Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix

Policy	Discussion	Consistent or Inconsistent
General Policies		
G-1 Require new uses to adhere to the Land Use Compatibility Chart.	Parts of the Inglewood Basketball and Entertainment Center Project (IBEC Project or Proposed Project) located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 to 70 dB in the ALUP CNEL contour. This includes both the West Parking Garage, the East Parking Garage, the Plaza and Plaza Buildings, the Hotel, the majority of the Arena Structure, and a portion of the new municipal water well site. Components of the Proposed Project south of West 102nd Street are generally located in areas exposed to CNEL 70 to 75 dB in the ALUP CNEL contour. This includes the South Parking Garage, as well as a small portion of the Arena Structure and a portion of the new municipal water well site (see Attachment D). The elements of the Proposed Project generally fall within the commercial and recreation land use compatibility categories. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for commercial and recreational land uses in areas exposed to CNEL 65 to 70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 to 75 dB within the ALUP CNEL Contour.	Consistent

Policy	Discussion	Consistent or Inconsistent
	Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive, including the Plaza areas, the South Parking Garage the West Parking Garage, and the East Parking Garage and Transportation Hub and Parking Garage. Standard building construction practices for the Plaza Buildings and the Hotel would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed hotel use. With such actions typically undertaken in the design and building inspection process, the Proposed Project would comply with ALUP Policy G-1, and would not expose people residing (staying in the hotel), working in the project area, or attending events in the Arena to excessive noise levels. In addition, an Aviation Noise Exposure Analysis prepared by AECOM concluded that exterior noise levels from aircraft noise would not expose visitors or attendees in the Plaza to harmful levels of noise under OSHA standards (see Attachment H).	
G-2 Encourage the recycling of incompatible land uses to uses which are compatible with the airport, pursuant to the Land Use Compatibility Table.	The Project Site includes commercial, light manufacturing, warehouse, water infrastructure, and vacant land uses, which are compatible with the airport. The Project Site formerly included residential uses. The residential sites were purchased and residential uses were removed by the City of Inglewood using Federal	Consistent

Policy	Discussion	Consistent or Inconsistent
	Aviation Administration Airport Improvement Program grants, although portions of the Project Site remain zoned as R-2 Residential Limited Multifamily and R-3 Residential Multiple Family. The Proposed Project Objectives identified in the IBEC Project EIR include "[t]ransform vacant or underutilized land within the City into compatible land uses within aircraft noise contours generated by operations at LAX, in compliance with Federal Aviation Administration (FAA) grants to the City." The Proposed Project does not include residential uses and would allow compatible commercial and recreation uses, consistent with Policy G-2.	
G-3 Consider requiring dedication of an avigation easement to the jurisdiction owning the airport as a consider of approval on any project with the designated planning boundaries.	The substantial majority of the Project Site is composed of properties owned by the City of Inglewood (the City) or the City of Inglewood as Successor Agency to the Former Inglewood Redevelopment Authority (City as Successor Agency). The Project Site also includes certain private parcels that would be acquired through voluntary purchase or eminent domain at the City's discretion under the terms of a proposed Disposition and Development Agreement. The properties owned by the City and the City as Successor Agency were acquired through the use of grant funding from the FAA. If the Proposed Project is approved, those properties would be sold to the project applicant at fair market	Consistent

Policy	Discussion	Consistent or Inconsistent
	value pursuant to the proposed Disposition and Development Agreement with the City. Under the FAA grants used to acquire the properties within the Project Site, the City and City as Successor Agency would be required to impose covenants on those properties upon disposition reserving to LAX a right of flight for the passage of aircraft in the airspace above those properties, including the right to cause such noise inherent with the operation of aircraft, for operations at LAX.	
G-4 Prohibit any uses which will negatively affect safe air navigation.	The Proposed Project does not propose any uses that will negatively affect safe air navigation. A Runway Protection Zone (RPZ) is a trapezoidal shaped area at ground level that extends beyond the airport runway(s) into properties adjacent to the airport. The RPZ ensures safe aircraft approach by keeping the area clear of obstructions or congregations of people. The Project Site is not located within any of LAX's RPZ areas (see Attachment E). No obstruction or congregations of people will encroach into an RPZ. The Federal Aviation Administration (FAA) Federal Aviation Regulations, Title 14, Part 77 (Part 77) requires notification to the FAA if a structure measures 200 feet or higher from the ground level. The Proposed Project has been submitted to the FAA under the Obstruction	Consistent

Policy	Discussion	Consistent or Inconsistent
	Evaluation/Airport Airspace Analysis ("OE/AAA," also known as Form 7460-1) process. The FAA has issued Determinations of No Hazard to Air Navigation for the West Parking Garage, South Parking Garage, East Parking Garage, Plaza Buildings, Hotel, and sign tower components of the Proposed Project (see Attachment F). FAA evaluation of the Arena Structure under the OE/AAA process is underway. Mitigation Measure 3.8-5 of the IBEC Project EIR and IBEC Project MMRP requires that the FAA OE/AAA process be completed for the Proposed Project and requires the implementation of any recommendations by the FAA, including those for marking and lighting of project components. The Mitigation Measure requires that copies of the Determinations of No Hazard to Air Navigation must be provided to the City prior to the issuance of building permits for the Proposed Project. The Proposed Project would include limited landscaping that is relatively small in size related to paved congregation areas in the Plaza areas. Landscaping for the Proposed Project does not include large bodies of water or wetlands, and would not fall into the categories of incompatible land uses in the Los Angeles International Airport Wildlife Hazard Management Plan. This landscaping is not anticipated to attract large	

Policy	Discussion	Consistent or Inconsistent
	concentrations of birds that negatively affect safe air navigation.	
G-5 Airport proprietors should achieve airport/community land use compatibility by adhering to the guidelines of the California Noise Standards.	The proposed Project adheres to the California Airport Noise Regulations. Residences, public and private schools, hospitals and convalescent homes, and places of worship are deemed incompatible land uses in areas within an airport's 65 CNEL contour unless certain mitigation actions have been taken per Section 5014 of the California Code of Regulations. The Proposed Project does not include residences, public or private schools, hospitals and convalescent homes, or places of worship. The proposed Sports Medicine Clinic would provide consultation and treatment services on an outpatient basis and is not a hospital.	Consistent
Noise Policies		
N-1 Use the Community Noise Equivalent Level (CNEL) method for measuring noise impacts near airports in determining suitability for various types of land uses.	The Land Use and Planning and the Noise and Vibration analyses provided in the IBEC Project EIR prepared for the Proposed Project used the CNEL method for measuring noise impacts near airports in determining suitability for various types of land uses. The ALUP Land Use Compatibility Chart is depicted in Section 3.10, Land Use and Planning (Figure 3.10-3). Table 3.11-1 of the Draft EIR Noise and Vibration chapter includes ambient noise measurements by dBA CNEL.	

Policy	Discussion	Consistent or Inconsistent
	Per the CFR Part 150 Land Use Compatibility Guidelines, residential uses are identified as non-compatible land uses for parcels exposed to 65 dBA CNEL or higher. Commercial land uses are identified as compatible with 65 and 70 dBA CNEL noise levels. The CFR Part 150 Land Use Compatibility Guidelines categorizes hotel uses as a transient lodging form of residential. Additionally, the IBEC Project EIR Noise and Vibration analysis notes that the City of Inglewood's General Plan Noise Element Noise/Land Use Compatibility Matrix, (Table 3.11-8 of the Draft EIR) identifies that "Normally Compatible" noise levels are up to 80 dBA CNEL for restaurants and retail and up to 75 dBA CNEL for professional office buildings and commercial recreation. As shown in Table 3.11-1 of the Draft EIR, the existing noise environment at the Project Site (long-term measurement locations M1 through M5) would be within the "Normally Compatible" range for the proposed uses. Therefore, the Proposed Project uses the CNEL method for measuring noise impacts near airports in determining suitability for various types of land uses and is consistent with Policy N-1.	
N-2 Require sound insulation to ensure a maximum interior 45 db CNEL in new residential, educational, and health-	Parts of the Project Site located between West 102nd Street and West Century Boulevard are generally located in areas exposed to CNEL 65 to 70 dB in the	Consistent

Policy	Discussion	Consistent or Inconsistent
related uses in areas subject to exterior noise levels of 65 CNEL or greater.	ALUP CNEL contour. This includes both the West and East Parking Garage sites, the Plaza area including commercial and community uses, most of the Event Center structure, the Hotel, and a portion of the new municipal water well site. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 dBA – 75 dBA. This includes a small part of the Event Center structure, as well as the South Parking Garage, and a portion of the new municipal water well site ((see Attachment D). Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive or where it is not feasible, including the Plaza areas, the South Parking Garage, the West Parking Garage, and the East Parking Garage and Transportation Hub. The Proposed Project does not include residential or educational uses. The proposed Sports Medicine Clinic within the Arena Structure could include medical offices and treatment or rehabilitation facilities for team and potential general public use on an outpatient basis. The proposed uses also include flexible event or activity space for cultural, exhibition, recreational, or social purposes, as well as a Hotel with 100 to 150 guest rooms.	

Policy	Discussion	Consistent or Inconsistent
	Standard building construction practices and compliance with applicable building codes for the Plaza Buildings and for the Hotel would typically reduce interior noise levels to acceptable levels. Among other applicable standards, the California Green Building Standards Code (Title 24) sets forth specific standards for non-residential structures within the 65 CNEL noise contour of an airport, including requirements that the wall and roof-ceiling assemblies achieve a composite sound transmission class (STC) rating of at least 50, or a composite outdoor-indoor transmission class (OITC) rating of not less than 40 and exterior windows be rated with a minimum STC of 40, or OITC of 30.74 The California Building Code, as incorporated into the Inglewood Municipal Code, requires that new hotel uses be constructed or insulated to achieve interior background sound levels due to exterior-to-interior outdoor noise intrusion of no greater than 45 dBA. With compliance with such standards implemented during the design process and verified in the building inspection process, the Proposed Project would comply with Policy N-2, and would not expose visitors, employees, or event attendees to excessive interior noise levels from aircraft.	
N-3 Utilize the Table Listing Land Use Compatibility for Airport Noise	Parts of the Project Site located between West 102nd Street and West Century Boulevard are generally	Consistent

Policy	Discussion	Consistent or Inconsistent
Environments in evaluating projects within the planning boundaries.	located in areas exposed to CNEL 65 to 70 dB in the ALUP CNEL contour. This includes both the West and East Parking Garages, the Plaza area including commercial and community uses, most of the Event Center structure, the Hotel, and a portion of the new municipal water well site. Parts of the Project Site south of West 102nd Street are generally located in areas exposed to CNEL 70 dBA – 75 dBA. This includes a small part of the Event Center structure, as well as the South Parking Garage and a portion of the new municipal water well site (see Attachment D). The elements of the Proposed Project generally fall within the commercial and recreation land use compatibility categories. The compatibility criteria provided in the Land Use Compatibility Table advises review of noise insulation needs for commercial and recreational land uses in areas exposed to CNEL 65 to 70 dB within the ALUP CNEL Contour. The same criteria apply to commercial and recreational land uses in areas exposed to exposed to CNEL 70 to 75 dB within the ALUP CNEL Contour. Noise insulation is unlikely to be required for elements of the Proposed Project that are not considered noise sensitive, including the Plaza areas, the South Parking Garage, the West Parking Garage, and the East Parking Garage and Transportation Hub.	

Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix

Policy	Discussion	Consistent or Inconsistent
	Standard building construction practices for the Plaza Buildings and for the Hotel would typically reduce interior noise levels to acceptable levels although some level of additional insulation may be appropriate, especially for the proposed hotel use. With such actions typically undertaken in the design and building inspection process, the Proposed Project would comply with ALUP Policy N-3, and would not expose visitors, employees, or event attendees to excessive interior noise levels from aircraft.	
N-4 Encourage local agencies to adopt procedures to ensure that prospective property owners in aircraft noise exposure areas above a current or anticipated 60 db CNEL are informed of these noise levels and of any land use restrictions associated with high noise exposure.	As noted above, the substantial majority of the Project Site is composed of properties owned by City or the City Successor Agency, as well as certain private parcels. The City and City as Successor agency acquired these properties between the mid-1980s and the early 2000s with the support of grants issued by the FAA to the City as part of the Noise Control/Land Use Compatibility Program for LAX. As explained in a letter to the City of Inglewood from the FAA, the purpose of these grants was to remove incompatible land uses such as single-family and multi-family residences from these properties and facilitate the redevelopment of those properties with compatible uses (see Attachment I). If the Proposed Project is approved, those properties would be sold to the project applicant at fair market	Consistent

Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix

Policy	Discussion	Consistent or Inconsistent
	value pursuant to a Disposition and Development Agreement with the City. Under the FAA grants used to acquire the properties within the Project Site, the City and City as Successor Agency would be required to impose covenants on those properties upon disposition reserving to LAX a right of flight for the passage of aircraft in the airspace above those properties, including the right to cause such noise inherent with the operation of aircraft, for operations at LAX.	
Safety Policies		
S-1 Establish "runway protection zones" contiguous to the ends of each runway. These runway protection zones shall be identical to the FAA's runway protection zone (formally called clear zone).	RPZs for LAX are established. The Project Site is not within an RPZ.	Not Applicable
S-2 Prohibit above ground storage of more than 100 gallons of flammable liquids or toxic materials on any one net acre in a designated runway protection zone. It is recommended that these materials be stored underground.	The Project Site is not within an RPZ.	Consistent
S-3 Prohibit, within a runway protection zone, any use which would direct a steady light or flashing light of red, white, green or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following take-off or toward an aircraft	The Project Site is not within an RPZ.	Consistent

Los Angeles County ALUC Comprehensive Land Use Plan (adopted 1991)
Consistency Review Matrix

Policy	Discussion	Consistent or Inconsistent
engaged in a final approach toward landing at an airport.		
S-4 Prohibit, within a designated runway protection zone, the erection or growth of objects which rise above an approach surface unless supported by evidence that it does not create a safety hazard and is approved by the FAA.	The Project Site is not within an RPZ.	Not Applicable
S-5 Prohibit uses which would attract large concentrations of birds, emit smoke, or which may otherwise affect safe air navigation.	The Proposed Project contains limited landscaping that is relatively small in size related to paved congregation areas in the Plaza areas. This landscaping is not anticipated to attract large concentrations of birds that negatively affect safe air navigation, and would not fall into the categories of incompatible land uses in the Los Angeles International Airport Wildlife Hazard Management Plan. The Proposed Project does not include features that could attract large concentrations of birds, such as large bodies of water or wetlands. Furthermore, based on an evaluation by Sensory Interactive (see Attachment G), the Proposed Project does not involve characteristics which could create confusing lights, glare, smoke, or other visual hazards to aircraft flight: • Any exterior digital display signage within the Project Site would be equipped with light sensors that calibrate and adjust the brightness of those displays	Consistent

Policy	Discussion	Consistent or Inconsistent
	relative to ambient light levels to ensure that the digital displays comply with maximum daytime and nighttime luminance levels and not cause glare. Digital displays will transition between daytime and nighttime luminance levels at a smooth and consistent rate. • Digital displays will include integrated louvers that limit the vertical viewing angle of display content, thereby limiting the visibility of any digital content from overhead flight paths. • In addition to the integrated louvers, digital displays will be primarily oriented to intended audiences at pedestrian viewpoints within or around the Project Site or to street-level views along West Century Boulevard or South Prairie Avenue, and therefore not primarily oriented towards aircraft in overhead flight paths. • Any non-digital signage for the IBEC Project that may be illuminated would either be internally illuminated or externally illuminated in a manner that directs light to the face of the sign and limits light trespass, including vertical light trespass and therefore would not be illuminated in a manner that would create a visual hazard to aircraft flight.	

Policy	Discussion	Consistent or Inconsistent
	• The IBEC Project may include signage on the roof surface of a structure intended to be viewed from the sky, but any signs oriented to aerial views would not be digital displays or illuminated in a manner that would create a visual hazard to aircraft flight. • Smoke machines, outdoor pyrotechnic displays, lasers, or drones are not included in the IBEC Project. Although the final design of the Proposed Project parking structures and surface parking facilities has not been completed, it is anticipated that the parking structures would be faced with non-reflective surfaces, and would not contain windows. Therefore, operation of these uses would not be anticipated to contribute to glare. Temporary features such as parked cars could introduce new sources of daytime and nighttime glare, however, Proposed Project features such as landscaping treatments would help to reduce glare, once fully matured, and glare from parked cars is not anticipated to affect safe air navigation. The IBEC Project EIR did not identify any significant potential glare impacts associated with the Arena Structure, Plaza Buildings, West Parking Garage, and East Parking Garage and Transportation Hub.	

Policy	Discussion	Consistent or Inconsistent
	Any solar panels included in the Proposed Project would be subject to FAA review to ensure that they would not impact safe air navigation under the OA/OEE process. Furthermore, the Mitigation Measure 3.1-2(b) in the IBEC Project EIR and IBEC Project MMRP requires the project applicant to submit to the City of Inglewood a Lighting Design Plan, based on photometric data, that demonstrates that project-contributed lighting from light-emitting diode (LED) lights, illuminated signs, or any other project lighting onto the light-sensitive receptor properties identified as part of the Draft EIR lighting analysis report would not result in more than 2 foot-candles of lighting intensity or generate direct glare onto the property so long as those sites are occupied by light-sensitive receptor uses, or that an illuminated sign from the Proposed Project would produce a light intensity of greater than 3 foot candles above ambient lighting on residentially zoned property. Measures to ensure that the lighting and illuminated signage from the Project would not exceed the identified thresholds may include but are not limited to relocating and or/shielding pole- or building-mounted LED lights; directing illuminated signage away from residential properties; implementing a screening material for	

Policy	Discussion	Consistent or Inconsistent
	parking garages or other structures to allow ventilation while reducing the amount of spill light; designing exterior lighting to confine illumination to the Project Site; restricting the operation of outdoor lighting to certain hour after events are completed; limiting the luminosity of certain lights or signs; and/or providing structural and/or vegetative screening from sensitive uses. Mitigation Measure 3.1-2(c) of the IBEC Project EIR and IBEC Project MMRP also states that the design of the proposed hotel shall be prohibited from using (1) reflective glass that exceeds 50 percent of any building surface and on the bottom three floors, (2) mirrored glass, (3) black glass that exceeds 25 percent of any surface of any building, and (4) metal building materials that exceed 50 percent of any street facing surface of a building. The Arena Structure, Plaza areas and Plaza Buildings, and the South, West, and East Parking Garages would also be subject to design guidelines adopted by the City of Inglewood as part of the approvals for the Proposed Project. These design guidelines would require that colors and materials used for paving and exterior building surfaces not produce excessive reflected glare	

Policy	Discussion	Consistent or Inconsistent
	from the sun, and would prohibit the use of searchlights, spotlights, or other similar fixtures directed to the open sky or areas outside the Project Site, as well as require lighting to be directed and shielded to direct artificial light to buildings, objects, or areas within the Project Site.	
S-6 Prohibit uses which would generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	The Proposed Project would connect to existing Southern California Edison (SCE) electrical infrastructure in the vicinity of the site. The closest SCE substation to the Project Site is located at 4128 West 103rd Street (Lennox Substation), and it would be the primary source of power to the site. The Proposed Project would be fed from a 16 kilovolt system. A second circuit, for redundancy, could come from the same substation, and new overhead and underground facilities would be required to complete this second tie. Existing overhead electrical lines on the Arena Site and West Parking and Transportation Site would be removed and relocated underground within the Project Site. The removal and relocation of existing overhead lines within the Project Site would be conducted to avoid any interruption of service to customers located on properties adjacent to the Project Site. New on-site electrical facilities would be located within a utility yard near the southeast corner of the Arena Site.	Consistent

Policy	Discussion	Consistent or Inconsistent
	Structures required to serve the Project Site consist of switches, capacitor banks, multiple transformers, and metering equipment. Emergency power would be provided by means of two generators dedicated for the Arena Structure, Plaza Buildings, and the South Parking Garage with total capacity of up to 2,400 kW, located in the utility yard on the east side of the Arena Structure. Emergency power to support emergency lighting would be provided by a 300 kW inverter (battery storage) for the West Parking Garage and a similar 100 kW inverter for the East Transportation Hub and Parking Garage. The emergency generators would automatically start in the event of a power outage. Several new street lights would be installed adjacent to public roadways surrounding the Project Site and near hammerhead-style turnarounds, including the areas of the parking structure and surface parking lot. Power would be provided to these light locations through localized connections within street rights-of-way. Based on an evaluation by Sensory Interactive (5/4/2020), the IBEC Project does not involve characteristics which could create electrical interference or other electrical hazards to aircraft flight: • Any digital display included in the IBEC Project will include technical documentation that provides the frequencies emitted by the system,	

Policy	Discussion	Consistent or Inconsistent
	including but not limited to the LED's, drivers, and power supplies, and FCC Certification. Systems will not interfere with FCC licensed carrier frequencies for the local jurisdiction. This includes not interfering with the Wi-Fi unlicensed frequencies of 2412 – 2484MHz and 5030 – 5835MHz. The systems will also not generate any intermodulation frequencies that land in any of the abovementioned frequencies as computed when taking the frequency of the LED Systems combined with the frequency of any of the above carrier or Wi-Fi frequencies. These Cellular & Wi-Fi guidelines and FCC certification have largely been adopted by several vendors in the digital display industry and would be included as a requirement for the awarding of any bidder for digital displays within the IBEC Project. The Proposed Project's electrical infrastructure facilities will not generate electrical interference that may be detrimental to the operation of aircraft and/or aircraft instrumentation.	
Project location (see ALUCP pages 9-10)		
Is the project located in or near a runway protection zone? Would the proposed use result in the congregation of people in a runway protection zone?	The Project Site is not within an RPZ.	Not Applicable
Infill Requirements from LA County ALUC Review Procedures (if applicable)		

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Policy	Discussion	Consistent or Inconsistent
3.3.1.b.(1) The parcel size is no larger than 20.0 acres.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(2) At Least 65% of the site's perimeter is bounded (disregarding roads) by existing uses similar to, or more intensive than, those proposed.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(3) The proposed project would not extend the perimeter of the area defined by the surrounding, already developed, incompatible uses.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(4) Further increases in the residential density, nonresidential usage intensity, and/or other incompatible design or usage characteristics (e.g. through use permits, density transfers, addition of second units on the same parcel, height variances, or other strategy) are prohibited.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.b.(5) The area to be developed cannot previously have been set aside as open land in accordance with policies contained in the compatibility plan unless replacement open land is provided within the same compatibility zone.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.c.(1) The average density represented by all existing lots that lie fully or partially within a distance of 300 feet from the boundary of the parcel to be divided; or	An infill exception is not sought as part of the Proposed Project.	Not Applicable

