latitude:	34-11-25.35N NAD 83
Longitude:	118-20-57.19W
Heights:	667 feet site elevation (SE)
	94 feet above ground level (AGL)
	761 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.

This determination expires on 01/14/2023 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.

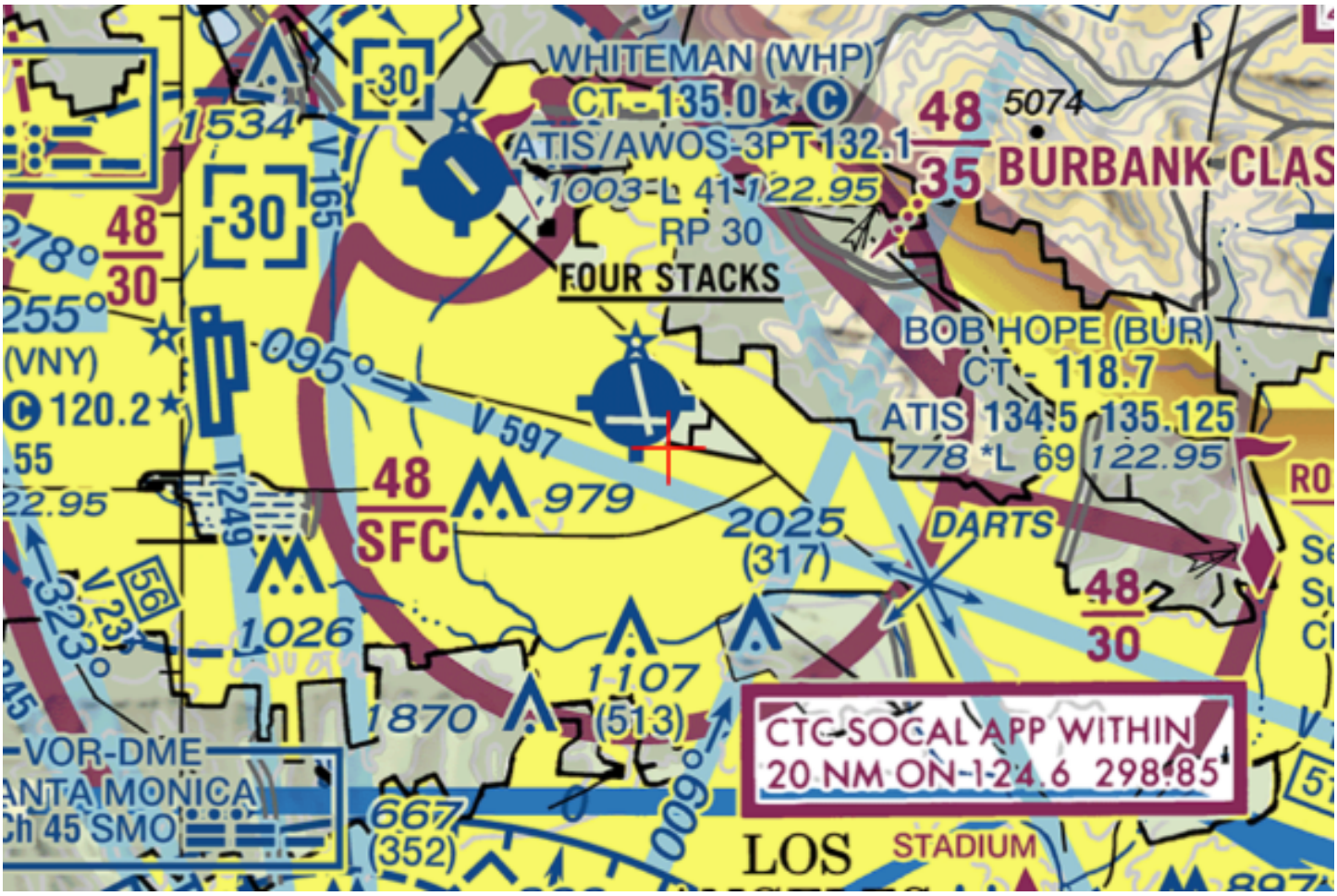
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7395-OE.

Signature Control No: 480730248-488046686 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-29



Attachment 16-30

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

Aeronautical Study No.
2021-AWP-7396-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 I
Location:	Burbank, CA
Latitude:	34-11-25.67N NAD 83
Longitude:	118-21-03.81W
Heights:	667 feet site elevation (SE)
	94 feet above ground level (AGL)
	761 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.

This determination expires on 01/14/2023 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.