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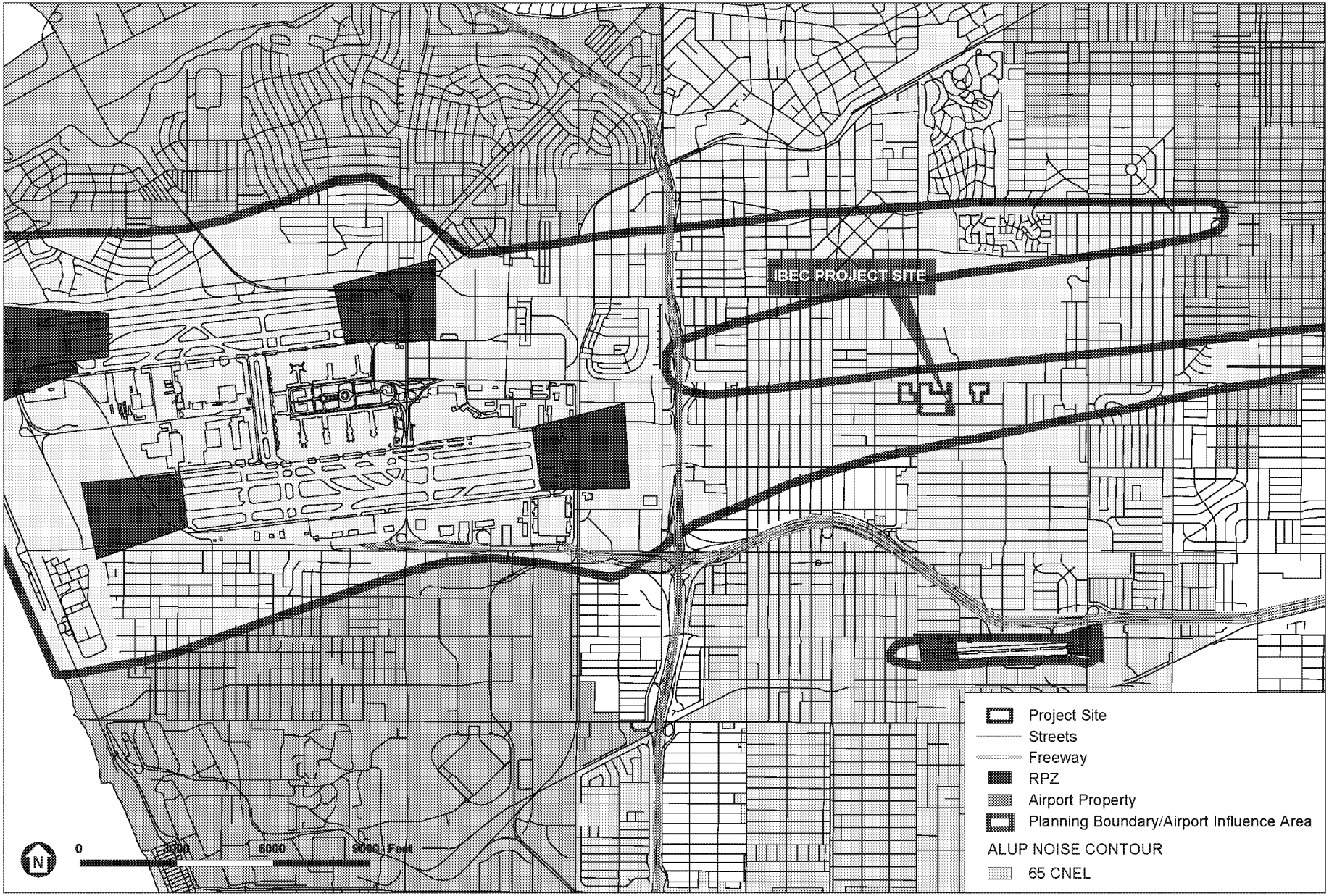
Policy	Discussion	Consistent or Inconsistent
3.3.1.c.(2) Double the density permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.d.(1) The average intensity of all existing uses that lie fully or partially within a distance of 300 feet from the boundary of the proposed development; or	An infill exception is not sought as part of the Proposed Project.	Not Applicable
3.3.1.d.(2) Double the intensity permitted in accordance with the criteria for that location as indicated in the applicable compatibility plan.	An infill exception is not sought as part of the Proposed Project.	Not Applicable

ATTACHMENT D
LAX NOISE CONTOUR MAPS

ATTACHMENT D



SOURCE: Los Angeles County, Airport Land Use Commission, 2003

Inglewood Basketball and Entertainment Center

ALUP Noise Contours

ESA

Los Angeles International Airport Noise Contours

IBEC Project Site ☐

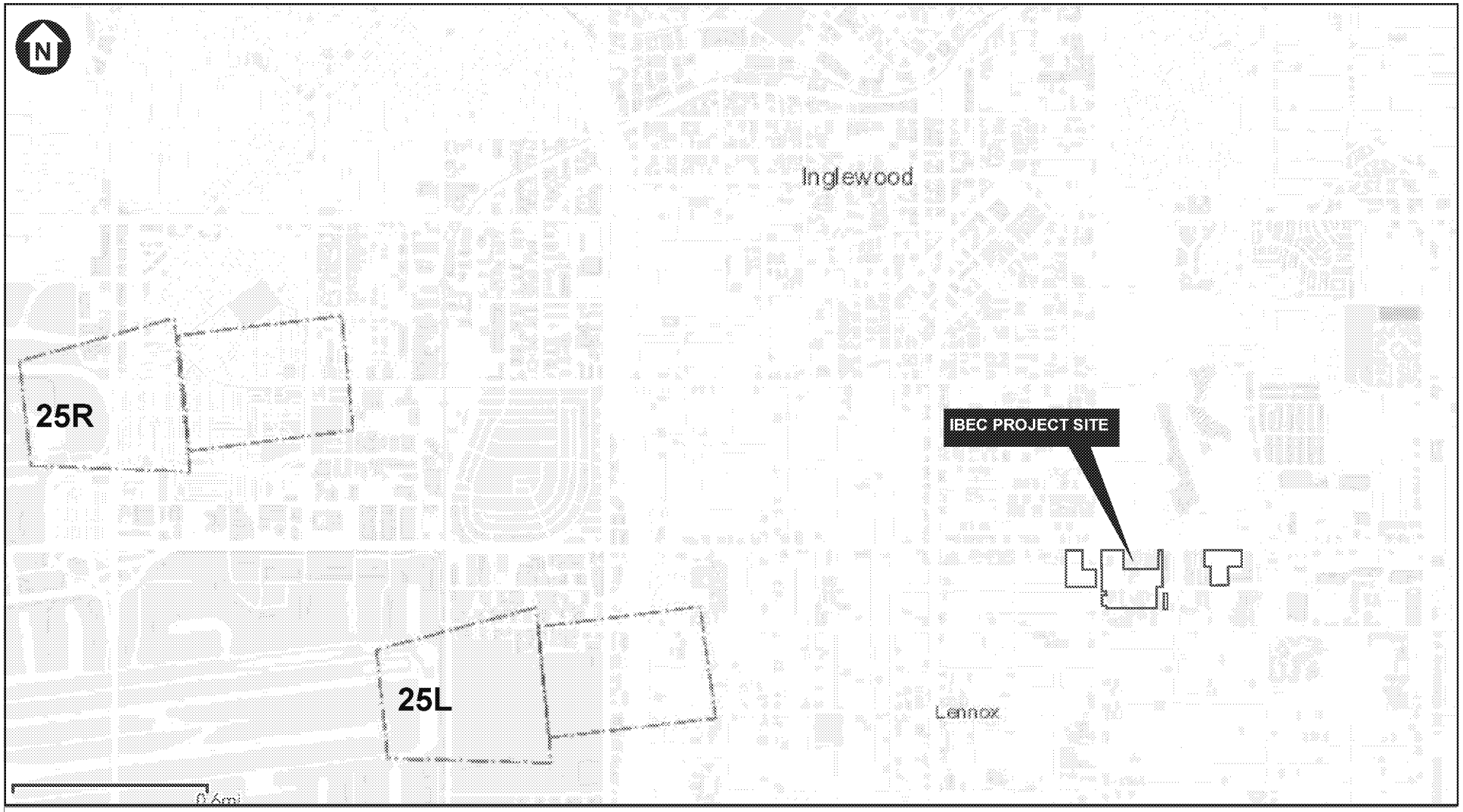
Airport Influence Area ☐

Airport Noise Contours
65
70

SOURCE: Los Angeles County Department of Regional Planning ERSI (A-Net), 2020

ATTACHMENT E
LAX RUNWAY PROTECTION ZONES MAP

ATTACHMENT E



Los Angeles International Airport Runway Protection Zones

IBEC Project Site

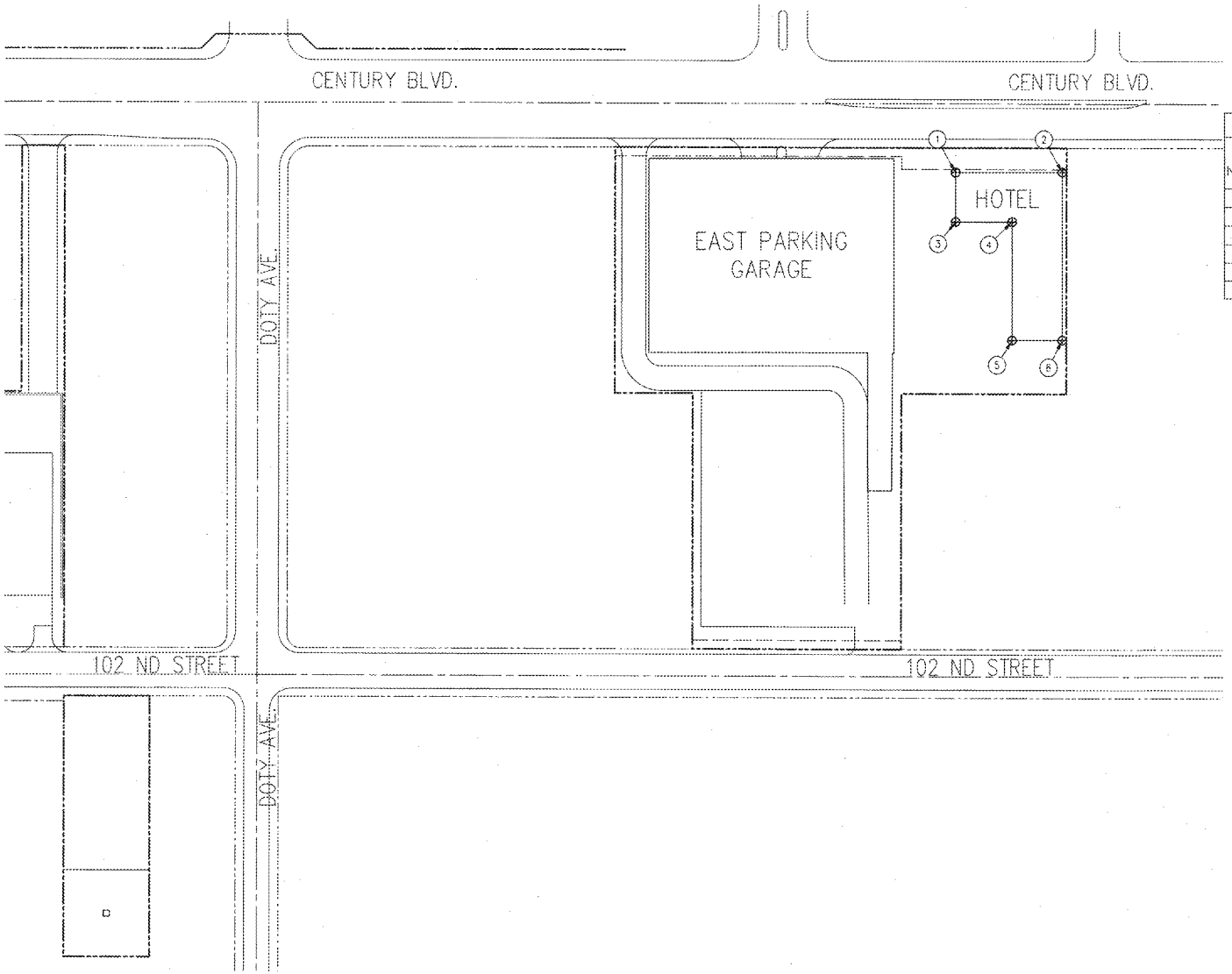
Runway Protection Zone (RPZ) and Inner Safety Zone

SOURCE: Los Angeles County Department of Regional Planning ERSI (A-Net), 2020

ATTACHMENT F
FAA DETERMINATIONS OF NO HAZARD

ATTACHMENT F
FAA DETERMINATIONS OF NO HAZARD

Survey Point	Aeronautical Study No.	Date Submitted	FAA OE/AAA Review Status	Date
Building Hotel 1	2019-AWP-9823-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Hotel 2	2019-AWP-9824-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Hotel 3	2019-AWP-9825-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Hotel 4	2019-AWP-9826-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Hotel 5	2019-AWP-9827-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Hotel 6	2019-AWP-9828-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Ancillary Buildings 1	2019-AWP-9829-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Ancillary Buildings 2	2019-AWP-9830-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Ancillary Buildings 3	2019-AWP-9831-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Ancillary Buildings 4	2019-AWP-9832-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Retail Building 1	2019-AWP-9833-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Retail Building 2	2019-AWP-9834-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Retail Building 3	2019-AWP-9835-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Retail Building 4	2019-AWP-9836-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Sign Tower 1	2019-AWP-9837-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Sign Tower 2	2019-AWP-9838-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Sign Tower 3	2019-AWP-9839-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building Plaza Sign Tower 4	2019-AWP-9840-OE	8/23/19	Determination of No Hazard Issued	10/2/19
Building West Parking Garage 1	2019-AWP-9841-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building West Parking Garage 2	2019-AWP-9842-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building West Parking Garage 3	2019-AWP-9843-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building West Parking Garage 4	2019-AWP-9844-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building West Parking Garage 5	2019-AWP-9845-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building West Parking Garage 6	2019-AWP-9846-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena South Parking Structure 1	2019-AWP-9847-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena South Parking Structure 2	2019-AWP-9848-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena South Parking Structure 3	2019-AWP-9849-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena South Parking Structure 4	2019-AWP-9850-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena South Parking Structure 5	2019-AWP-9851-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building Arena Building 1`	2019-AWP-9852-OE	8/23/19	Work In Progress	
Building Arena Building 2	2019-AWP-9853-OE	8/23/19	Work In Progress	
Building Arena Building 3	2019-AWP-9854-OE	8/23/19	Work In Progress	
Building Arena Building 4	2019-AWP-9855-OE	8/23/19	Work In Progress	
Building Arena Building 5	2019-AWP-9856-OE	8/23/19	Work In Progress	
Building Arena Building 6	2019-AWP-9857-OE	8/23/19	Work In Progress	
Building Arena Building 7	2019-AWP-9858-OE	8/23/19	Work In Progress	
Building Arena Building 8	2019-AWP-9859-OE	8/23/19	Work In Progress	
Building Arena Building 9	2019-AWP-9860-OE	8/23/19	Work In Progress	
Building East Parking Garage 1	2019-AWP-9861-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 2	2019-AWP-9862-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 3	2019-AWP-9863-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 4	2019-AWP-9864-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 5	2019-AWP-9865-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 6	2019-AWP-9866-OE	8/23/19	Determination of No Hazard Issued	10/22/19
Building East Parking Garage 7	2019-AWP-9867-OE	8/23/19	Determination of No Hazard Issued	10/22/19



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 42.90"	118° 20' 13.54"	105
2	33° 56' 42.90"	118° 20' 12.06"	106
3	33° 56' 42.33"	118° 20' 13.54"	105
4	33° 56' 42.33"	118° 20' 12.76"	105
5	33° 56' 40.95"	118° 20' 12.75"	104
6	33° 56' 40.95"	118° 20' 12.06"	104

LEGEND

⊕ POINT LOCATION

Ⓝ POINT #

60 0 60 120
meters 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

Mark A. Monroe 8/07/2019

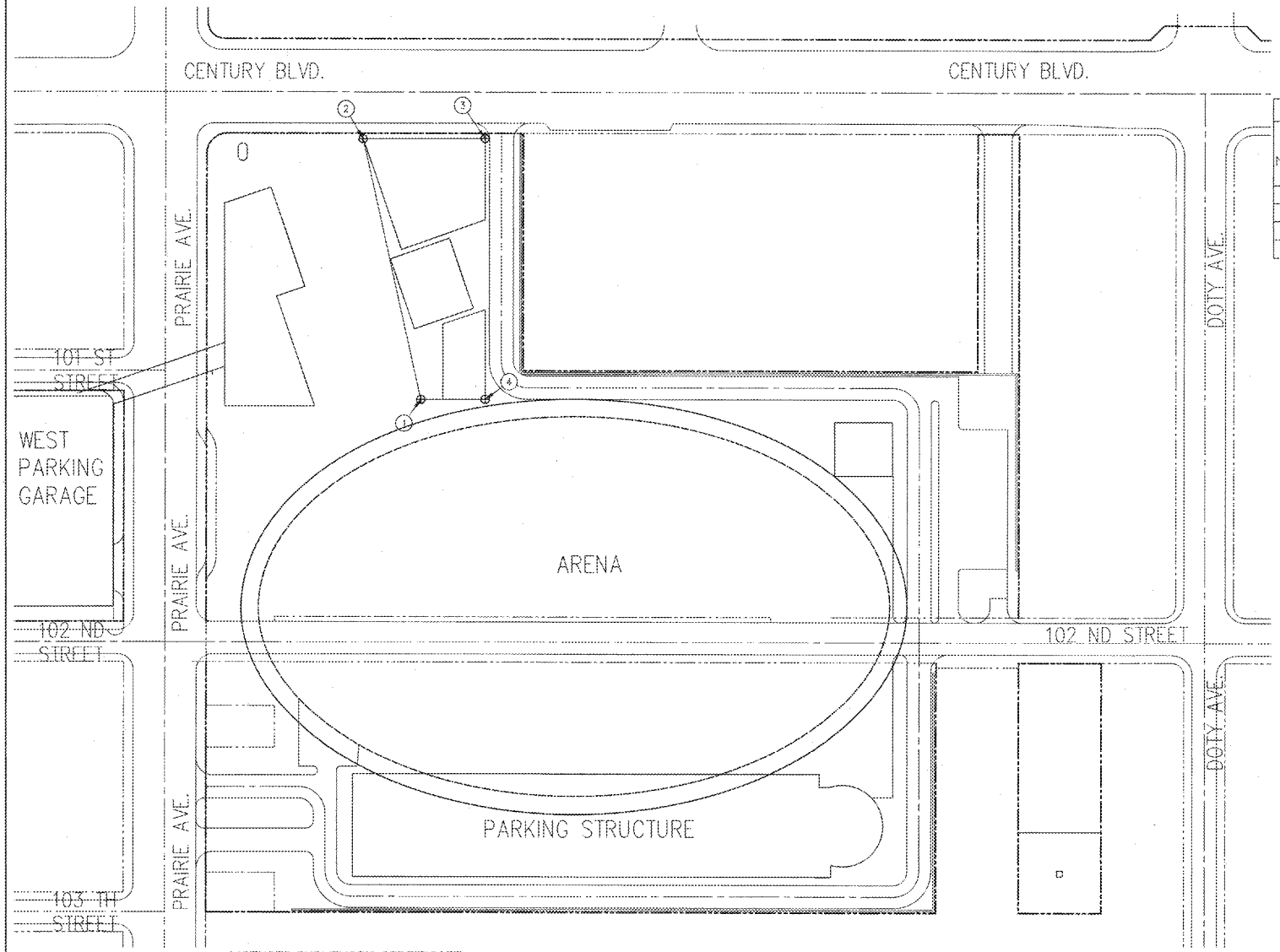
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
8901 S. LA CIENEGA BLVD, SUITE 108
INGLEWOOD, CA 90301
Phone: 424-351-6800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

HOTEL
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO. 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL.)
1	33° 56' 39.97"	118° 20' 34.44"	91
2	33° 56' 43.09"	118° 20' 35.28"	92
3	33° 56' 43.10"	118° 20' 33.53"	92
4	33° 56' 39.98"	118° 20' 33.52"	91

LEGEND

⊕ POINT LOCATION

ⓝ POINT #

60 0 60 120
scale 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

Mark A. Monroe 8/07/2019

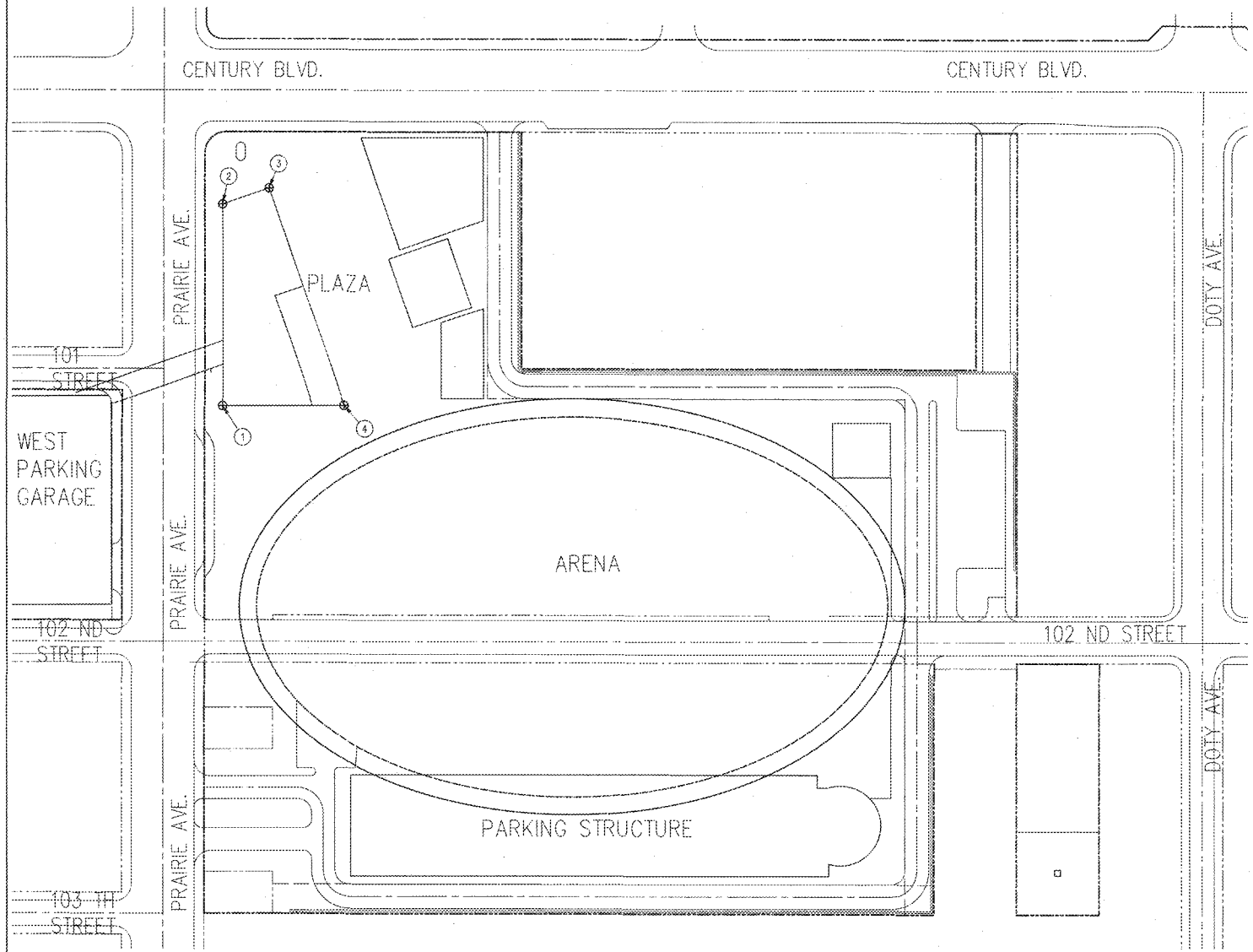
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC
8901 S. LA CIENEGA BLVD. SUITE 106
INGLEWOOD, CA 90301
Phone: 424-351-6800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

PLAZA ANCILLARY BUILDINGS
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 39.89"	118° 20' 37.26"	89
2	33° 56' 42.30"	118° 20' 37.27"	90
3	33° 56' 42.50"	118° 20' 36.60"	90
4	33° 56' 39.89"	118° 20' 35.52"	89

LEGEND

⊕ POINT LOCATION

(#) POINT #

60 0 60 120
SCALE 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

Mark A. Monroe 8/07/2019

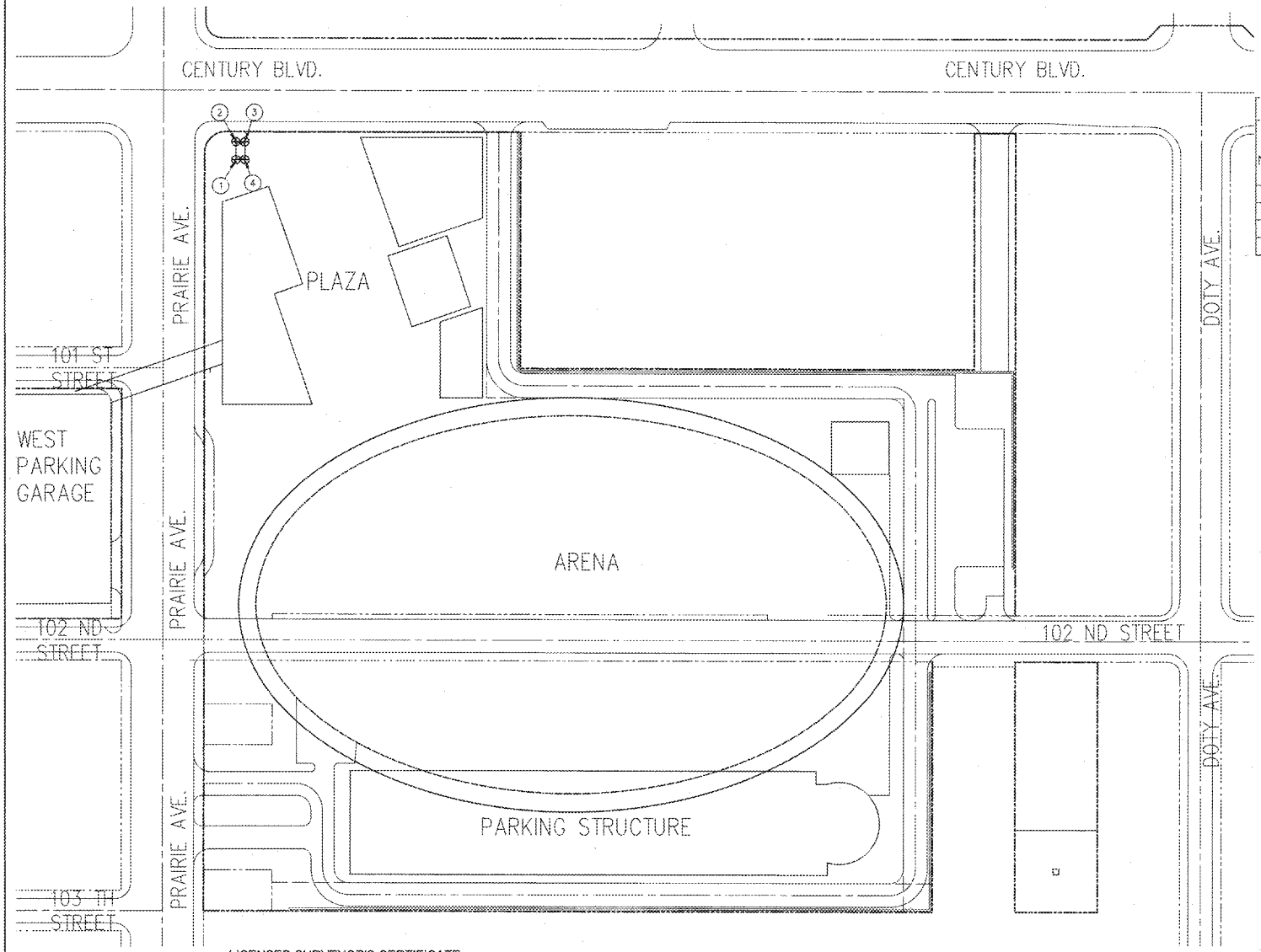
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
8901 S. LA CIENEGA BLVD, SUITE 106
INGLEWOOD, CA 90301
Phone: 424-361-8600

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

PLAZA RETAIL BUILDING
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO.: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 42.82"	118° 20' 37.08"	90
2	33° 56' 43.04"	118° 20' 37.08"	90
3	33° 56' 43.04"	118° 20' 36.95"	90
4	33° 56' 42.82"	118° 20' 36.95"	90

LEGEND

⊕ POINT LOCATION

ⓕ POINT #

60 0 60 120
scale 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

8/07/2019

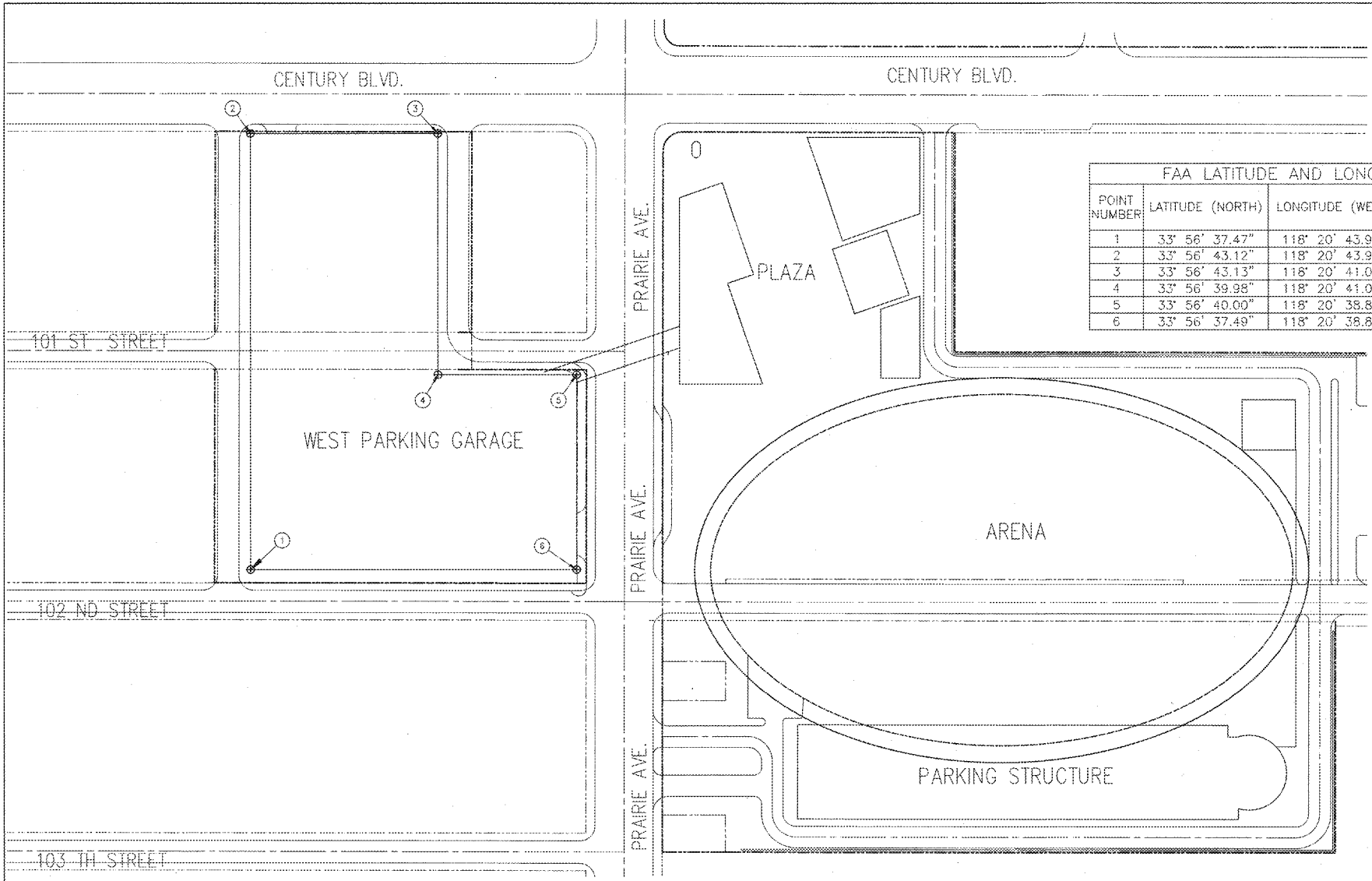
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
8901 S. LA CIENEGA BLVD. SUITE 106
INGLEWOOD, CA 90301
Phone: 424-351-5800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

PLAZA SIGN TOWER
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO.: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 37.47"	118° 20' 43.93"	87
2	33° 56' 43.12"	118° 20' 43.95"	88
3	33° 56' 43.13"	118° 20' 41.04"	89
4	33° 56' 39.98"	118° 20' 41.02"	88
5	33° 56' 40.00"	118° 20' 38.86"	88
6	33° 56' 37.49"	118° 20' 38.85"	88

LEGEND

⊕ POINT LOCATION

(#) POINT #

60 0 60 120
scale 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

Mark A. Monroe 8/07/2019

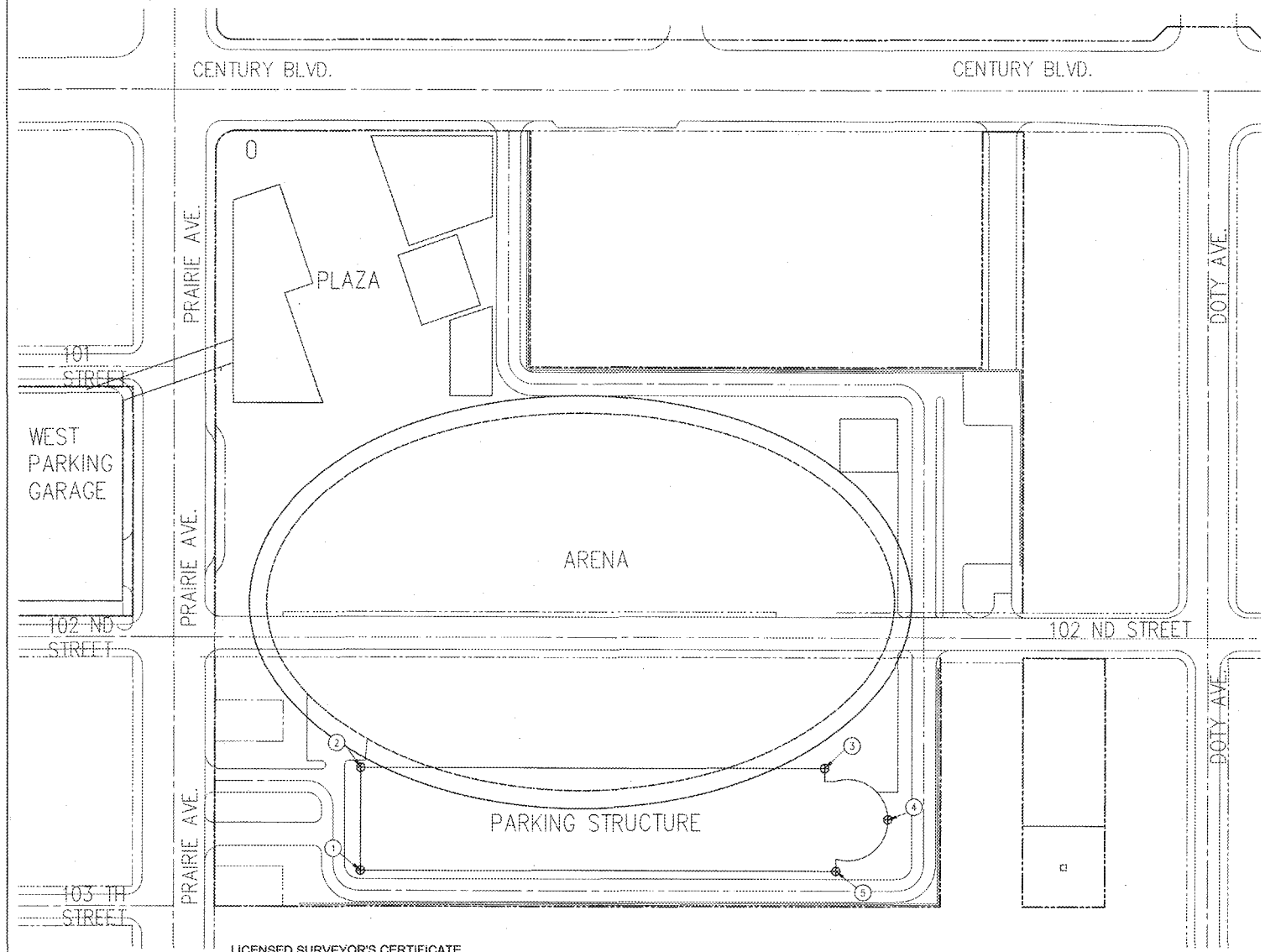
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
6901 S. LA CIENEGA BLVD. SUITE 106
INGLEWOOD, CA 90301
Phone: 424-351-6800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

WEST PARKING GARAGE
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHEET NO: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 34.25"	118° 20' 35.40"	88
2	33° 56' 35.48"	118° 20' 35.40"	90
3	33° 56' 35.49"	118° 20' 28.70"	90
4	33° 56' 34.88"	118° 20' 27.79"	90
5	33° 56' 34.26"	118° 20' 28.54"	89

LEGEND

⊕ POINT LOCATION

(#) POINT #

60 0 60 120
Scale 1" = 60' Feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

8/07/2019

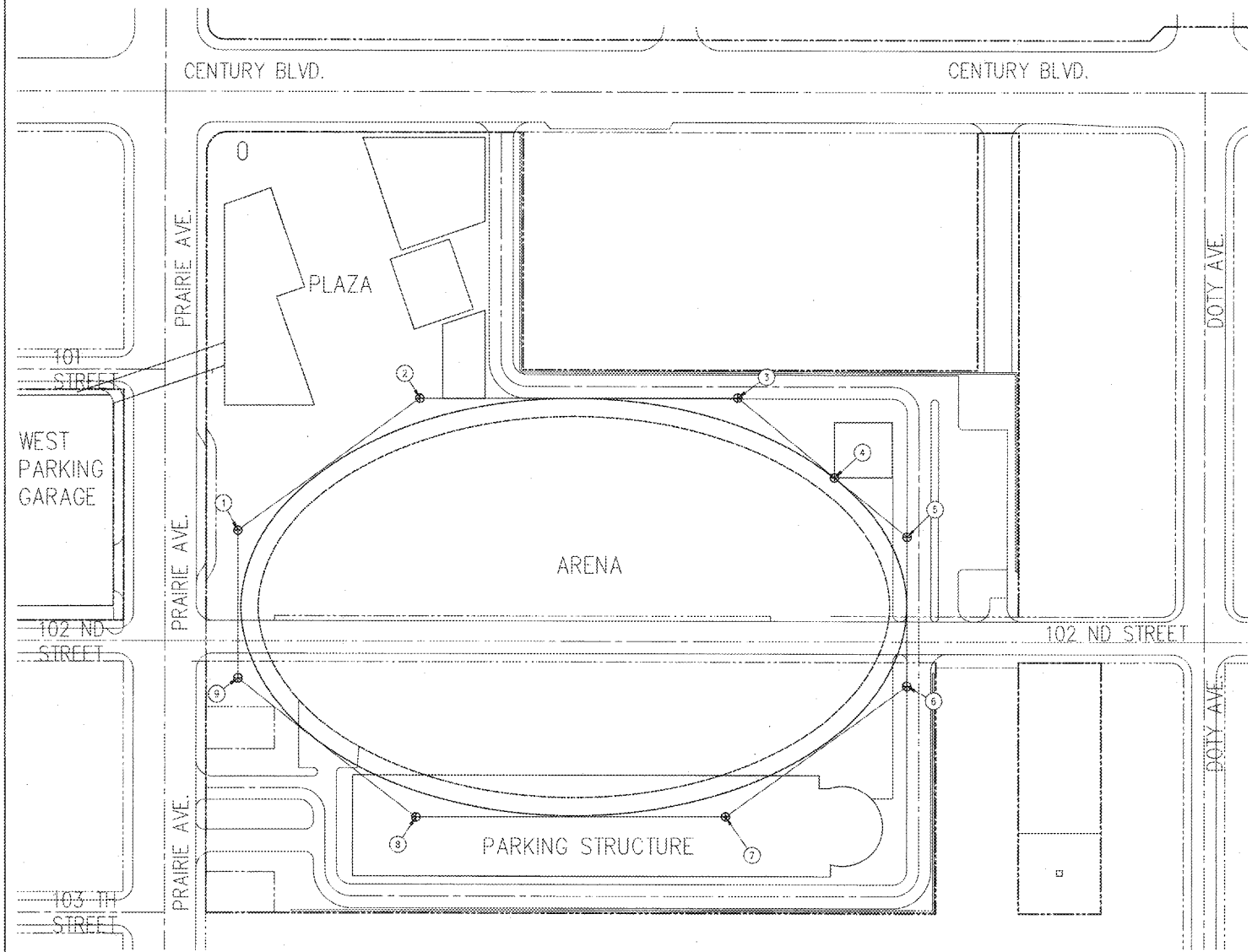
MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
6901 S. LA CIENEGA BLVD. SUITE 108
INGLEWOOD, CA 90301
Phone: 424-351-6800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

ARENA SOUTH PARKING STRUCTURE
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO.: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 38.40"	118° 20' 37.06"	90.5
2	33° 56' 39.98"	118° 20' 34.45"	90.5
3	33° 56' 39.99"	118° 20' 29.89"	90.5
4	33° 56' 39.05"	118° 20' 28.50"	90.5
5	33° 56' 38.35"	118° 20' 27.45"	90.5
6	33° 56' 36.55"	118° 20' 27.45"	90.5
7	33° 56' 34.99"	118° 20' 30.05"	90.5
8	33° 56' 34.98"	118° 20' 34.49"	90.5
9	33° 56' 36.62"	118° 20' 37.05"	90.5

LEGEND

⊕ POINT LOCATION

(#) POINT #

60 0 60 120
scale 1"= 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

Mark A. Monroe

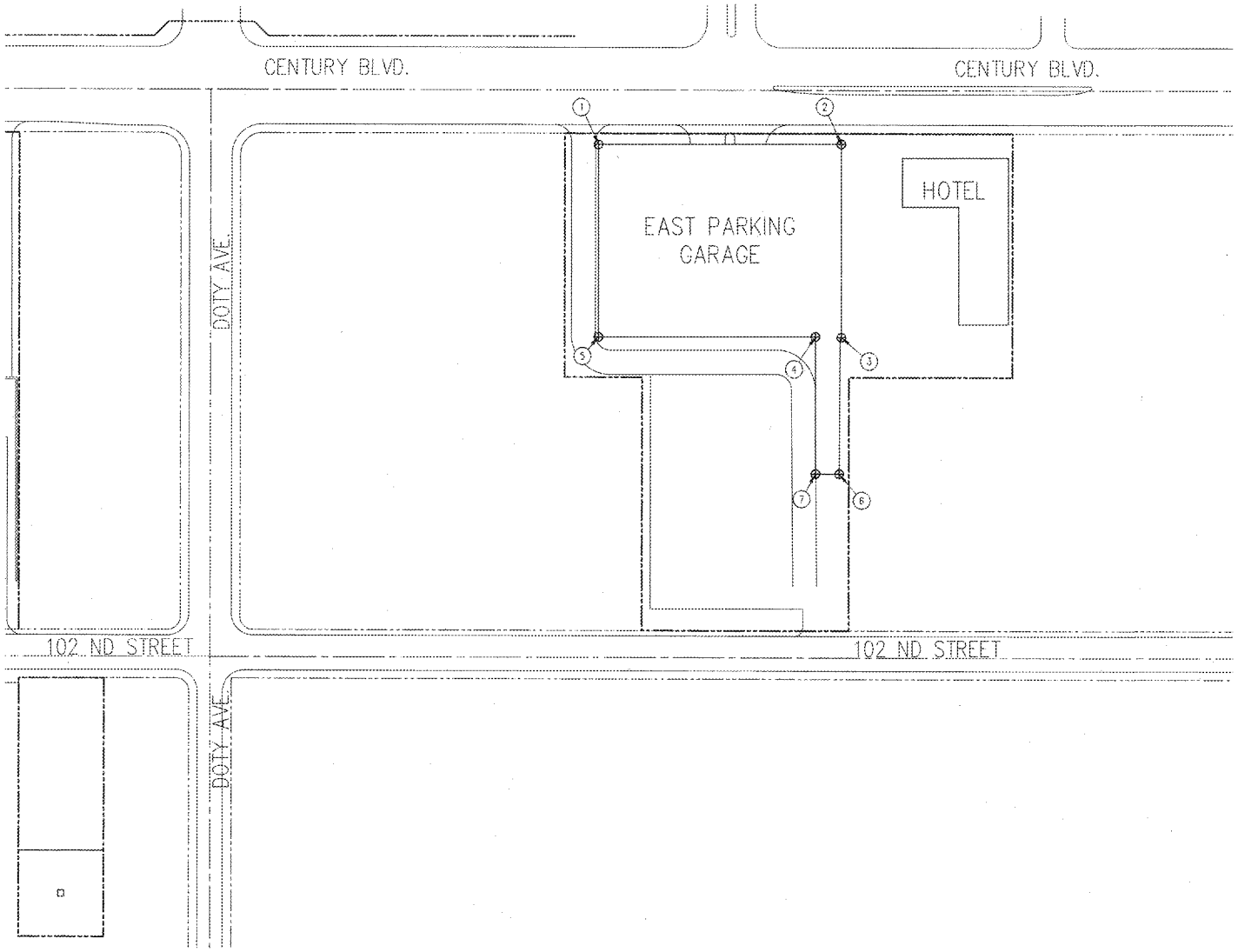
MARK A. MONROE, LS 8170 — 8/07/2019 DATE

D & D ENGINEERING, INC
8901 S. LA CIENEGA BLVD. SUITE 106
INGLEWOOD, CA 90301
Phone: 424-351-0800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

ARENA BUILDING
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO.: 1 OF 1



FAA LATITUDE AND LONGITUDE			
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)
1	33° 56' 43.05"	118° 20' 17.78"	99
2	33° 56' 43.06"	118° 20' 14.40"	104
3	33° 56' 40.79"	118° 20' 14.39"	103
4	33° 56' 40.80"	118° 20' 14.75"	103
5	33° 56' 40.79"	118° 20' 17.77"	101
6	33° 56' 39.23"	118° 20' 14.41"	101
7	33° 56' 39.23"	118° 20' 14.74"	101

LEGEND

⊕ POINT LOCATION

(#) POINT #

60 0 60 120
scale 1" = 60' feet

LICENSED SURVEYOR'S CERTIFICATE

I HAVE REVIEWED THE DATA SHOWN ON THIS SHEET AND CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY. THE HORIZONTAL DATUM (COORDINATES) ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS. THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

8/07/2019

MARK A. MONROE, LS 8170 DATE

D & D ENGINEERING, INC.
8901 S. LA CIENEGA BLVD, SUITE 106
INGLEWOOD, CA 90301
Phone: 424-351-8500

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

EAST PARKING GARAGE
FAA LATITUDE AND LONGITUDE EXHIBIT

SCALE: AS SHOWN
DATE: 8/7/2019
SHT NO.: 1 OF 1

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

Aeronautical Study No.
2019-AWP-9823-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 1
Location:	Inglewood , CA
Latitude:	33-56-42.90N NAD 83
Longitude:	118-20-13.54W
Heights:	105 feet site elevation (SE)
	99 feet above ground level (AGL)
	204 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 L 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.