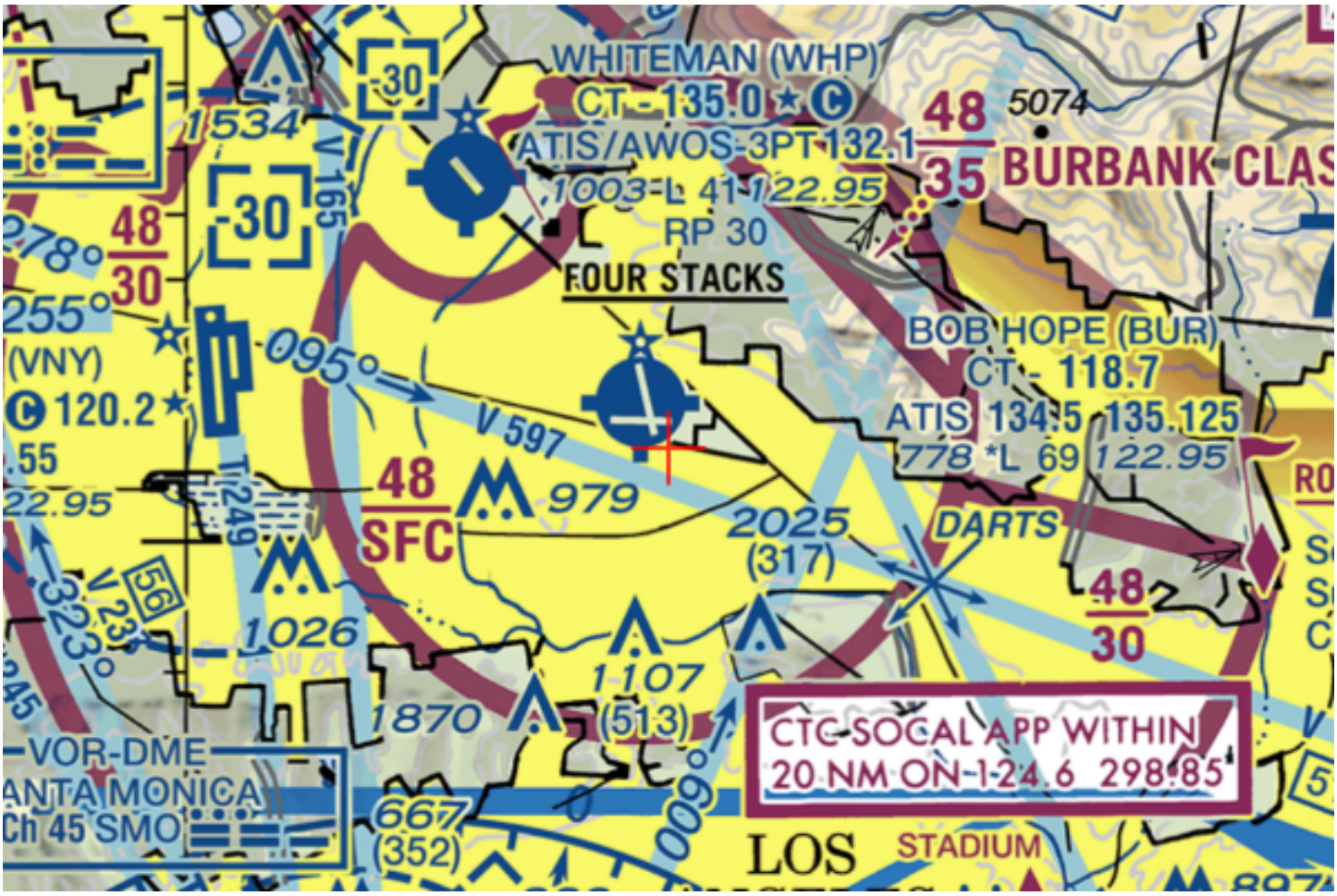
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7396-OE.

Signature Control No: 480730249-488046691 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-32



Attachment 16-33

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

Aeronautical Study No.
2021-AWP-7397-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 J
Location:	Burbank, CA
Latitude:	34-11-28.06N NAD 83
Longitude:	118-21-07.78W
Heights:	672 feet site elevation (SE)
	88 feet above ground level (AGL)
	760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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

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

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

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

Any height exceeding 88 feet above ground level (760 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 13, 2021. In the event a petition for review is filed, it must contain a full statement of the basis

upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 23, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

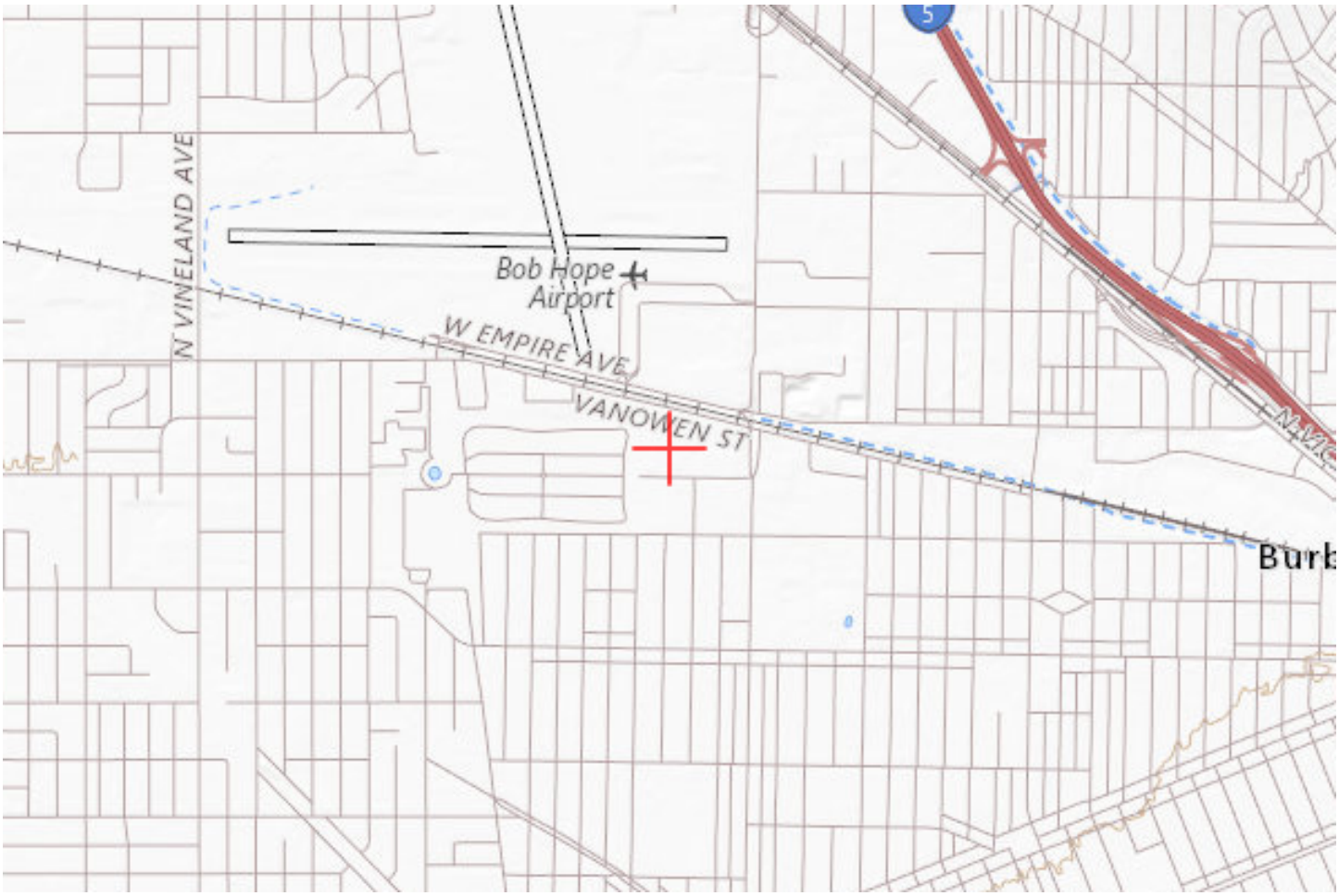
If we can be of further assistance, please contact Robert van Haastert, at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7397-OE.