This determination expires on 04/02/2021 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.

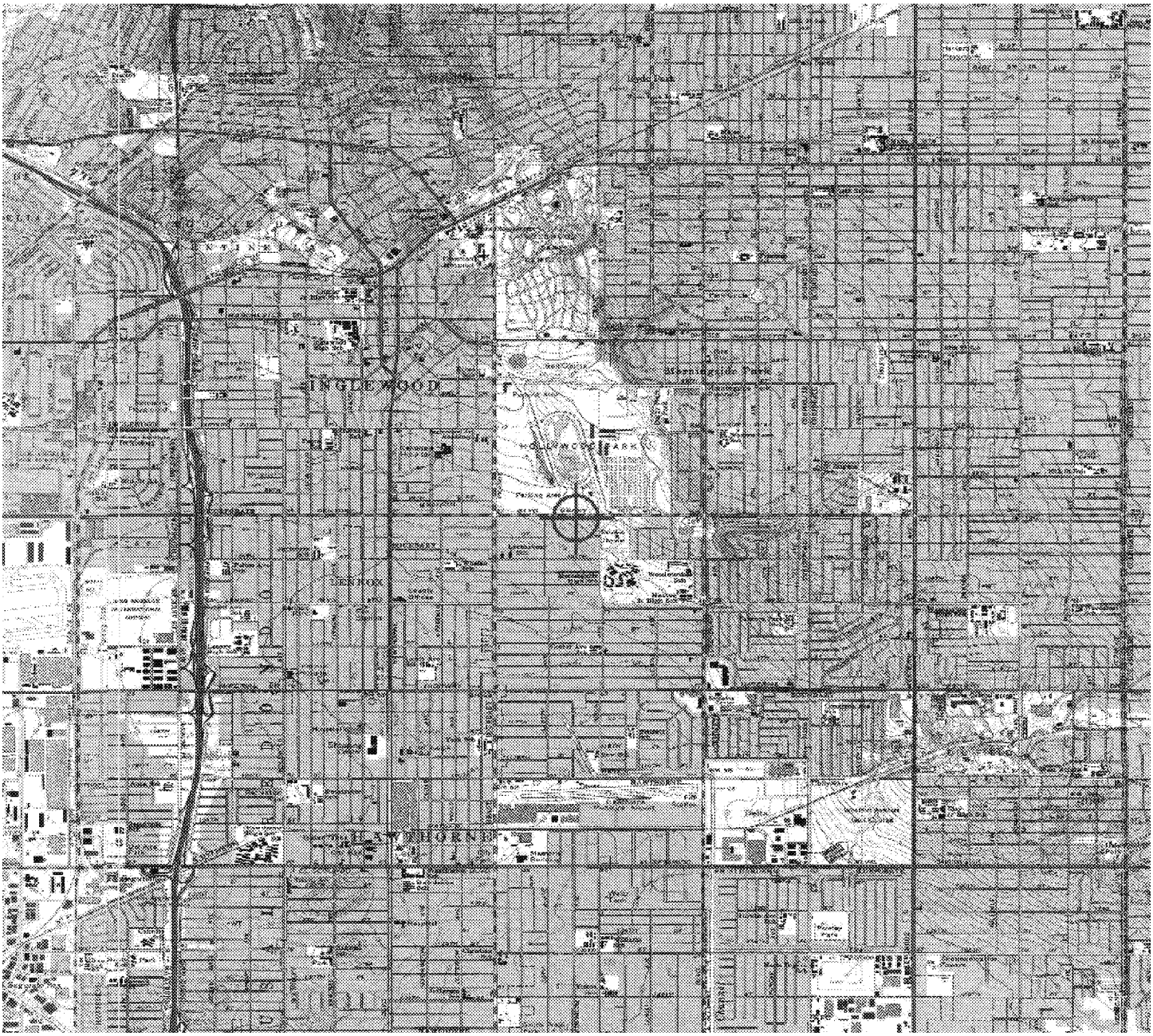
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9823-OE.

Signature Control No: 415209169-418720018 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9823-OE



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

Aeronautical Study No.
2019-AWP-9824-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 2
Location:	Inglewood , CA
Latitude:	33-56-42.90N NAD 83
Longitude:	118-20-12.06W
Heights:	106 feet site elevation (SE)
	100 feet above ground level (AGL)
	206 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 L 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.

This determination expires on 04/02/2021 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.

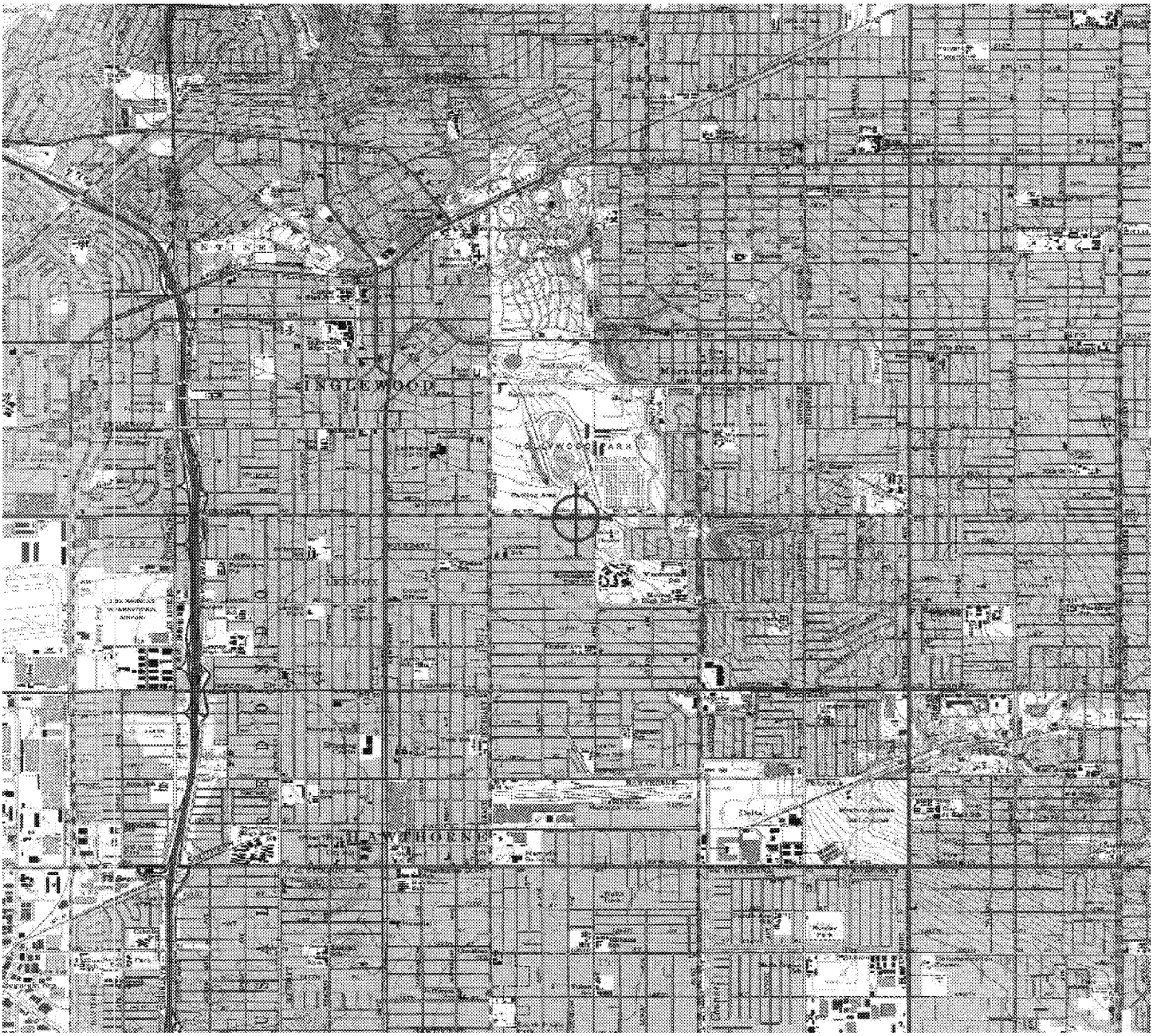
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9824-OE.

Signature Control No: 415209170-418720019 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9824-OE



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

Aeronautical Study No.
2019-AWP-9825-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 3
Location:	Inglewood , CA
Latitude:	33-56-42.33N NAD 83
Longitude:	118-20-13.54W
Heights:	105 feet site elevation (SE)
	100 feet above ground level (AGL)
	205 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 L 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.

This determination expires on 04/02/2021 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.

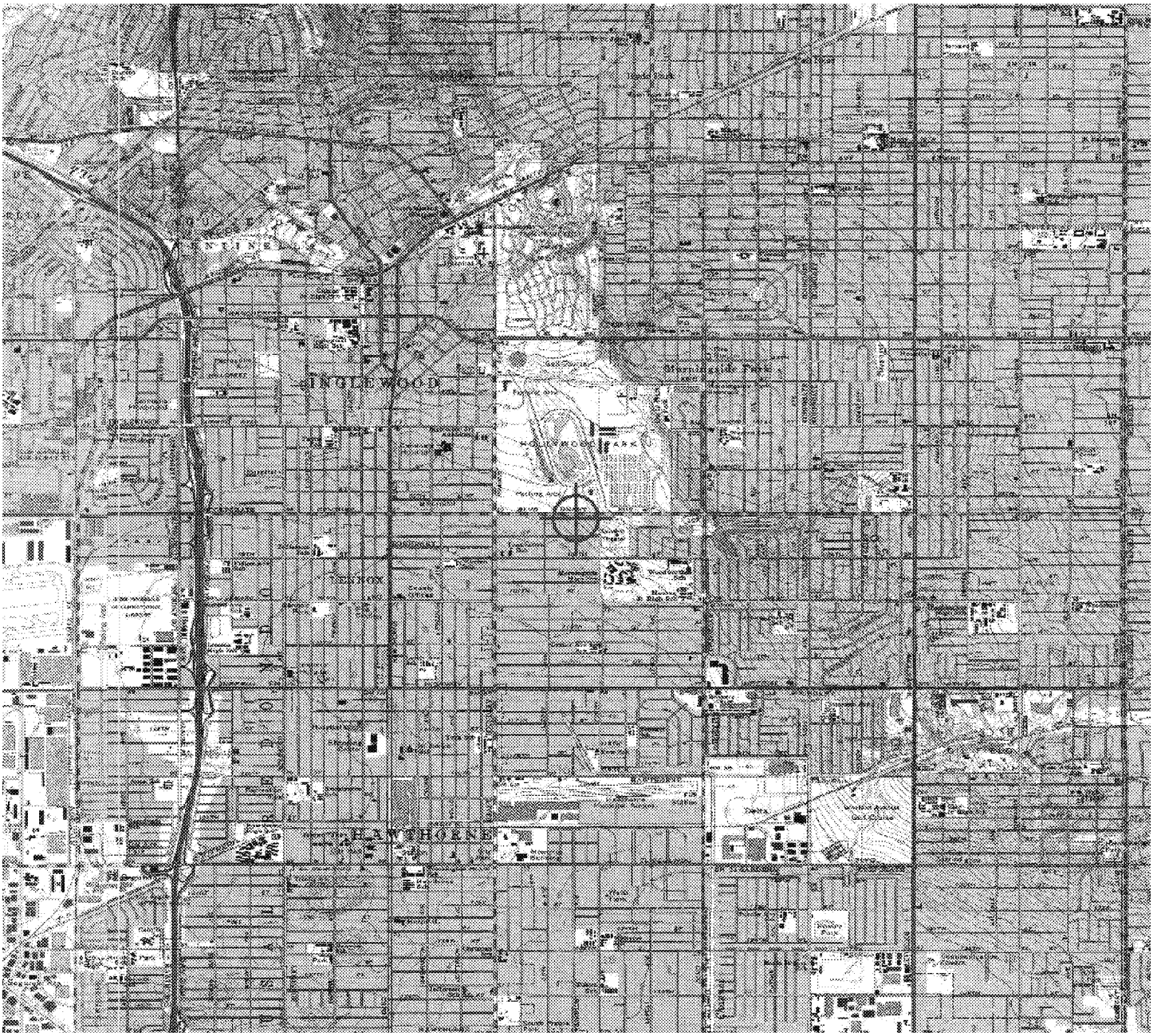
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9825-OE.

Signature Control No: 415209171-418720017 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9825-OE



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

Aeronautical Study No.
2019-AWP-9826-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 4
Location:	Inglewood , CA
Latitude:	33-56-42.33N NAD 83
Longitude:	118-20-12.76W
Heights:	105 feet site elevation (SE)
	101 feet above ground level (AGL)
	206 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 L 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.

This determination expires on 04/02/2021 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.

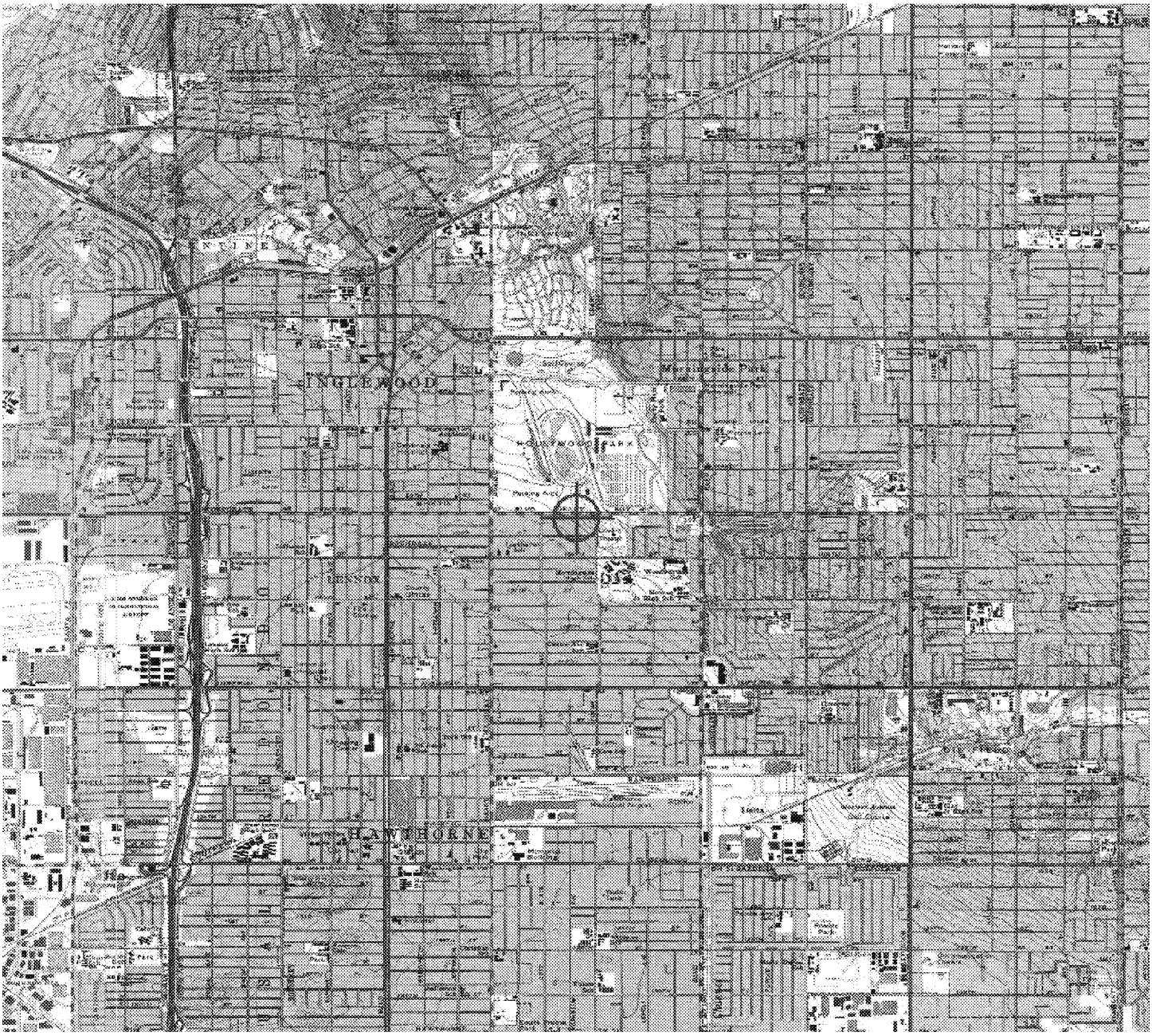
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9826-OE.

Signature Control No: 415209172-418720016 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9826-OE



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

Aeronautical Study No.
2019-AWP-9827-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 5
Location:	Inglewood , CA
Latitude:	33-56-40.95N NAD 83
Longitude:	118-20-12.75W
Heights:	104 feet site elevation (SE)
	101 feet above ground level (AGL)
	205 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 L 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.

This determination expires on 04/02/2021 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.

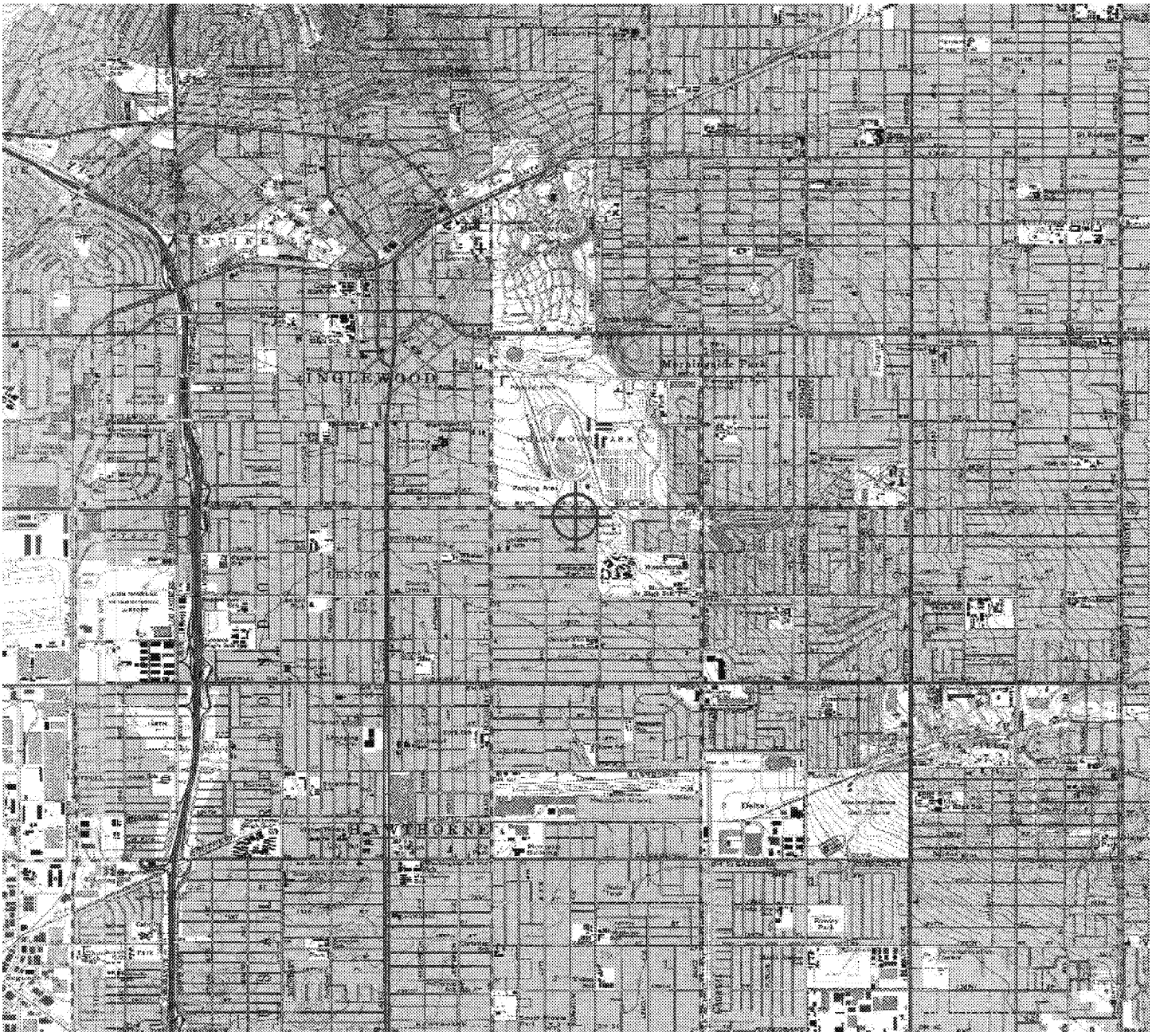
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9827-OE.