Signature Control No: 480730372-488046421 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

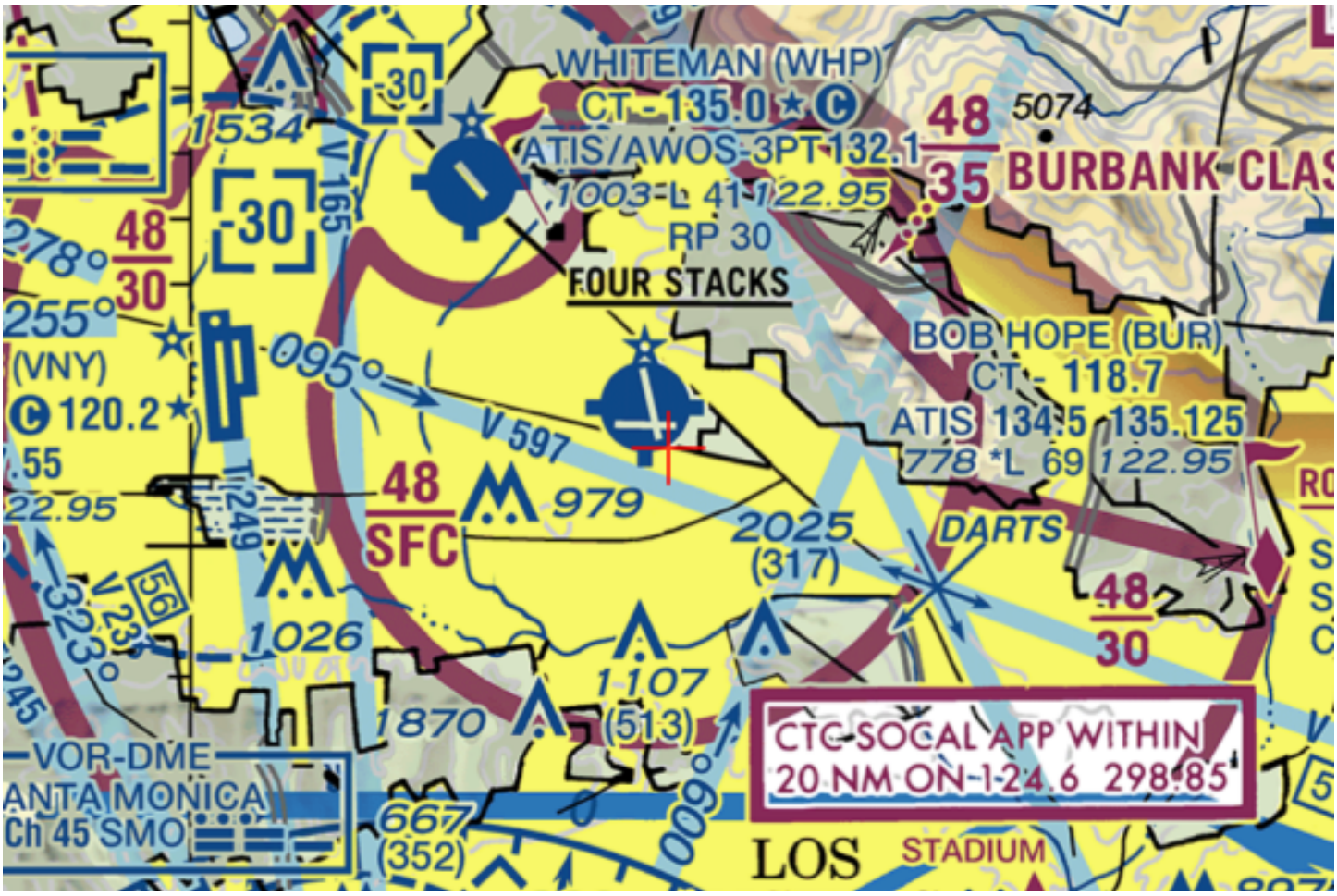
Attachment 16-35

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-7397-OE



Attachment 16-37



Attachment 16-38

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

Aeronautical Study No.
2021-AWP-7398-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 K
Location:	Burbank, CA
Latitude:	34-11-28.01N NAD 83
Longitude:	118-21-04.62W
Heights:	672 feet site elevation (SE)
	88 feet above ground level (AGL)
	760 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.

This determination expires on 01/14/2023 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.