Signature Control No: 415209173-418720020 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9827-OE



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

Aeronautical Study No.
2019-AWP-9828-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Hotel 6
Location:	Inglewood , CA
Latitude:	33-56-40.95N NAD 83
Longitude:	118-20-12.06W
Heights:	104 feet site elevation (SE)
	114 feet above ground level (AGL)
	218 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does exceed obstruction standards but 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 L 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.

This determination expires on 04/02/2021 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.

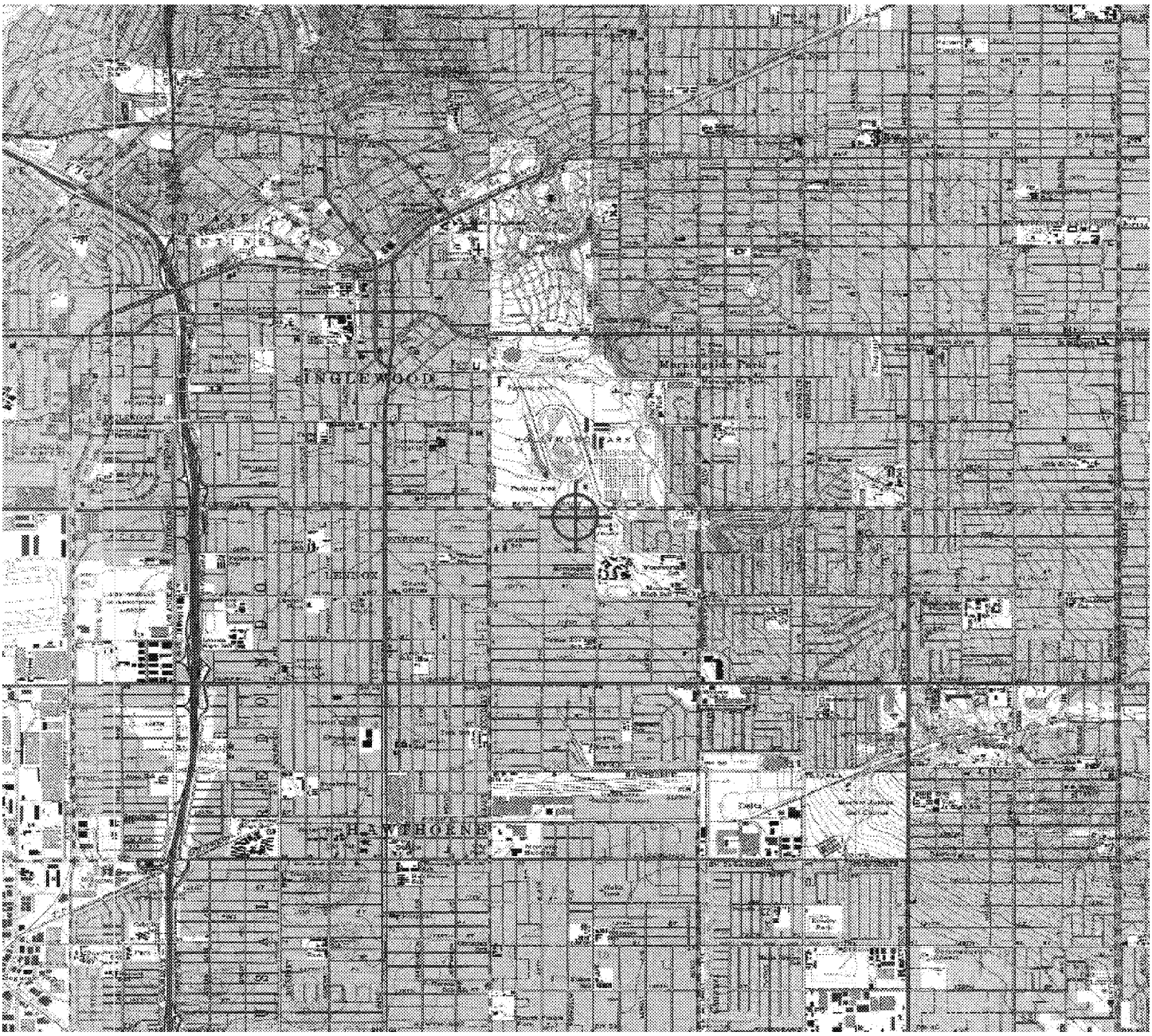
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9828-OE.

Signature Control No: 415209174-418721738 (EBO)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9828-OE



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

Aeronautical Study No.
2019-AWP-9829-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Ancillary Buildings 1
Location:	Inglewood , CA
Latitude:	33-56-39.97N NAD 83
Longitude:	118-20-34.44W
Heights:	91 feet site elevation (SE)
	63 feet above ground level (AGL)
	154 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 L 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.

This determination expires on 04/02/2021 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.

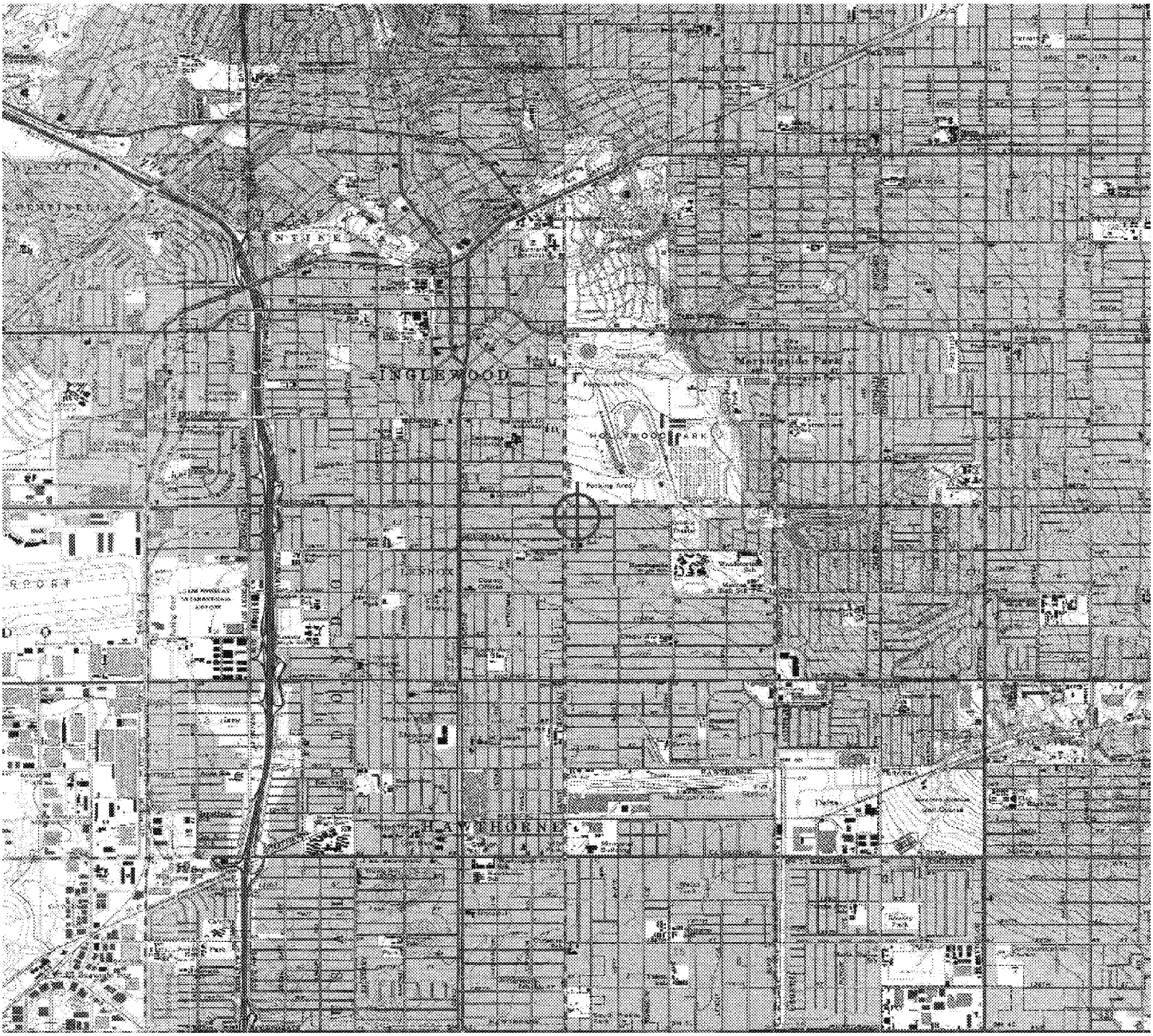
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9829-OE.

Signature Control No: 415209175-418723812 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9829-OE



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

Aeronautical Study No.
2019-AWP-9830-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Ancillary Buildings 2
Location:	Inglewood , CA
Latitude:	33-56-43.09N NAD 83
Longitude:	118-20-35.28W
Heights:	92 feet site elevation (SE)
	63 feet above ground level (AGL)
	155 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 L 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.

This determination expires on 04/02/2021 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.

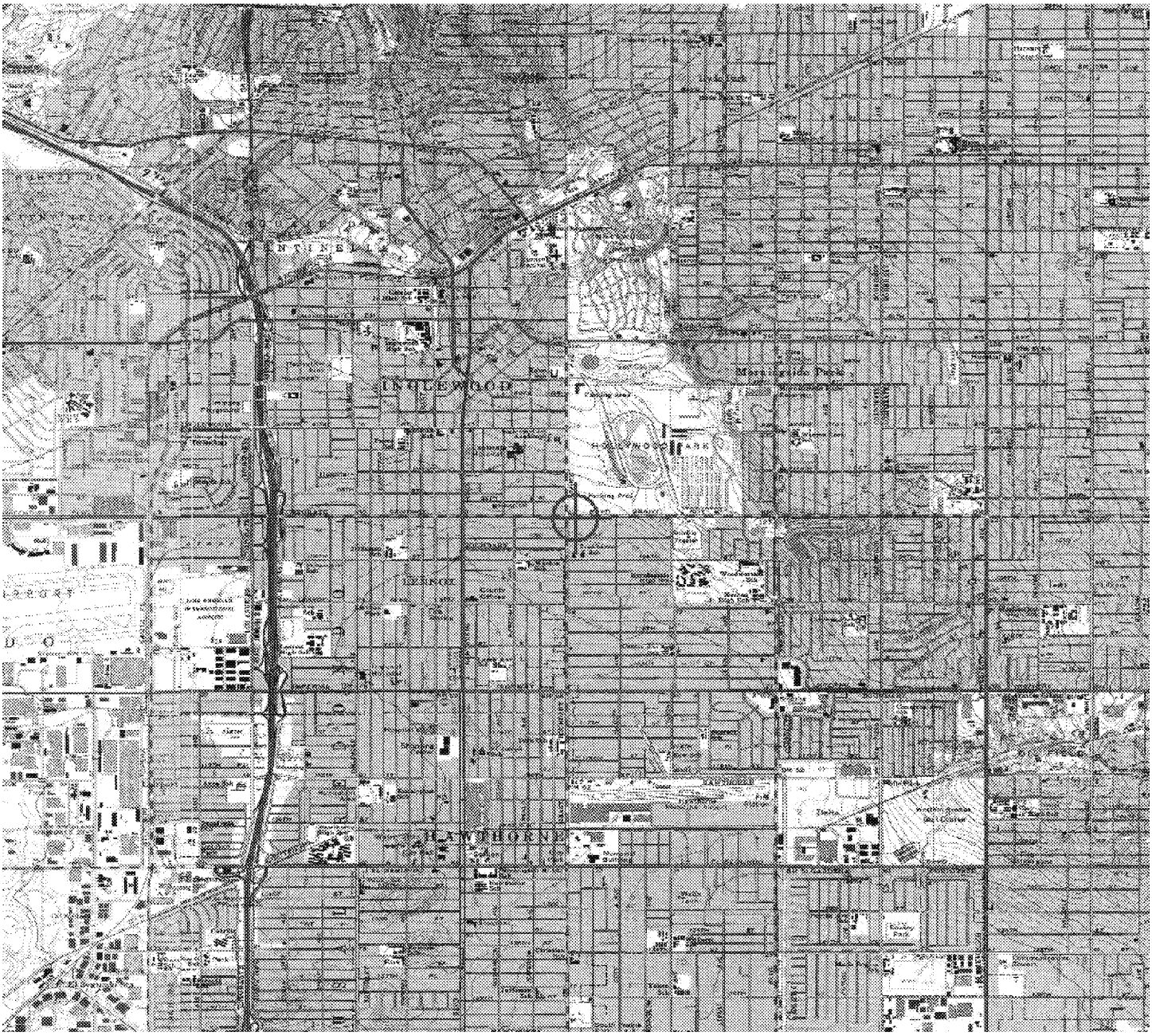
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9830-OE.

Signature Control No: 415209176-418723813 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9830-OE



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

Aeronautical Study No.
2019-AWP-9831-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Ancillary Buildings 3
Location:	Inglewood , CA
Latitude:	33-56-43.10N NAD 83
Longitude:	118-20-33.53W
Heights:	92 feet site elevation (SE)
	64 feet above ground level (AGL)
	156 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 L 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.

This determination expires on 04/02/2021 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.

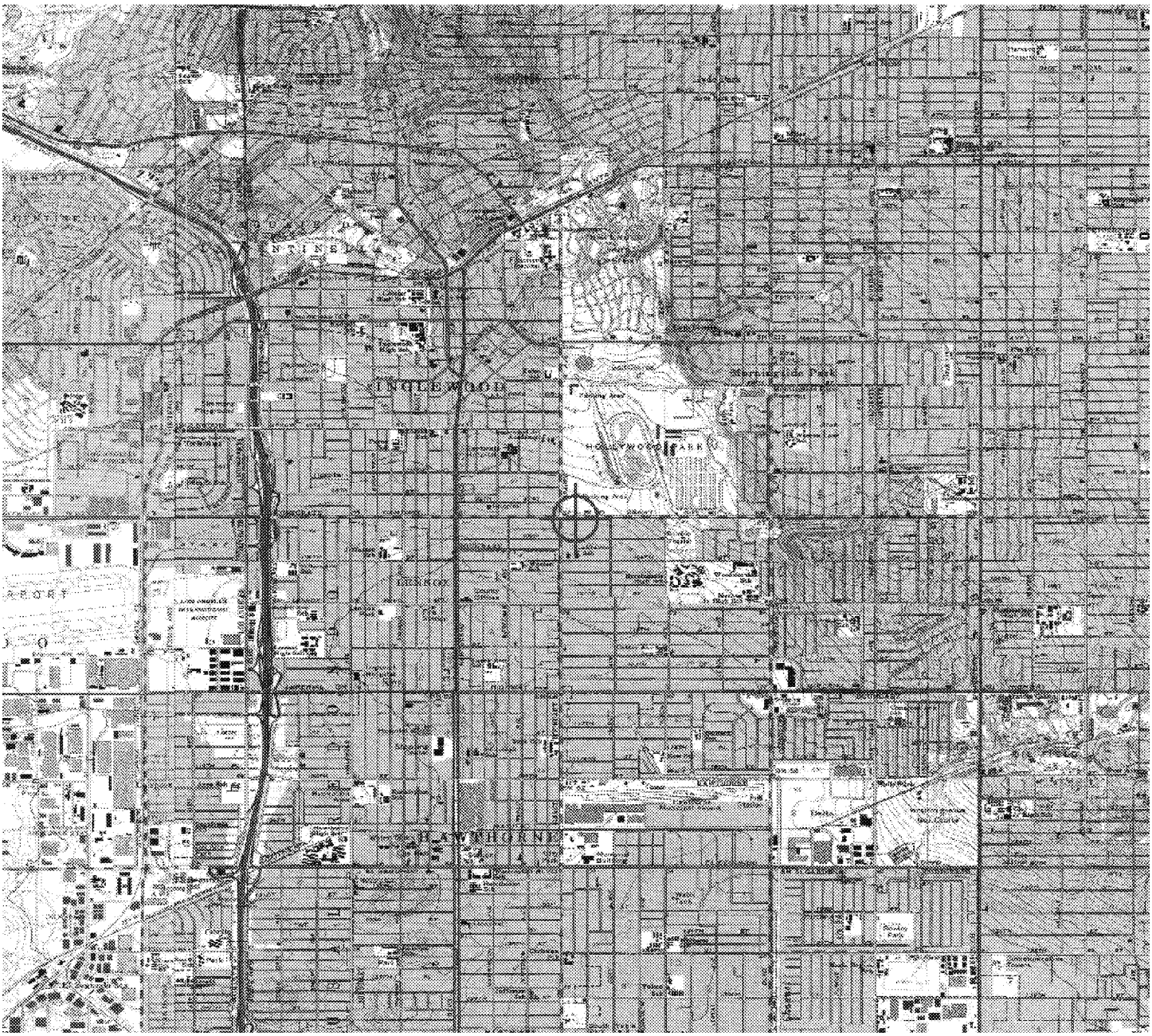
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9831-OE.

Signature Control No: 415209177-418723814 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9831-OE



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Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-9832-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Ancillary Buildings 4
Location:	Inglewood , CA
Latitude:	33-56-39.98N NAD 83
Longitude:	118-20-33.52W
Heights:	91 feet site elevation (SE)
	66 feet above ground level (AGL)
	157 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 L 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.

This determination expires on 04/02/2021 unless:

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

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

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

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

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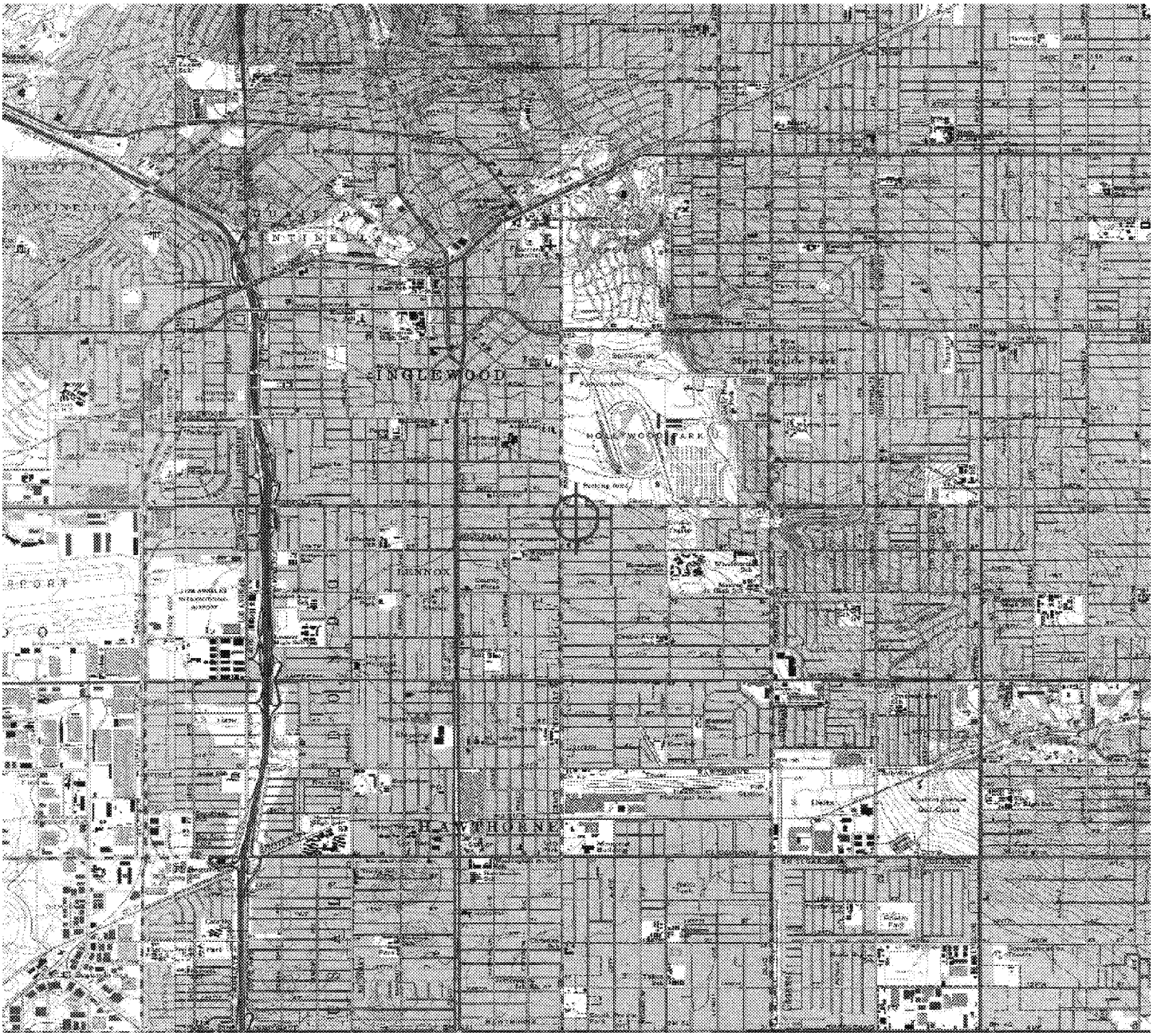
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9832-OE.

Signature Control No: 415209178-418723811 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9832-OE



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Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-9833-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Retail Building 1
Location:	Inglewood , CA
Latitude:	33-56-39.89N NAD 83
Longitude:	118-20-37.26W
Heights:	89 feet site elevation (SE)
	65 feet above ground level (AGL)
	154 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 L 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.

This determination expires on 04/02/2021 unless:

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

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

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

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

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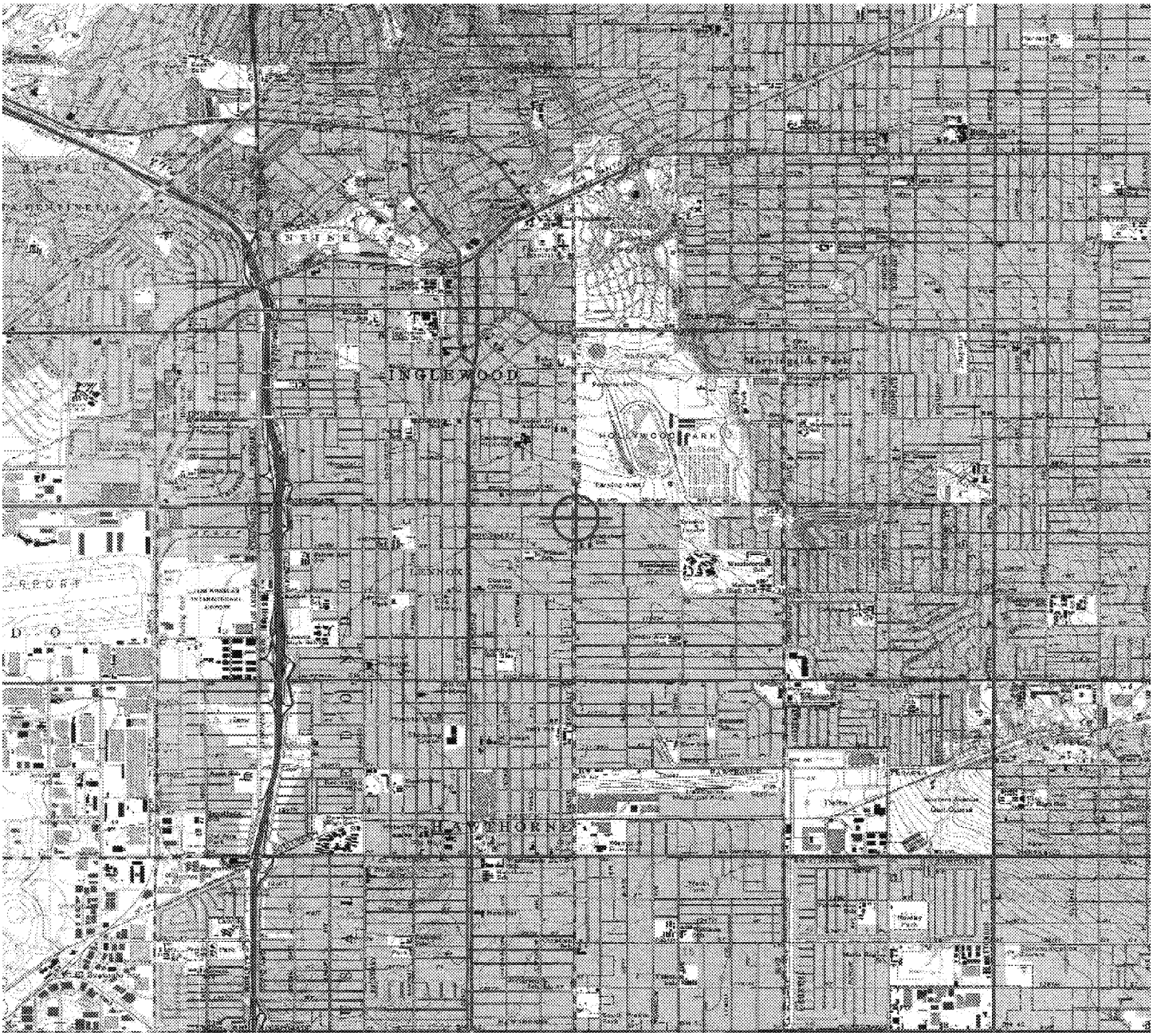
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9833-OE.

Signature Control No: 415209179-418741720 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9833-OE



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

Aeronautical Study No.
2019-AWP-9834-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Retail Building 2
Location:	Inglewood , CA
Latitude:	33-56-42.30N NAD 83
Longitude:	118-20-37.27W
Heights:	90 feet site elevation (SE)
	65 feet above ground level (AGL)
	155 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 L 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.

This determination expires on 04/02/2021 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.
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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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

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.

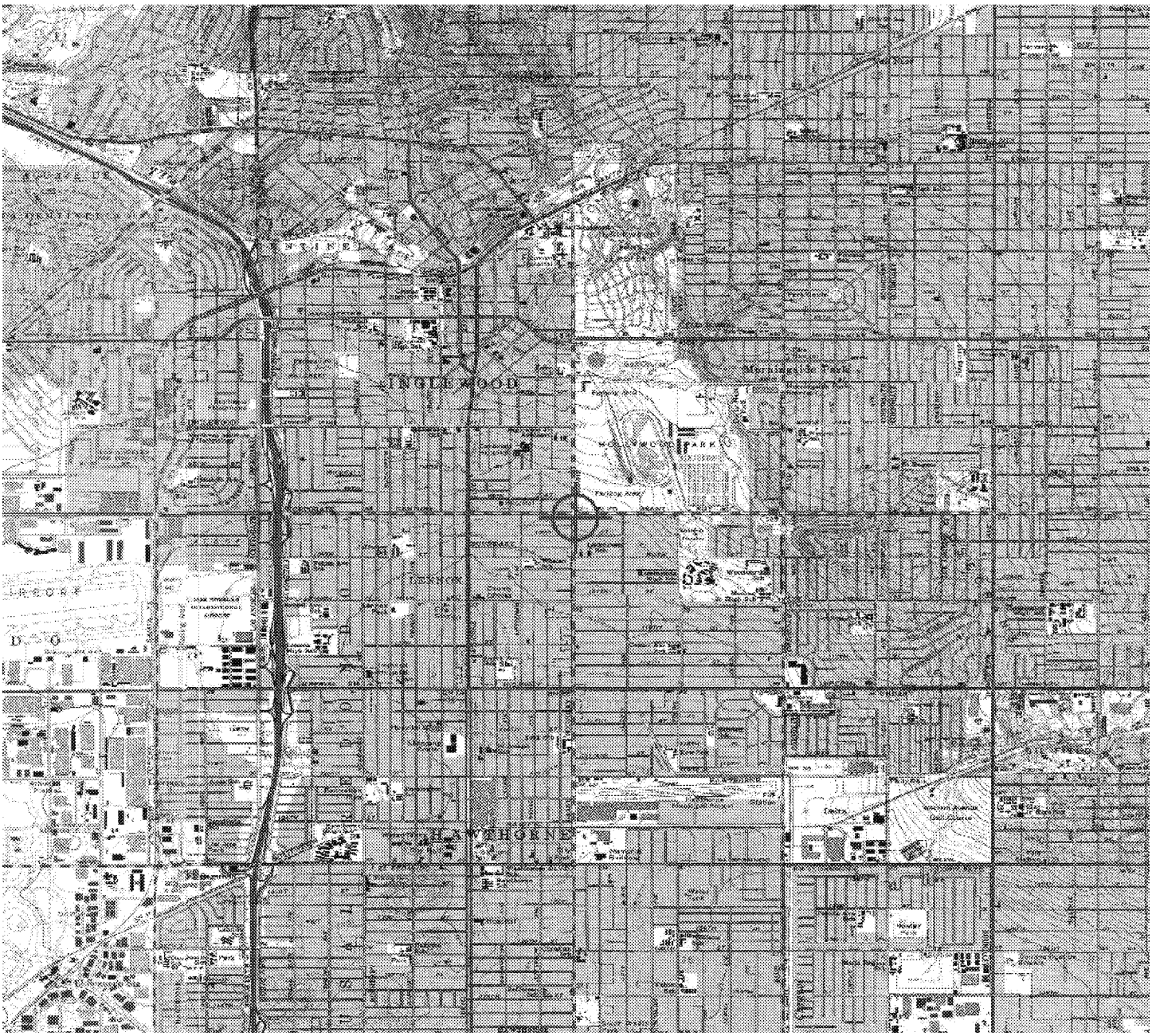
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9834-OE.

Signature Control No: 415209180-418741718 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9834-OE



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-9835-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Retail Building 3
Location:	Inglewood , CA
Latitude:	33-56-42.50N NAD 83
Longitude:	118-20-36.60W
Heights:	90 feet site elevation (SE)
	66 feet above ground level (AGL)
	156 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 L 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.

This determination expires on 04/02/2021 unless:

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

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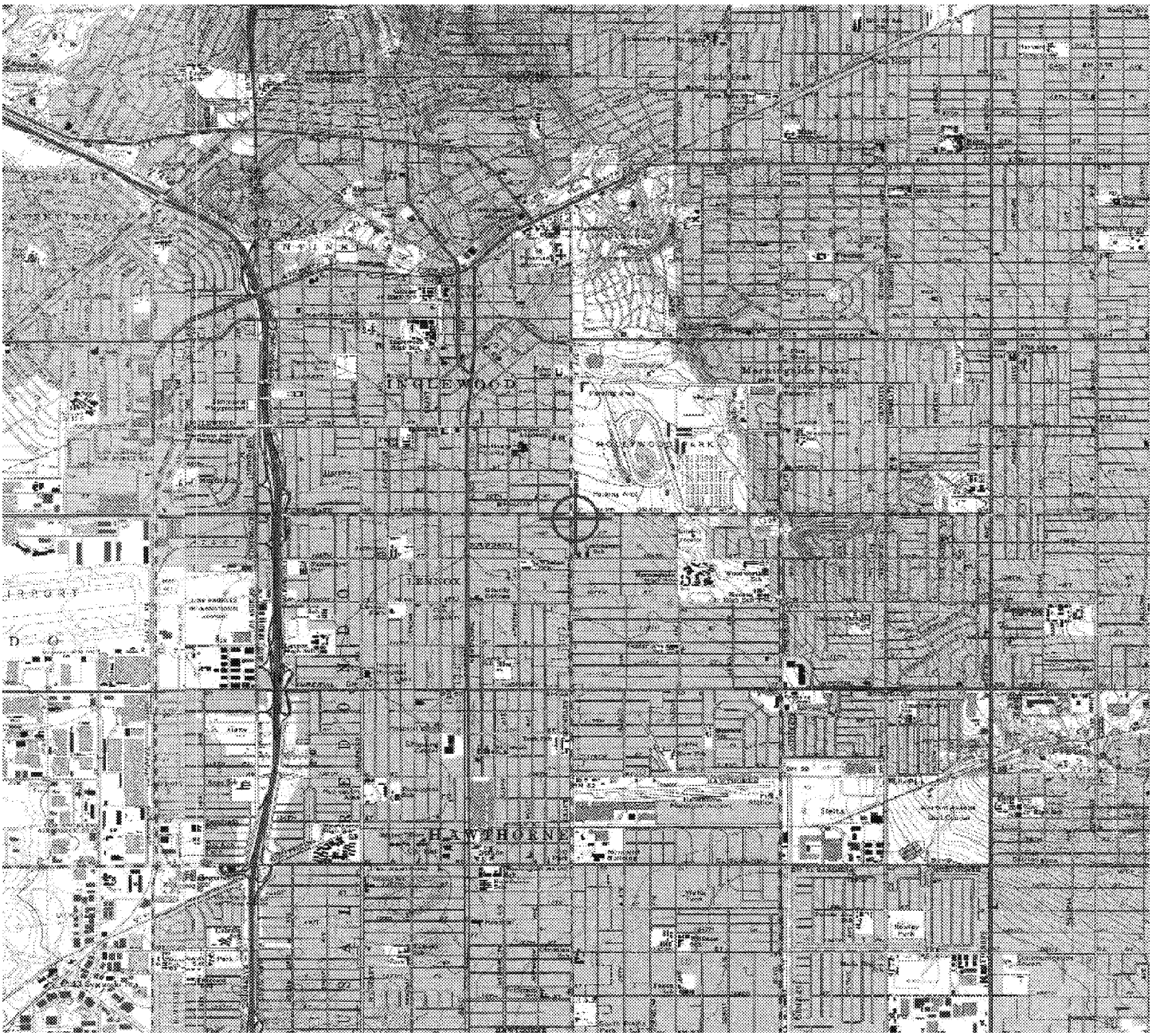
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9835-OE.

Signature Control No: 415209181-418741721 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9835-OE



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Federal Aviation Administration
Southwest Regional Office
Obstruction Evaluation Group
10101 Hillwood Parkway
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Aeronautical Study No.
2019-AWP-9836-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Retail Building 4
Location:	Inglewood , CA
Latitude:	33-56-39.89N NAD 83
Longitude:	118-20-35.52W
Heights:	89 feet site elevation (SE)
	65 feet above ground level (AGL)
	154 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 L 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.

This determination expires on 04/02/2021 unless:

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

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

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

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

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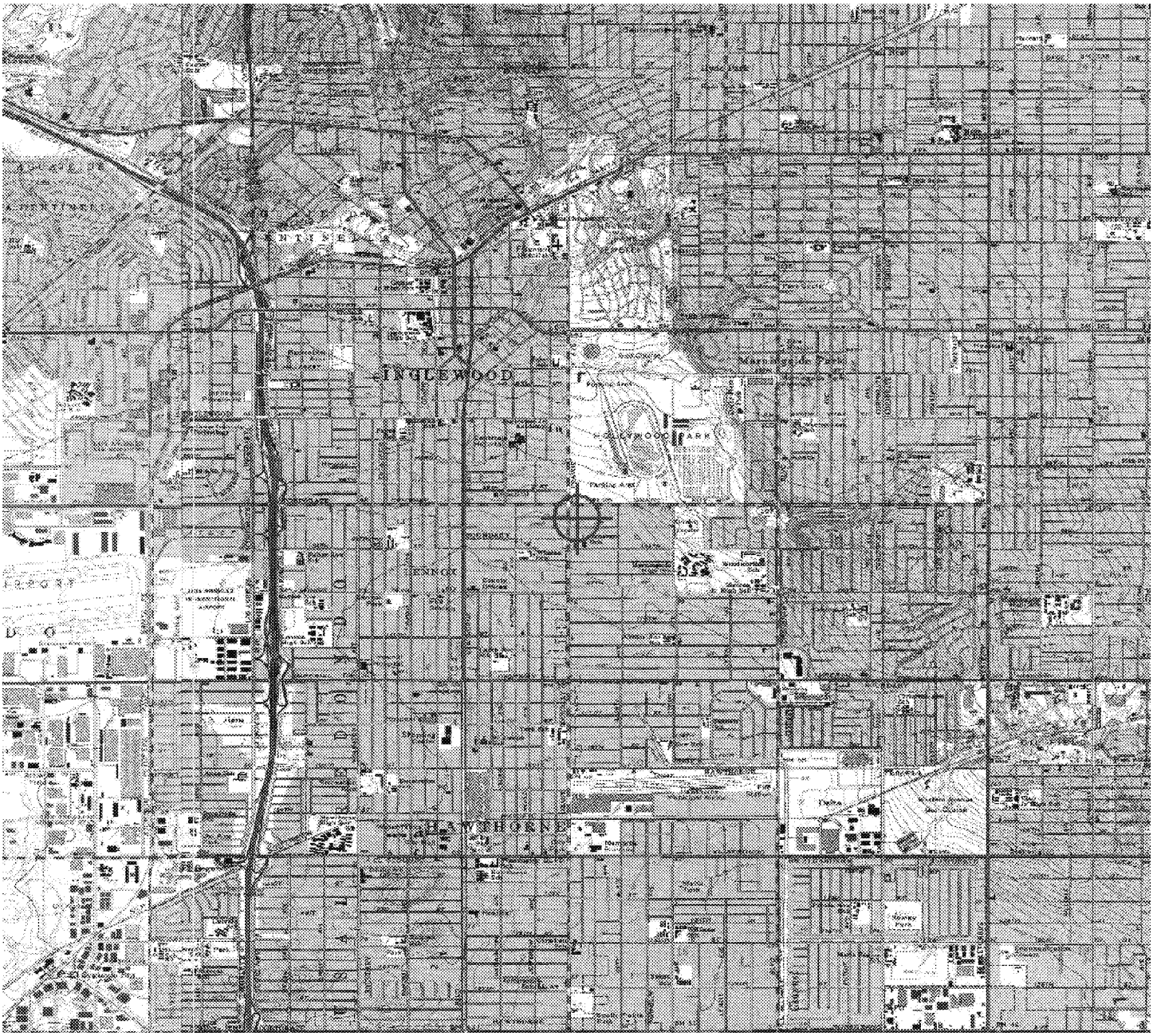
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9836-OE.

Signature Control No: 415209182-418741716 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9836-OE



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Federal Aviation Administration
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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-9837-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Sign Tower 1
Location:	Inglewood , CA
Latitude:	33-56-42.82N NAD 83
Longitude:	118-20-37.08W
Heights:	90 feet site elevation (SE)
	100 feet above ground level (AGL)
	190 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 L 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.

This determination expires on 04/02/2021 unless:

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

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

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

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

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

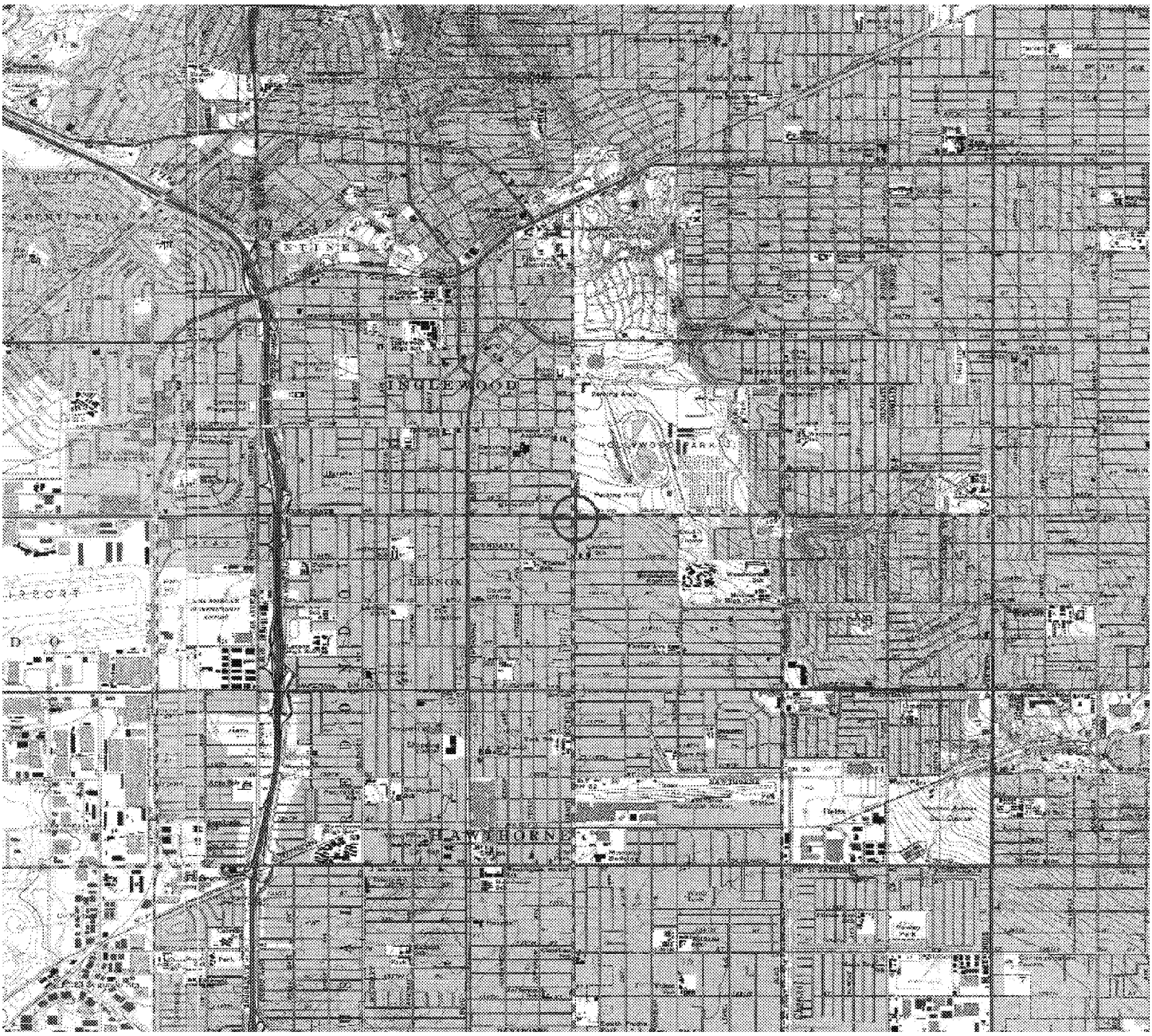
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9837-OE.

Signature Control No: 415209183-418741719 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9837-OE



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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2019-AWP-9838-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Sign Tower 2
Location:	Inglewood , CA
Latitude:	33-56-43.04N NAD 83
Longitude:	118-20-37.08W
Heights:	90 feet site elevation (SE)
	100 feet above ground level (AGL)
	190 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 L 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.

This determination expires on 04/02/2021 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.