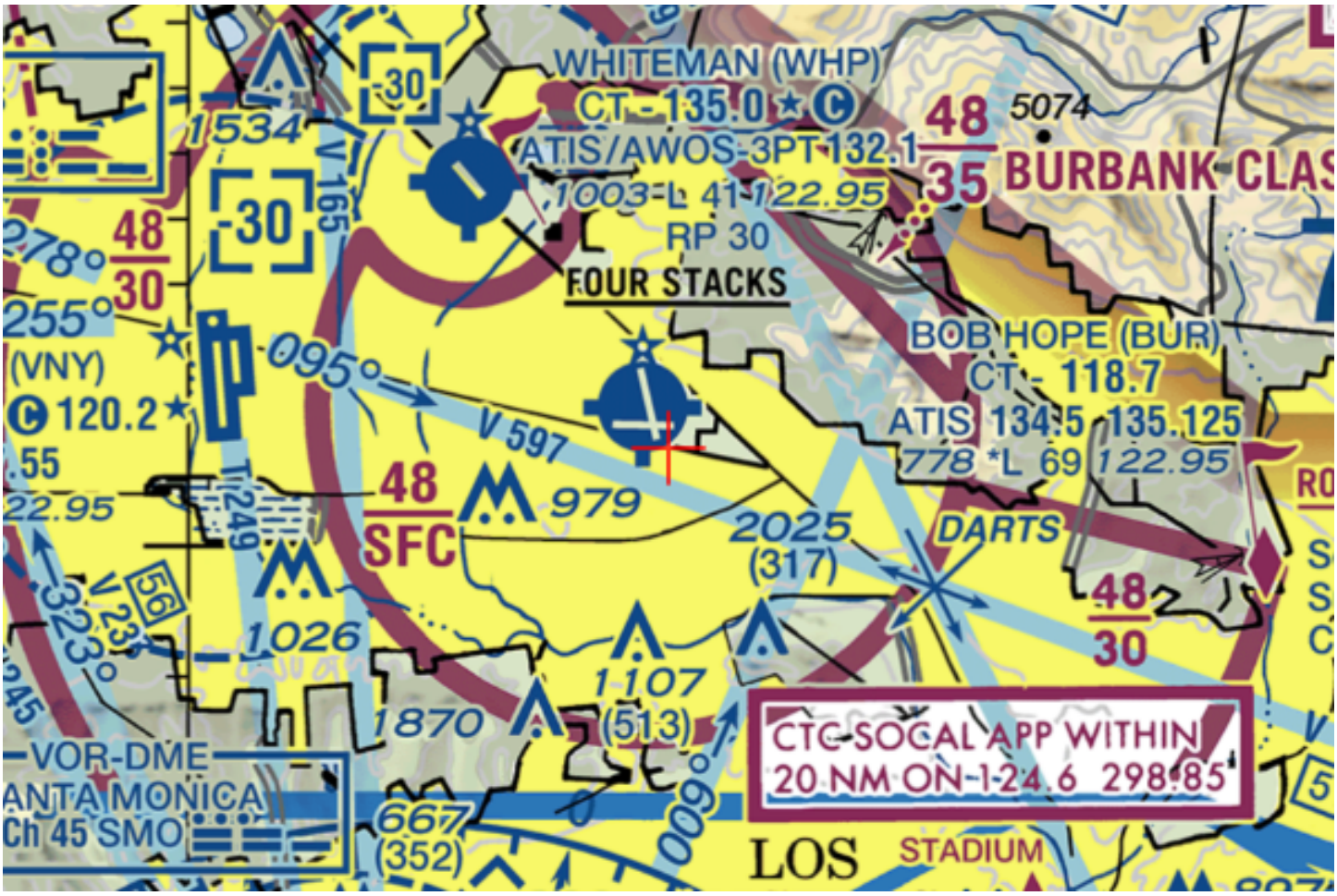
If we can be of further assistance, please contact our office at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7398-OE.

Signature Control No: 480730373-488046690 (DNE)
Robert van Haastert
Supervisor

Attachment(s)
Map(s)

Attachment 16-40

Sectional Map for ASN 2021-AWP-7398-OE



Attachment 16-41

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

Aeronautical Study No.
2021-AWP-7399-OE

Issued Date: 07/16/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ** (CORRECTION)**

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 L
Location:	Burbank, CA
Latitude:	34-11-25.31N NAD 83
Longitude:	118-21-04.70W
Heights:	672 feet site elevation (SE)
	88 feet above ground level (AGL)
	760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 01/16/2023 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 subject to review if an interested party files a petition that is received by the FAA on or before August 15, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 25, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

If we can be of further assistance, please contact Robert van Haastert, at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7399-OE.

Signature Control No: 480730374-488285422 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Attachment 16-44

Narrative for 2021-AWP-7397, 7399 to 7400-OE

Abbreviations

VFR - Visual Flight Rules	AGL - Above Ground Level	RWY - runway
IFR - Instrument Flight Rules	MSL - Mean Sea Level	nm - nautical mile
DA - Decision Altitude	MDA - Minimum Decent Altitude	ft -- feet

Part 77 - Title 14 CFR Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

This Correction includes Additional Information which was inadvertently omitted from original letter.

1. LOCATION OF PROPOSED CONSTRUCTION

This NHW Investors proposal is for 13 buildings which would be located at the heights and distances below southeast of RWY 33 threshold at Bob Hope Airport (BUR) Airport, Burbank, CA. The BUR elevation is 778 MSL. Three (3) of the proposed buildings would exceed protected airport surfaces.

Aeronautical Study	Building Id.	AGL / MSL	Distance from RWY 33 threshold
2021-AWP-7397-OE	J	88 / 760	1,401 feet
2021-AWP-7399-OE	L	88 / 760	1,781 feet
2021-AWP-7400-OE	M	88 / 760	1,566 feet

2. OBSTRUCTION STANDARDS EXCEEDED

Section 77.17(a)(3) -- A structure that causes less than the required obstacle clearance within a terminal obstacle clearance area, including an initial approach segment, a departure area, and a circling approach area resulting in increases to an IFR terminal minimum altitude. These three (3) structures will penetrate the RWY 15 40:1 departure surface in the initial climb area (ICA) by the values below.