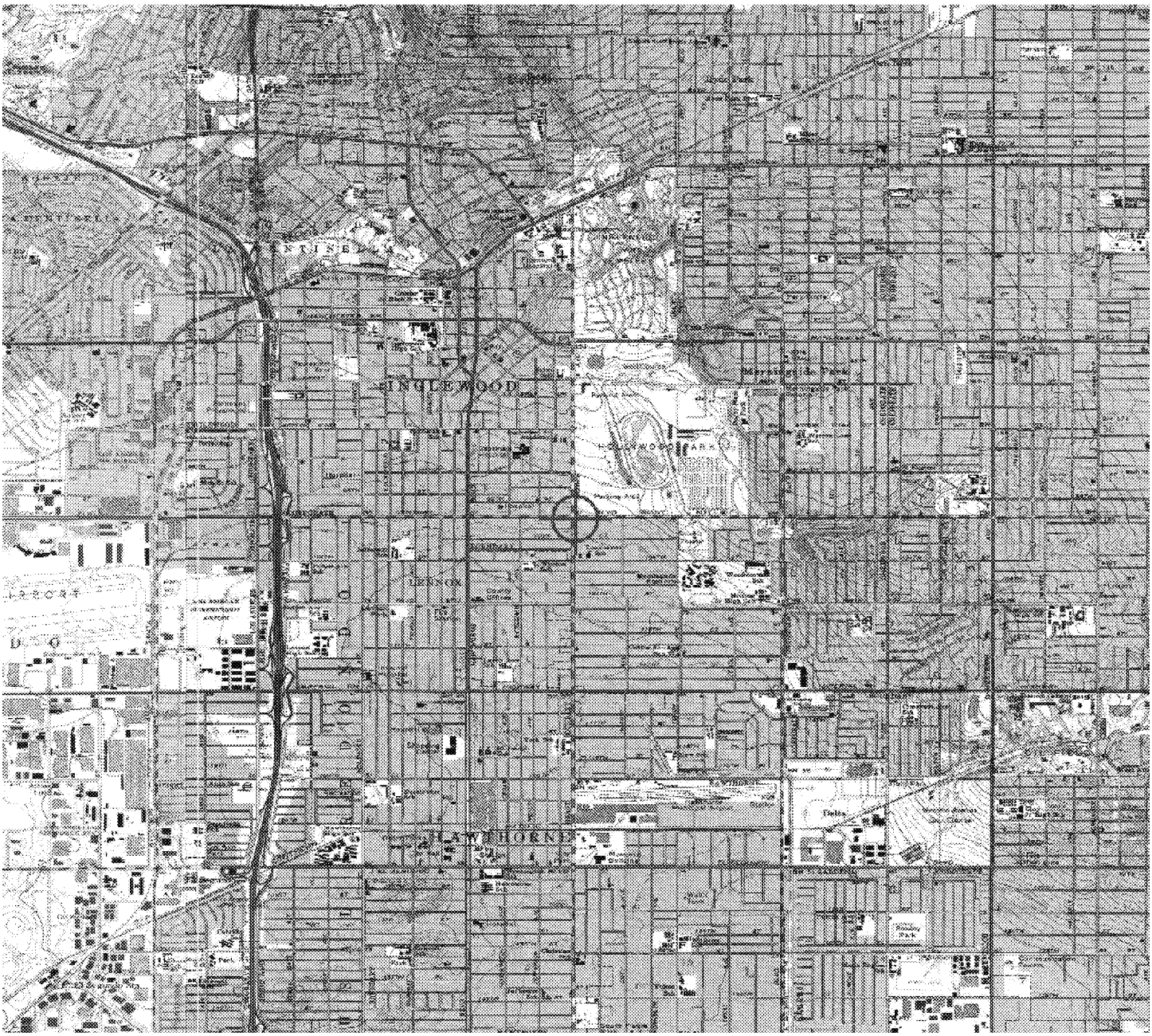
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9838-OE.

Signature Control No: 415209184-418744842 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9838-OE



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

Aeronautical Study No.
2019-AWP-9839-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Sign Tower 3
Location:	Inglewood , CA
Latitude:	33-56-43.04N NAD 83
Longitude:	118-20-36.95W
Heights:	90 feet site elevation (SE)
	100 feet above ground level (AGL)
	190 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 L 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.

This determination expires on 04/02/2021 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.

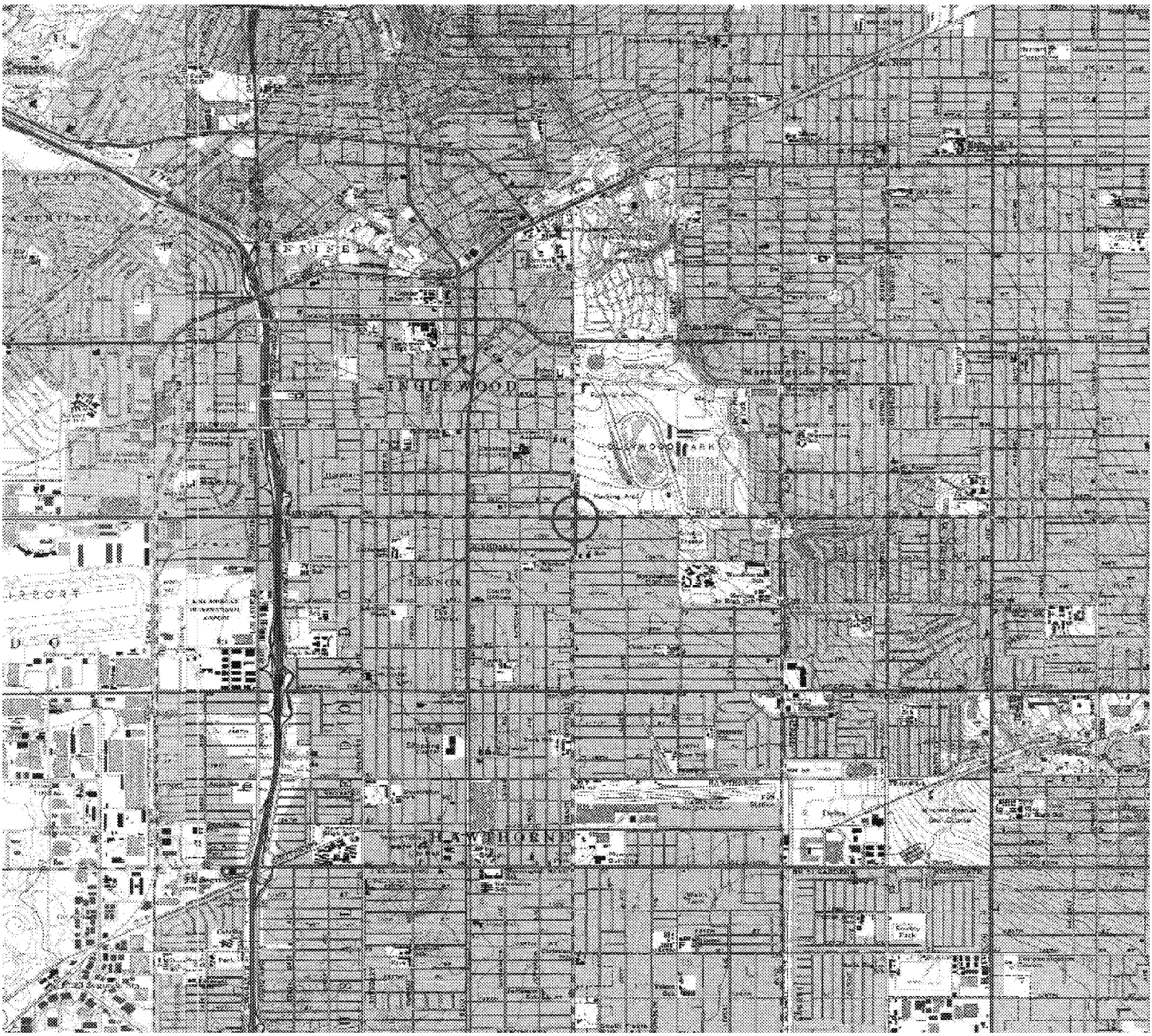
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9839-OE.

Signature Control No: 415209185-418741717 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9839-OE



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

Aeronautical Study No.
2019-AWP-9840-OE

Issued Date: 10/02/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Plaza Sign Tower 4
Location:	Inglewood , CA
Latitude:	33-56-42.82N NAD 83
Longitude:	118-20-36.95W
Heights:	90 feet site elevation (SE)
	103 feet above ground level (AGL)
	193 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 L 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.

This determination expires on 04/02/2021 unless:

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

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

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

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

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

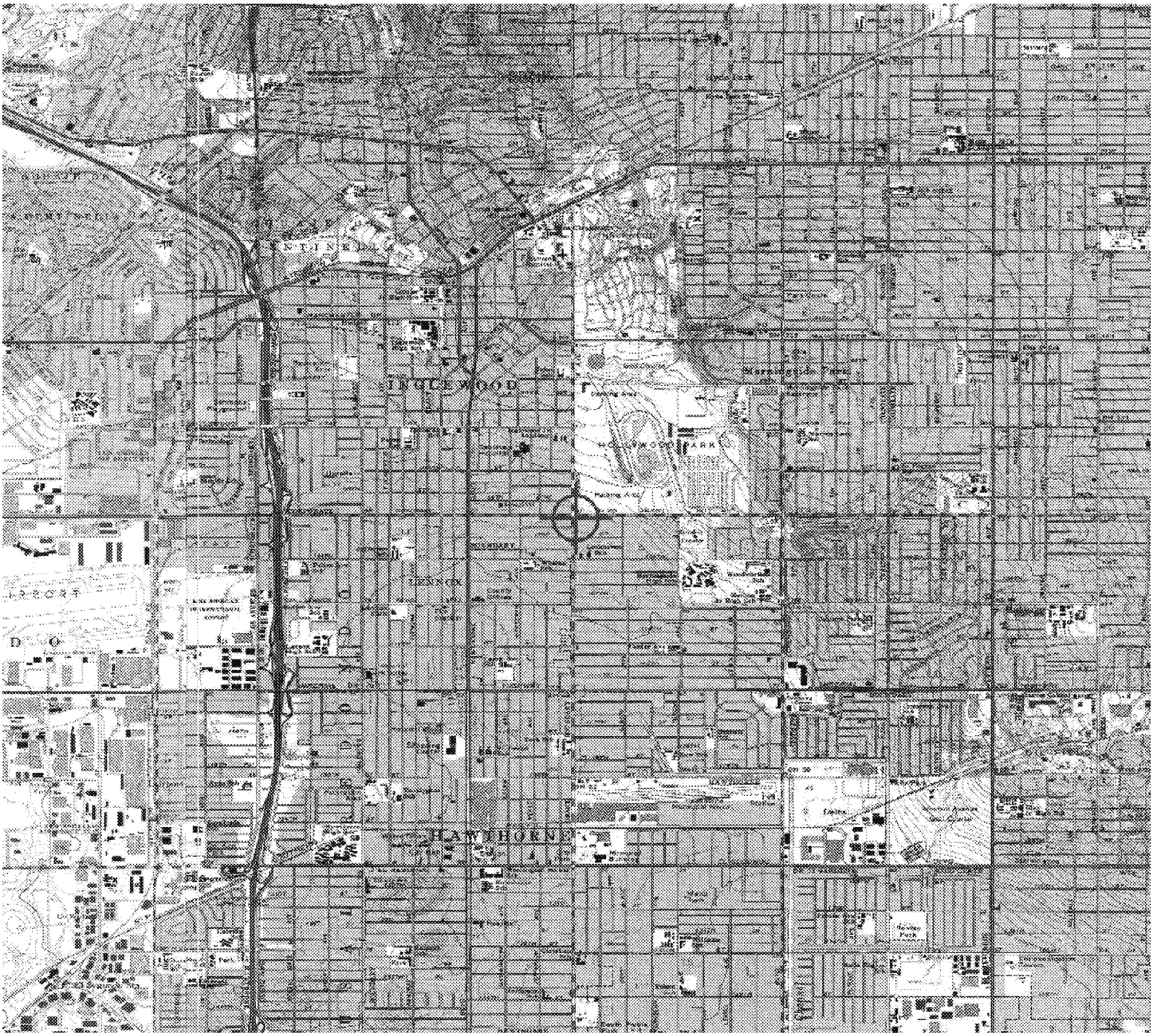
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9840-OE.

Signature Control No: 415209186-418741715 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9840-OE



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

Aeronautical Study No.
2019-AWP-9841-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 1
Location:	Inglewood , CA
Latitude:	33-56-37.47N NAD 83
Longitude:	118-20-43.93W
Heights:	87 feet site elevation (SE)
	92 feet above ground level (AGL)
	179 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 L Change 2.

This determination expires on 04/22/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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

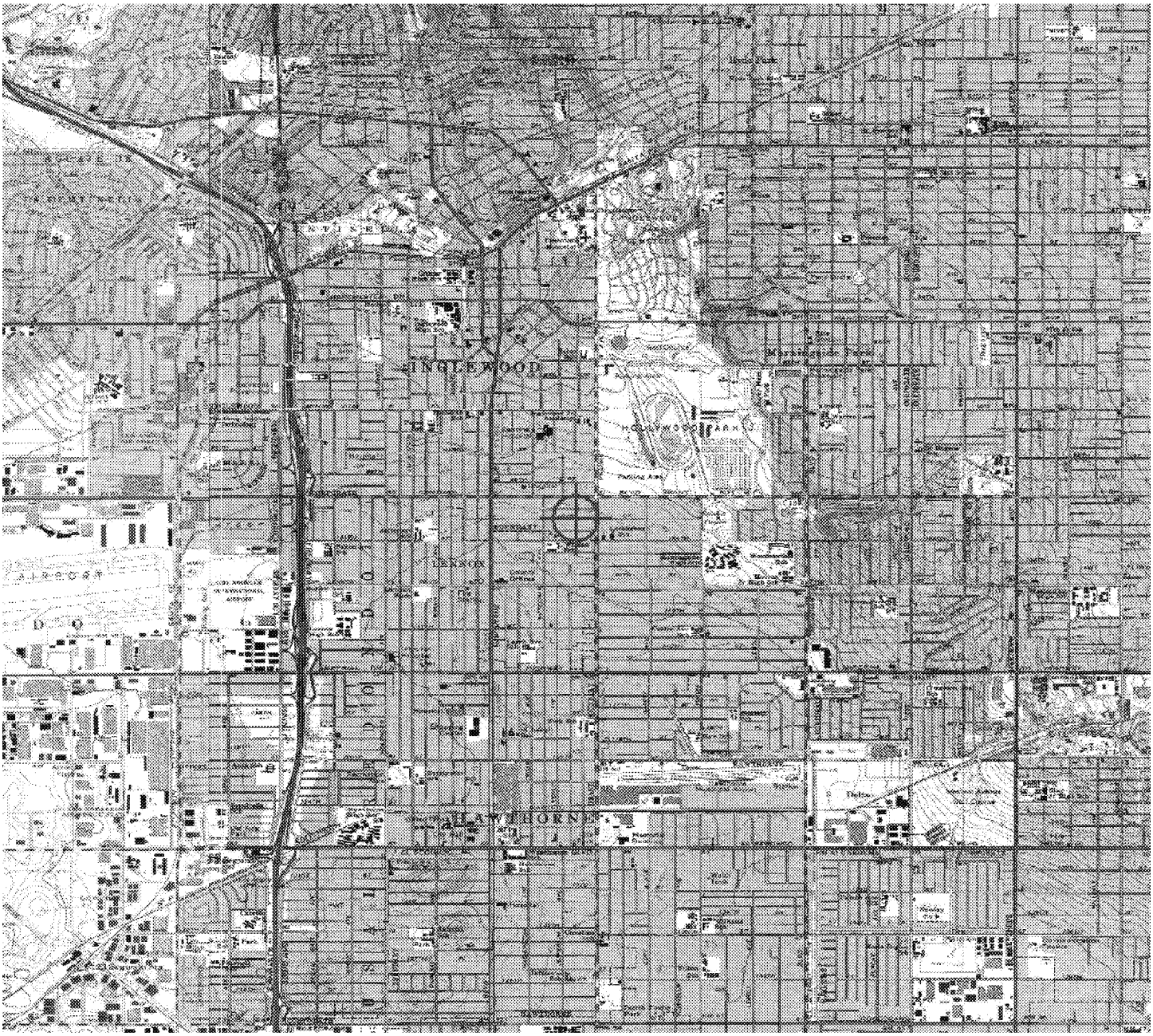
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9841-OE.

Signature Control No: 415209187-420636944 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9841-OE



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

Aeronautical Study No.
2019-AWP-9842-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 2
Location:	Inglewood , CA
Latitude:	33-56-43.12N NAD 83
Longitude:	118-20-43.95W
Heights:	88 feet site elevation (SE)
	91 feet above ground level (AGL)
	179 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 L Change 2.

This determination expires on 04/22/2021 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.

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

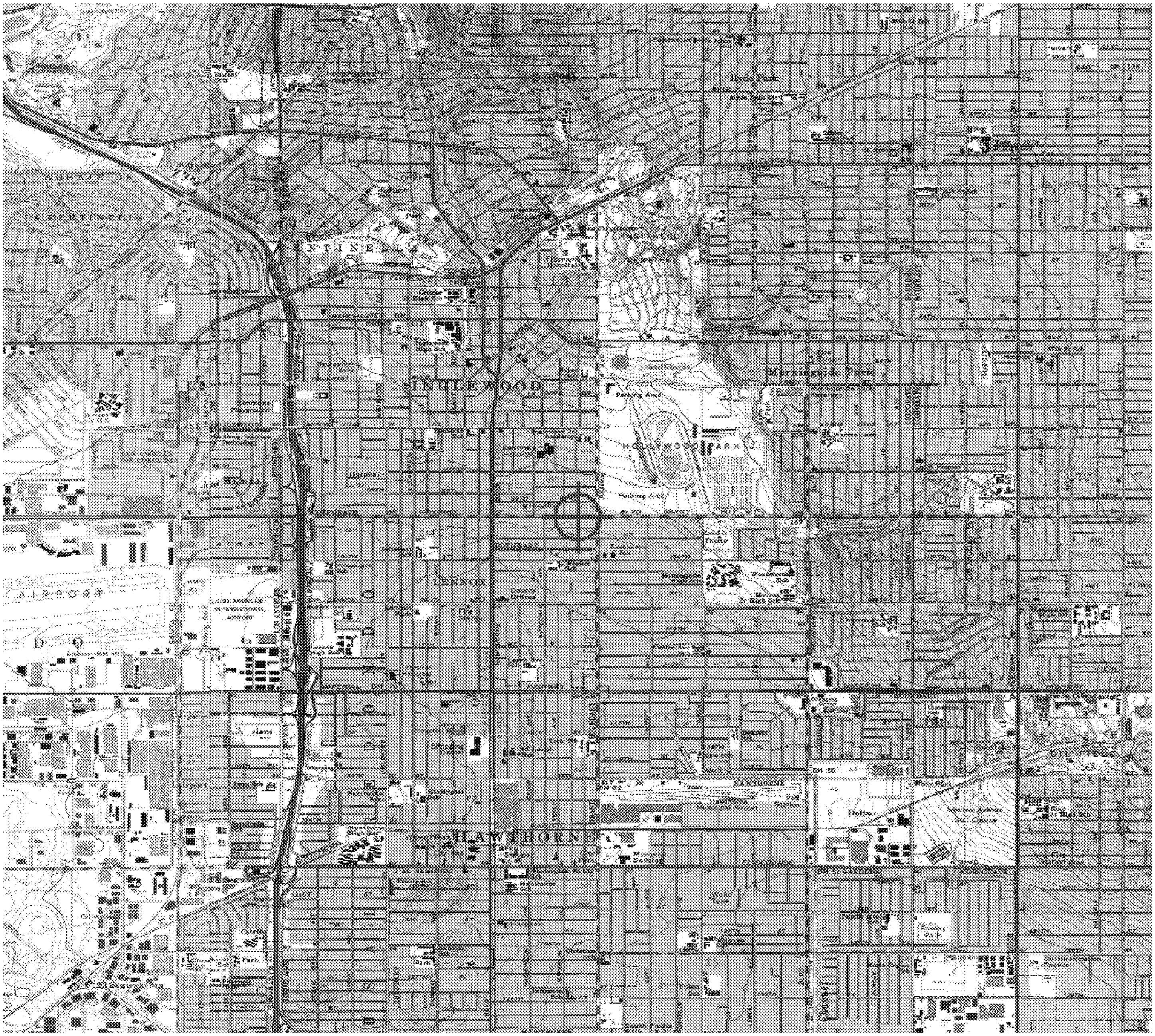
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9842-OE.

Signature Control No: 415209188-420636937 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9842-OE



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

Aeronautical Study No.
2019-AWP-9843-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 3
Location:	Inglewood , CA
Latitude:	33-56-43.13N NAD 83
Longitude:	118-20-41.04W
Heights:	89 feet site elevation (SE)
	92 feet above ground level (AGL)
	181 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 L Change 2.

This determination expires on 04/22/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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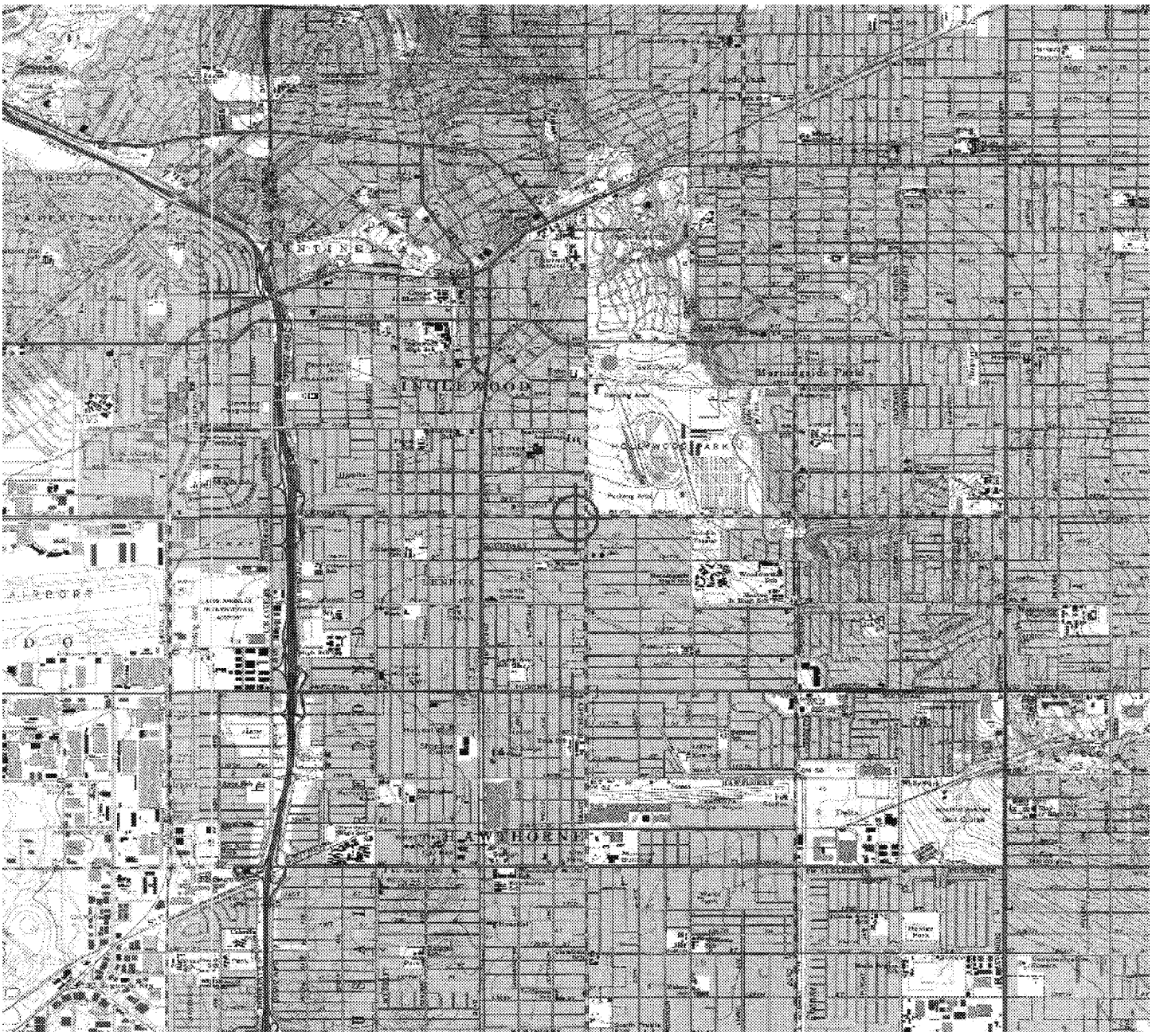
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9843-OE.