Aeronautical Study	Building Id.	Exceeds by
2021-AWP-5897-OE	J	36 feet
2021-AWP-5898-OE	L	28 feet
2021-AWP-5899-OE	M	31 feet

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR follows: None.

FAA Findings

There are no effects on any existing or proposed arrival, departure, or en route VFR operations.
There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
This structure would not exceed the traffic pattern airspace.
There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.
There are no effects on any airspace and routes used by the military.
The BUR VFR Traffic Pattern Airspace is not impacted.

The BUR Airport Master Record can be viewed/downloaded at http://www.gcr1.com/5010web/airport.cfm?Site=OKB. It states there are 22 single-engine, nine (9) multi-engine, 39 jet, and six (6) helicopter aircraft based there with 127,524 operations for the 12 months ending 31 July 2020 (latest information).

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR follows: There are no increases to any published IFR departure climb gradients or to any approach minima. New NOTEs will be added to the published BUR Take-off Minimums and (Obstacle) Departure Procedures. The Notes will read,

2021-AWP-7397-OE: RWY 15, building 1202 feet from departure end of runway, 720 feet left of centerline, 88 AGL, 760 MSL
2021-AWP-7399-OE: RWY 15, building 1531 feet from departure end of runway, 910 feet left of centerline, 88 AGL, 760 MSL
2021-AWP-7400-OE: RWY 15, building 1417 feet from departure end of runway, 667 feet left of centerline, 88 AGL, 760 MSL

The current BUR Take-off Minimums and (Obstacle) Departure Procedures can be viewed/downloaded at https://aeronav.faa.gov/d-tpp/2105/sw3to.pdf#nameddest=(BUR)

BURBANK, CA BOB HOPE (BUR)
TAKEOFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES
TAKEOFF MINIMUMS:
RWY 8, std. w/min. climb of 410 ft/nm to 5000.
RWY 15, std. w/min. climb of 335 ft/nm to 5000.
RWY 26, std. w/min. climb of 325 ft/nm to 5000.
RWY 33, std. w/min. climb of 550 ft/nm to 5000 or 600-2 1/4 w/min. climb of 300 ft/nm to 5000.

DEPARTURE PROCEDURE:
RWYs 8, 15, climbing right turn direct VNY VOR/DME.
RWY 26, climb direct VNY VOR/DME.
RWY 33, Climbing left turn direct VNY VOR/DME.
All aircraft continue climb in VNY holding pattern (SE, left turns, 295 deg inbound) to cross VNY VOR/DME at or above 5100, then westbound on V326 to GINNA or eastbound on V186 to DARTS.

TAKEOFF OBSTACLE NOTES:
RWY 8, multiple trees, poles, and buildings beginning 124 ft from DER, 42 ft right of centerline, up to 65 AGL/745 MSL.
Multiple trees, buildings and poles beginning 278 ft from DER, 73 ft left of centerline, up to 56 AGL/746 MSL.

RWY 15, multiple trees, buildings, poles, and blast fence beginning 50 ft from DER, 2 ft right of centerline, up to 65 AGL/762 MSL.
Multiple trees, buildings, poles, blast fence beginning 185 ft from DER, 53 ft left of centerline, up to 108 AGL/777 MSL.
RWY 26, multiple trees, poles, transmission towers, buildings, and roads, and terrain beginning 26 ft from DER, 4 ft right of centerline, up to 145 AGL/731 MSL.
Multiple trees, poles, transmission towers, railroad, and buildings beginning 302 ft from DER, 437 ft left of centerline, up to 117 AGL/846 MSL.
RWY 33, multiple trees, poles, terrain, buildings, road beginning 33 ft from DER, 30 ft right of centerline, up to 100 AGL/1333 MSL.
Multiple trees, poles, buildings, antenna, railroad, and blast fence beginning 97 ft from DER, 11 ft left of centerline, up to 50 AGL/878 MSL.

DIVERSE VECTOR AREA (RADAR VECTORS)

RWY 8, heading as assigned by ATC; requires minimum climb of 420 ft/nm to 2500.
RWY 15, heading as assigned by ATC; requires minimum climb of 340 ft/nm to 2100.
RWY 26, heading as assigned by ATC; requires minimum climb of 380 ft/nm to 4800.
RWY 33, heading as assigned by ATC; requires minimum climb of 460 ft/nm to 4900.

c. The impact on all planned public-use airports and aeronautical facilities follow: None.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures follows: None.

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circularized for public comment on 4 June 2021 and no public comments were received objecting to the proposal by 14 July 2021. The Hollywood Burbank Airport did respond that they will continue to be appraised of the aeronautical study process.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient use of navigable airspace by aircraft.

6. BASIS FOR DECISION

The proposed structures would exceed the BUR ICA by the values listed above, however, the only IFR impact is to add new Notes to the Take-off Minimums and (Obstacle) Departure Procedures. This new Note requirement is considered minimal impact. No letters objecting to the proposal were received. There are no impacts to the VFR Traffic Pattern Airspace and no VFR issues were identified. The incorporation of obstruction marking and lighting would provide additional pilot conspicuity for VFR and IFR aircraft approaching the RWY 26 threshold to see and avoid this structure.

7. CONDITIONS

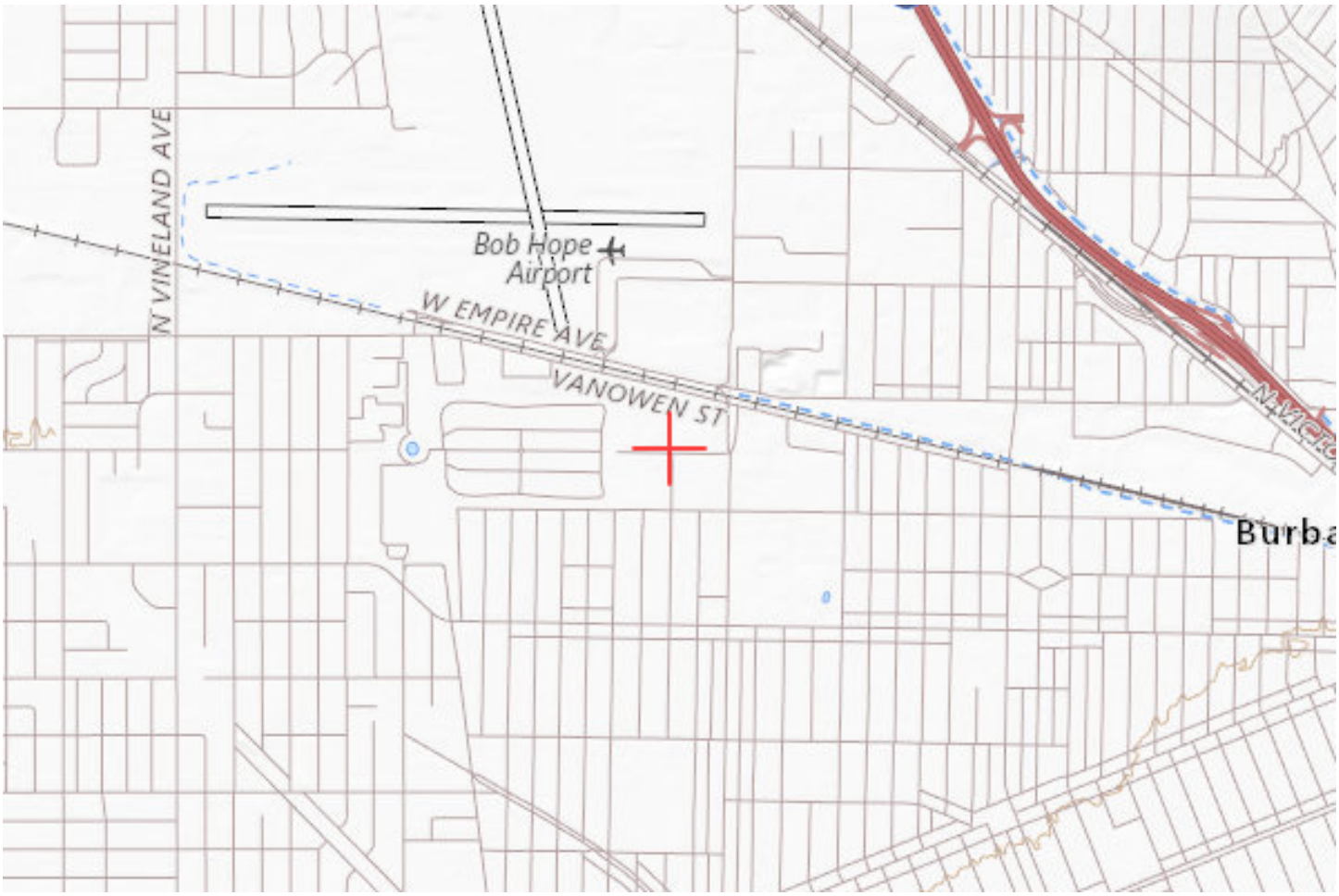
The structure shall be marked with obstruction lights as outlined in chapters 4, 5(Red), and 15, of the current Advisory Circular AC 70/7460-1. Copy of the current AC 70/7460-1 can be viewed and/or downloaded at https://www.faa.gov/regulations_policies/advisory_circulars/index.cfm/go/document.information/documentID/1030047

The proponent is required to notify the FAA ten days prior to construction to initiate adding the required changes to the Take-off Minimums and (Obstacle) Departure Procedures. This can be accomplished by filing a Supplemental Notice (7460-2 Form), Part 1, on-line at https://oeaaa.faa.gov/oeaaa. Detailed instructions are available under the Instructions link.

Within five days after the structure reaches its greatest height, proponent is required to file a FAA form 7460-2, Part 2, Actual Construction notification, at the OE/AAA website (https://oeaaa.faa.gov/oeaaa). This Actual Construction notification will be the source document detailing the site location, site elevation, structure height, and date structure was built for the FAA to map the structure on aeronautical charts and update the national obstruction database.

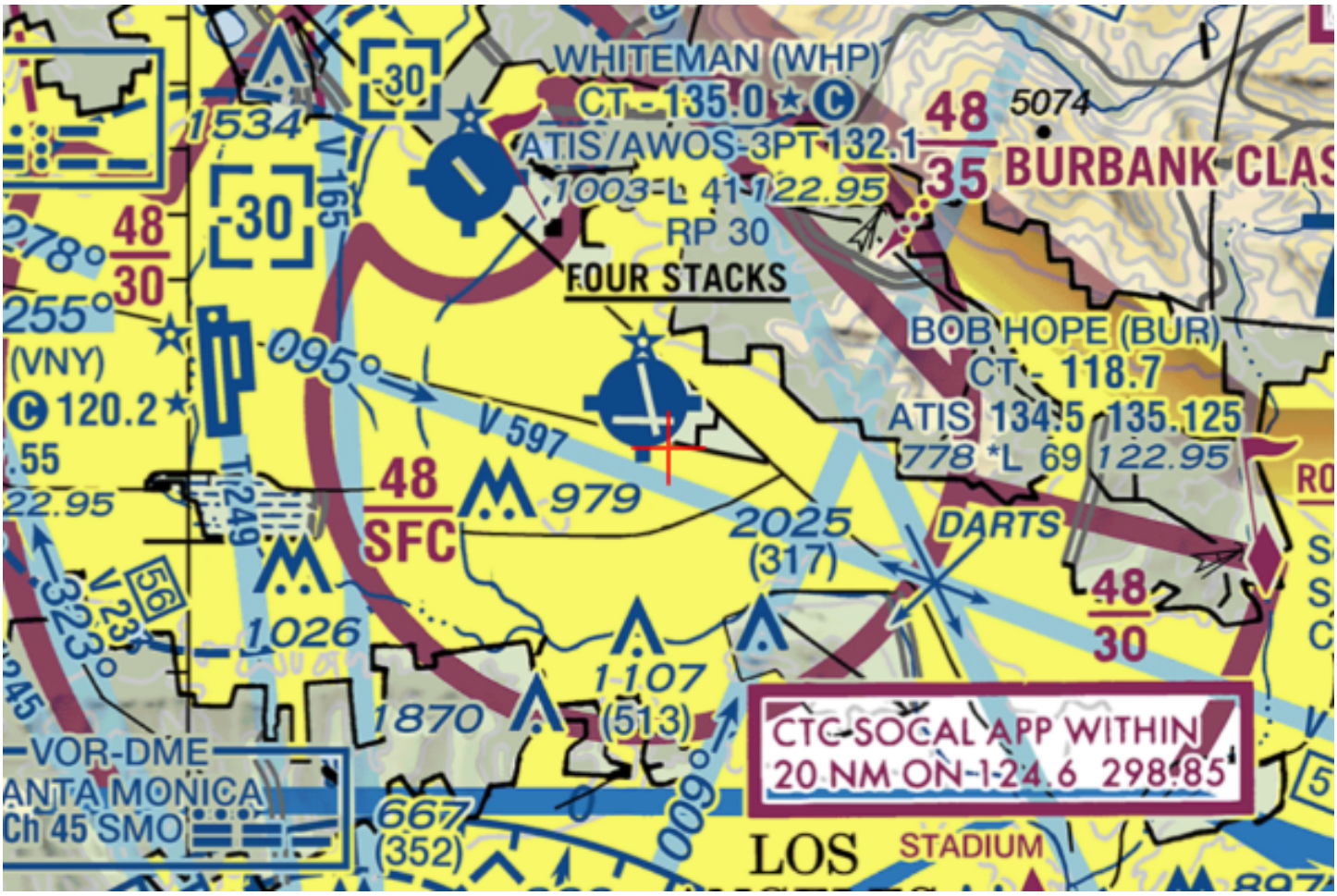
-x-

TOPO Map for ASN 2021-AWP-7399-OE



Attachment 16-48

Sectional Map for ASN 2021-AWP-7399-OE



Attachment 16-49

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

Aeronautical Study No.
2021-AWP-7400-OE

Issued Date: 07/14/2021

Justin Fleming
NHW Investors, LLC
1880 Century Park East., Suit 1017
Los Angeles, CA 90067

**** 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 M
Location:	Burbank, CA
Latitude:	34-11-25.87N NAD 83
Longitude:	118-21-07.82W
Heights:	672 feet site elevation (SE)
	88 feet above ground level (AGL)
	760 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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

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

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

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

Any height exceeding 88 feet above ground level (760 feet above mean sea level), will result in a substantial adverse effect and would warrant a Determination of Hazard to Air Navigation.

This determination is subject to review if an interested party files a petition that is received by the FAA on or before August 13, 2021. In the event a petition for review is filed, it must contain a full statement of the basis

upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 23, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

If construction or alteration is dismantled or destroyed, you must submit notice to the FAA within 5 days after the construction or alteration is dismantled or destroyed.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

An account of the study findings, aeronautical objections received by the FAA during the study (if any), and the basis for the FAA's decision in this matter can be found on the following page(s).

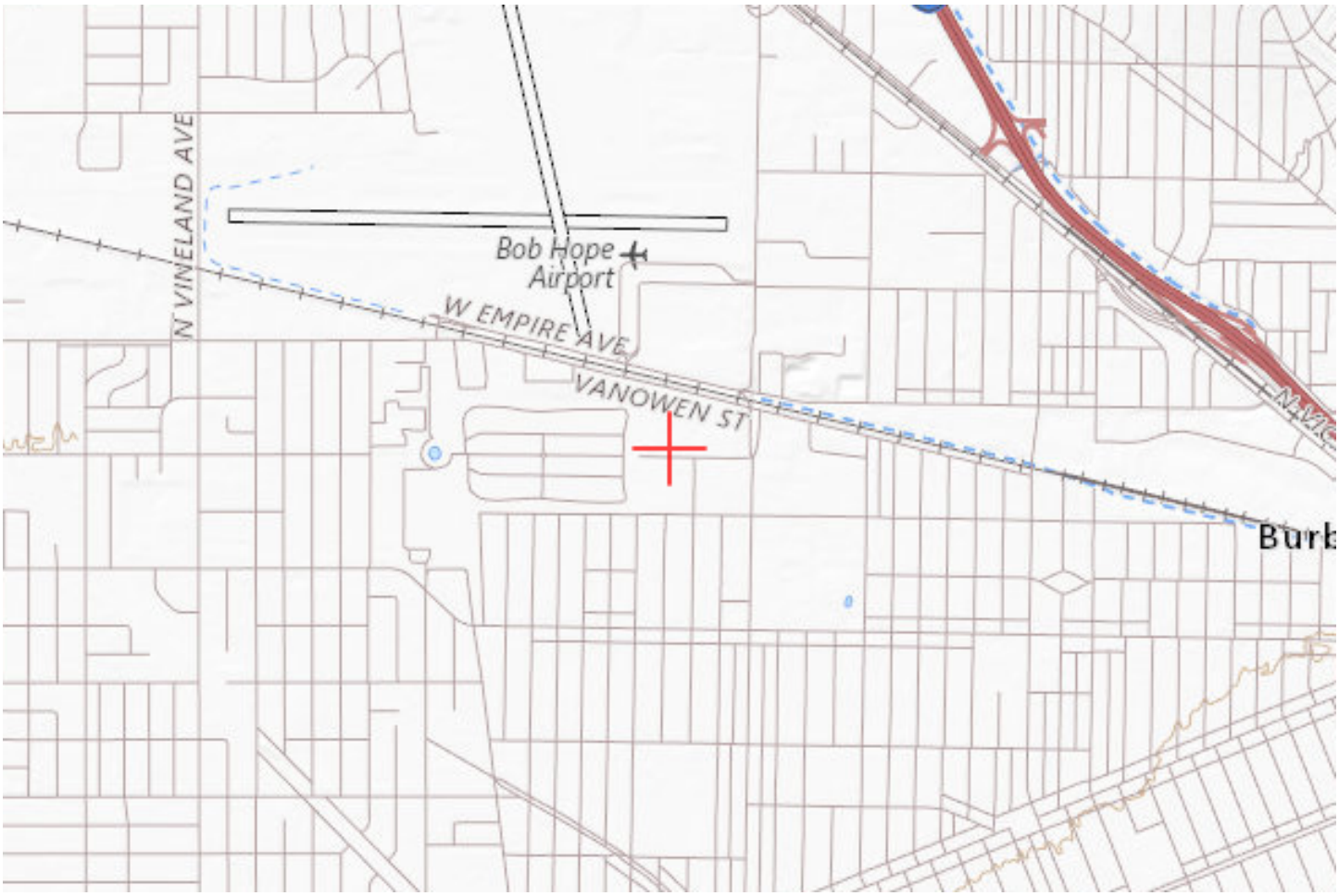
If we can be of further assistance, please contact Robert van Haastert, at (907) 271-5863, or robert.van.haastert@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7400-OE.

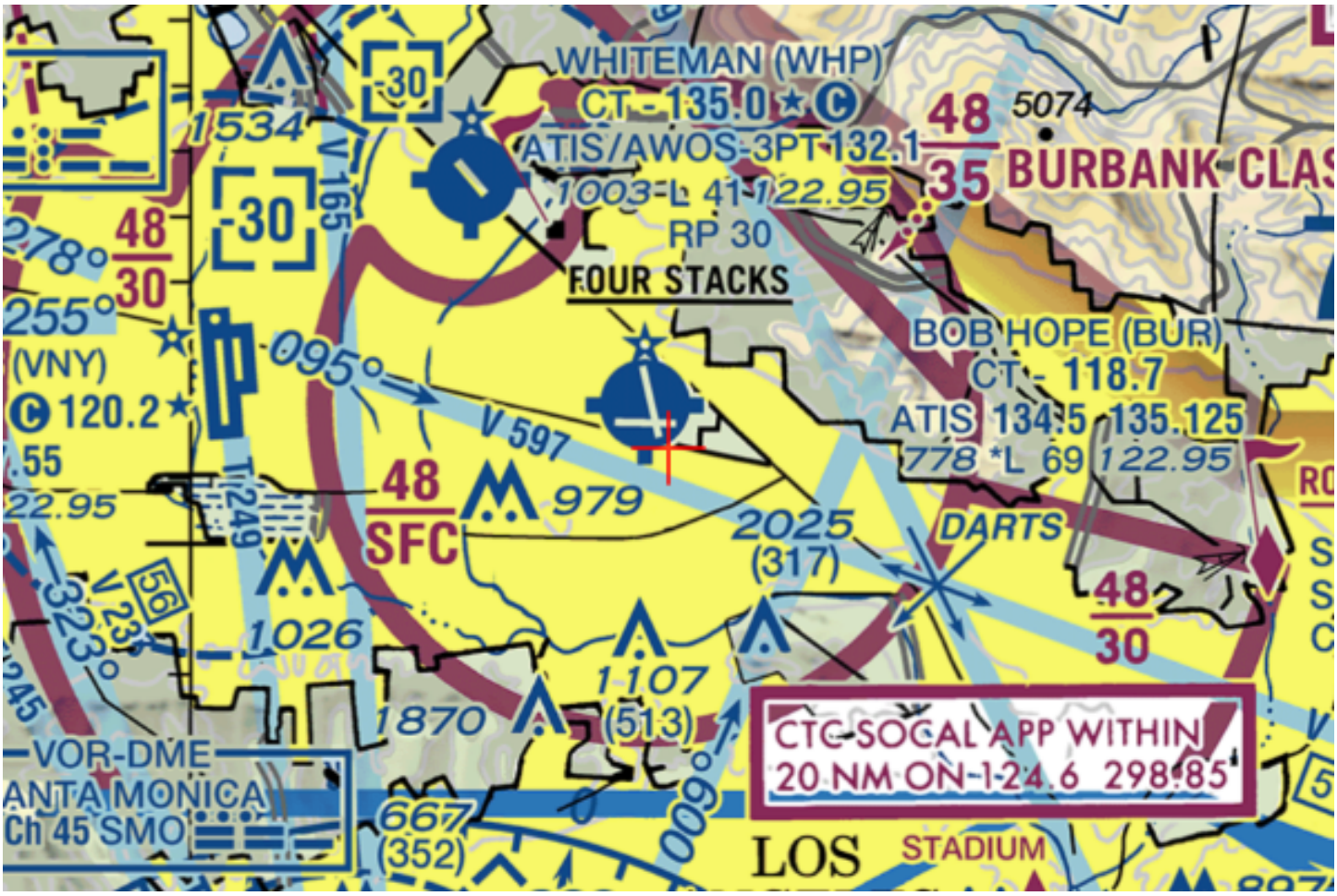
Signature Control No: 480730375-488046420 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

Attachment 16-51

Attachment(s)
Map(s)

TOPO Map for ASN 2021-AWP-7400-OE

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