Signature Control No: 415209189-420636946 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9843-OE



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

Aeronautical Study No.
2019-AWP-9844-OE

Issued Date: 10/22/2019

Chris Holmquist
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PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 4
Location:	Inglewood , CA
Latitude:	33-56-39.98N NAD 83
Longitude:	118-20-41.02W
Heights:	88 feet site elevation (SE)
	92 feet above ground level (AGL)
	180 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 L Change 2.

This determination expires on 04/22/2021 unless:

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(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.

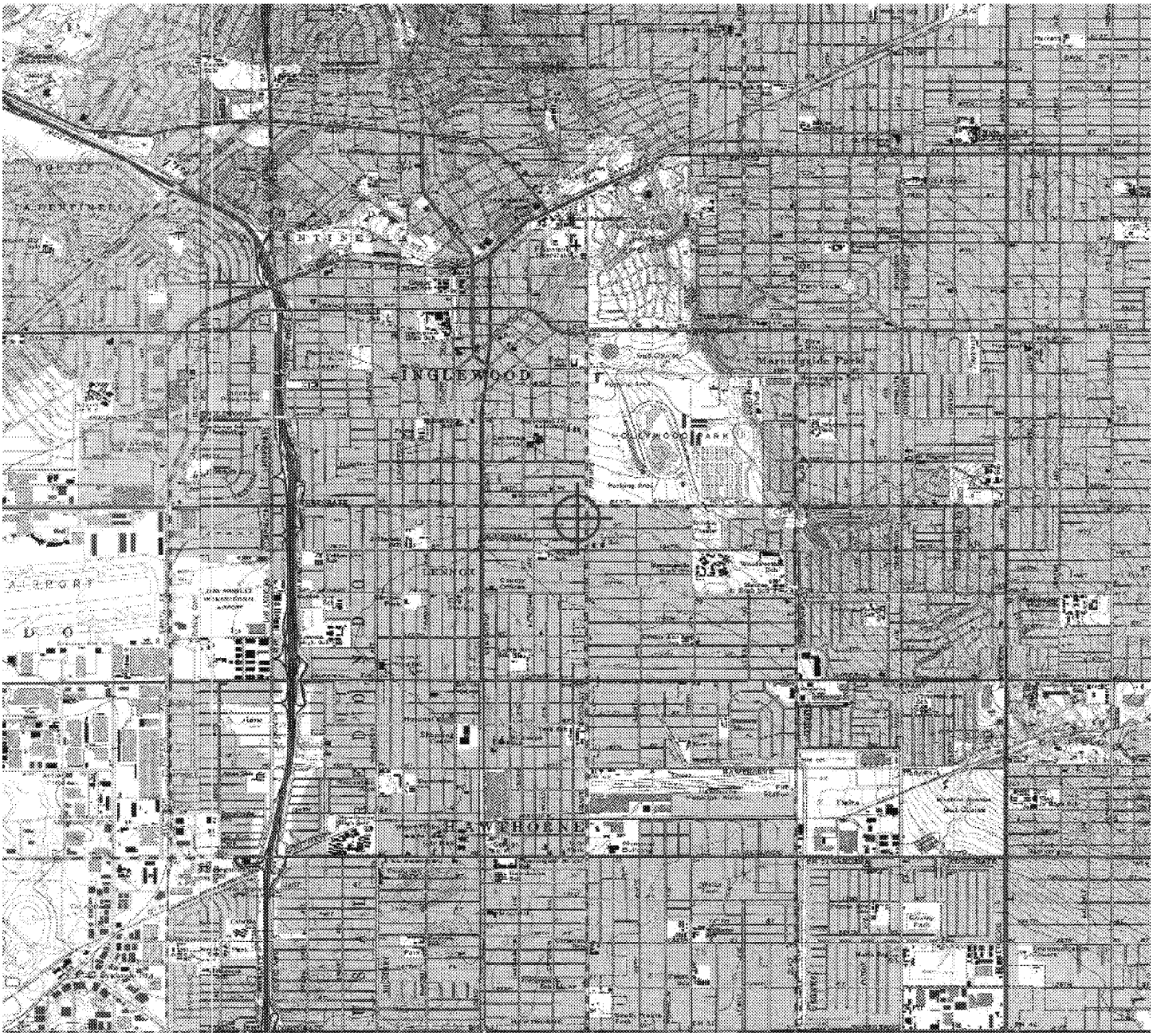
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9844-OE.

Signature Control No: 415209190-420636935 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9844-OE



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

Aeronautical Study No.
2019-AWP-9845-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 5
Location:	Inglewood , CA
Latitude:	33-56-40.00N NAD 83
Longitude:	118-20-38.86W
Heights:	88 feet site elevation (SE)
	92 feet above ground level (AGL)
	180 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 L Change 2.

This determination expires on 04/22/2021 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.

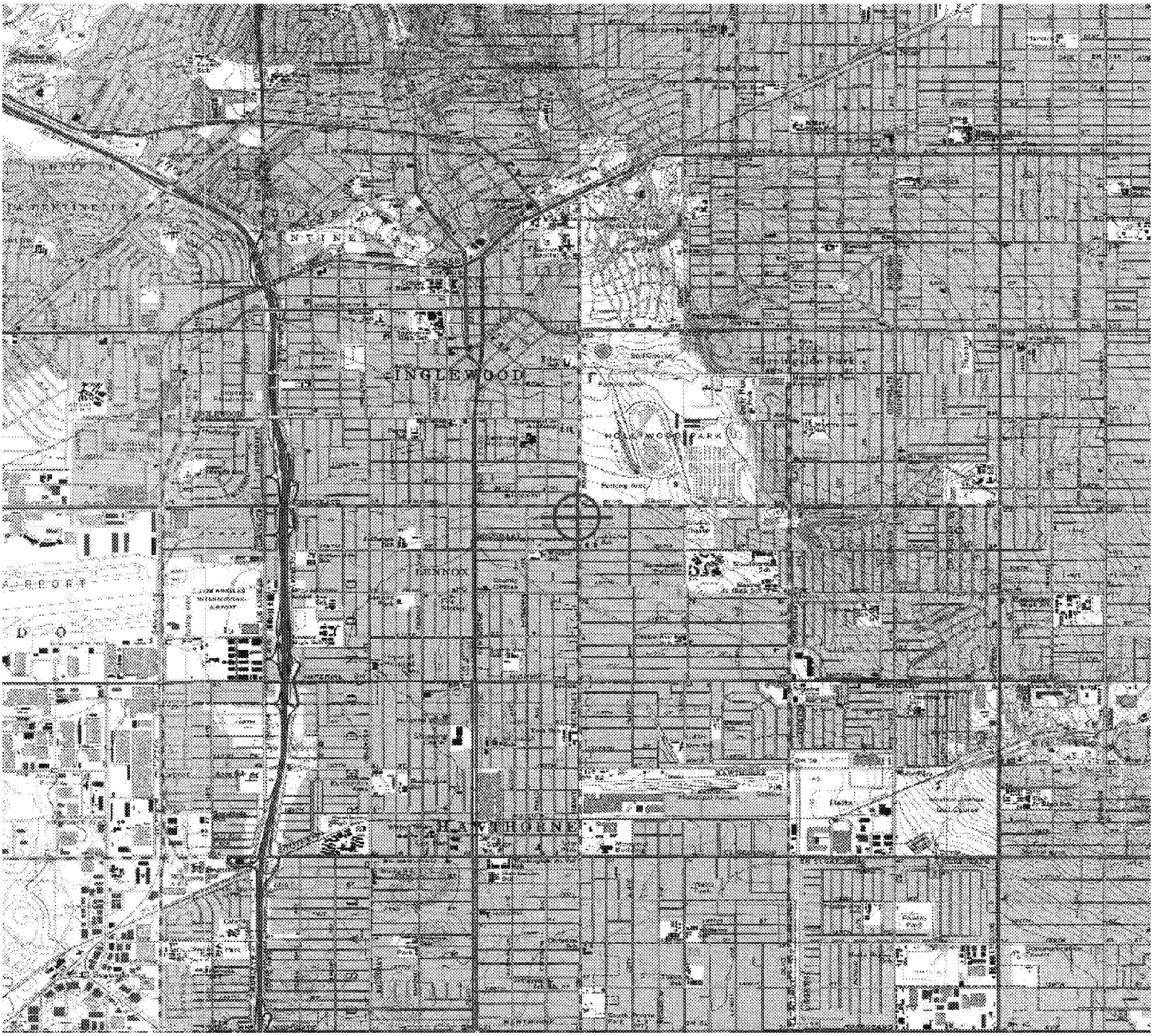
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9845-OE.

Signature Control No: 415209191-420636936 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9845-OE



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

Aeronautical Study No.
2019-AWP-9846-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 West Parking Garage 6
Location:	Inglewood , CA
Latitude:	33-56-37.49N NAD 83
Longitude:	118-20-38.85W
Heights:	88 feet site elevation (SE)
	92 feet above ground level (AGL)
	180 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 L Change 2.

This determination expires on 04/22/2021 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.

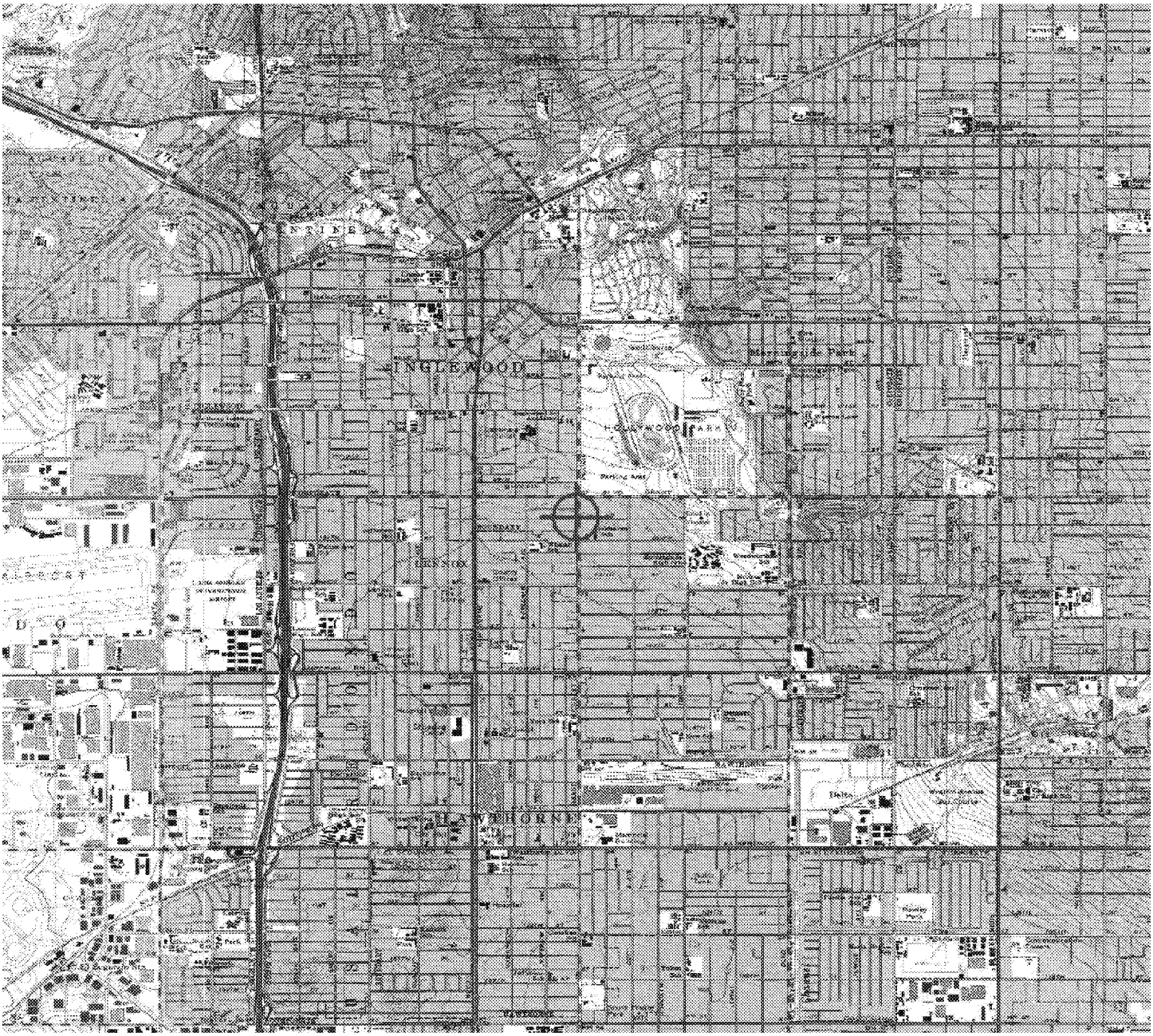
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9846-OE.

Signature Control No: 415209192-420636930 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9846-OE



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

Aeronautical Study No.
2019-AWP-9847-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Arena South Parking Structure 1
Location:	Inglewood , CA
Latitude:	33-56-34.25N NAD 83
Longitude:	118-20-35.40W
Heights:	88 feet site elevation (SE)
	55 feet above ground level (AGL)
	143 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 L Change 2.

This determination expires on 04/22/2021 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.

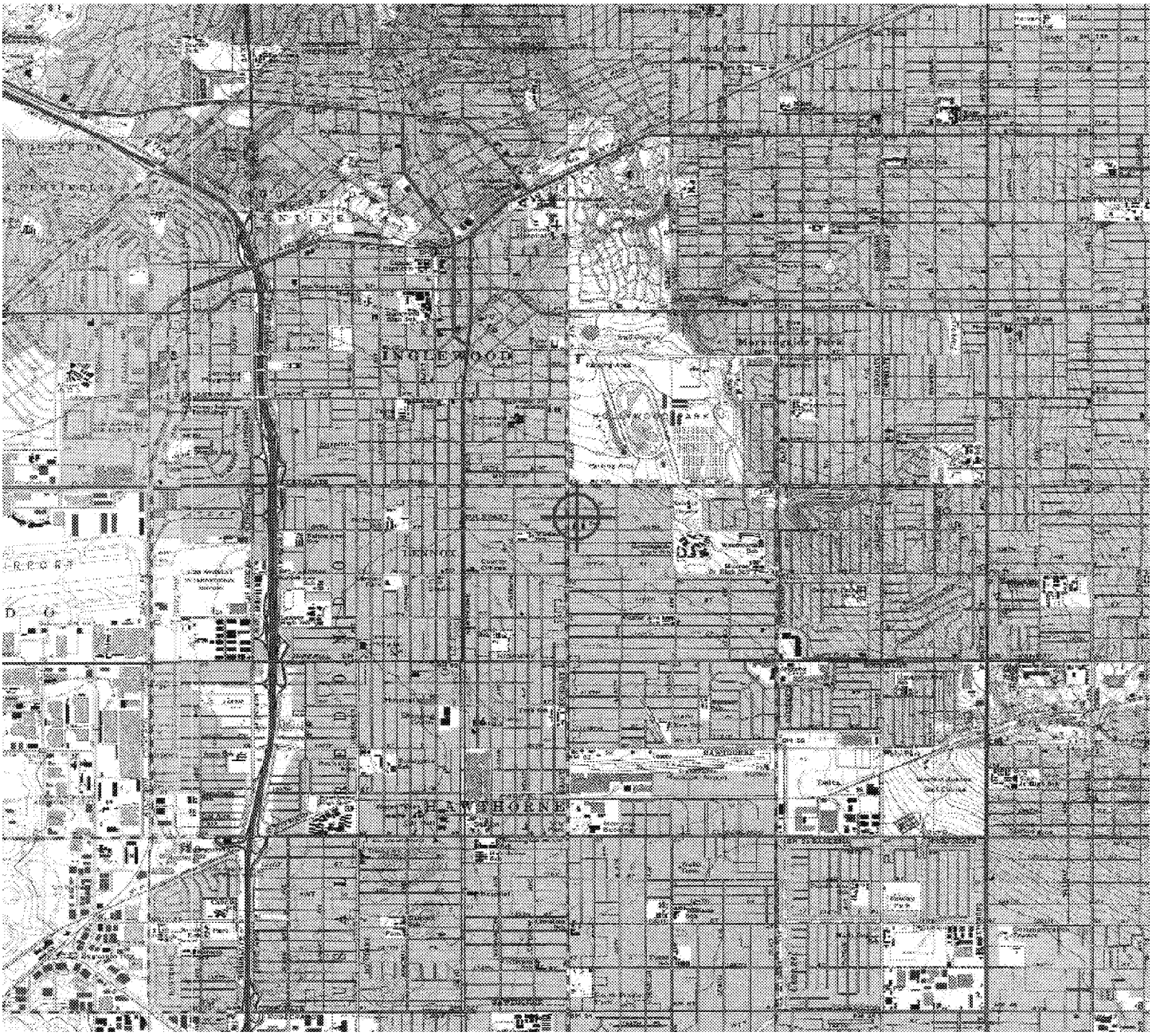
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9847-OE.

Signature Control No: 415209193-420636934 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9847-OE



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

Aeronautical Study No.
2019-AWP-9848-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Arena South Parking Structure 2
Location:	Inglewood , CA
Latitude:	33-56-35.48N NAD 83
Longitude:	118-20-35.40W
Heights:	90 feet site elevation (SE)
	55 feet above ground level (AGL)
	145 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 L Change 2.

This determination expires on 04/22/2021 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.

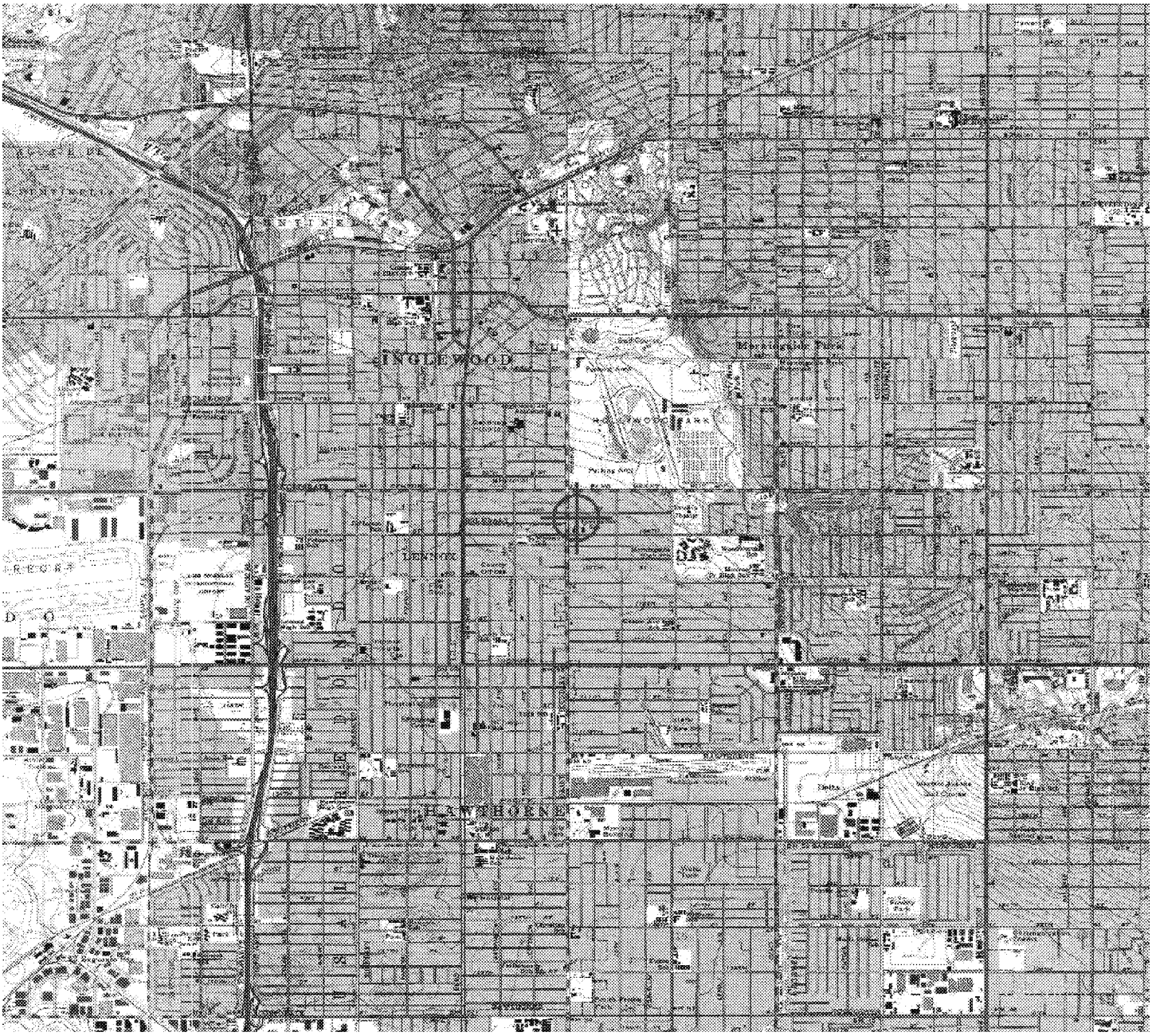
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9848-OE.

Signature Control No: 415209194-420636945 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9848-OE



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

Aeronautical Study No.
2019-AWP-9849-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Arena South Parking Structure 3
Location:	Inglewood , CA
Latitude:	33-56-35.49N NAD 83
Longitude:	118-20-28.70W
Heights:	90 feet site elevation (SE)
	55 feet above ground level (AGL)
	145 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 L Change 2.

This determination expires on 04/22/2021 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.

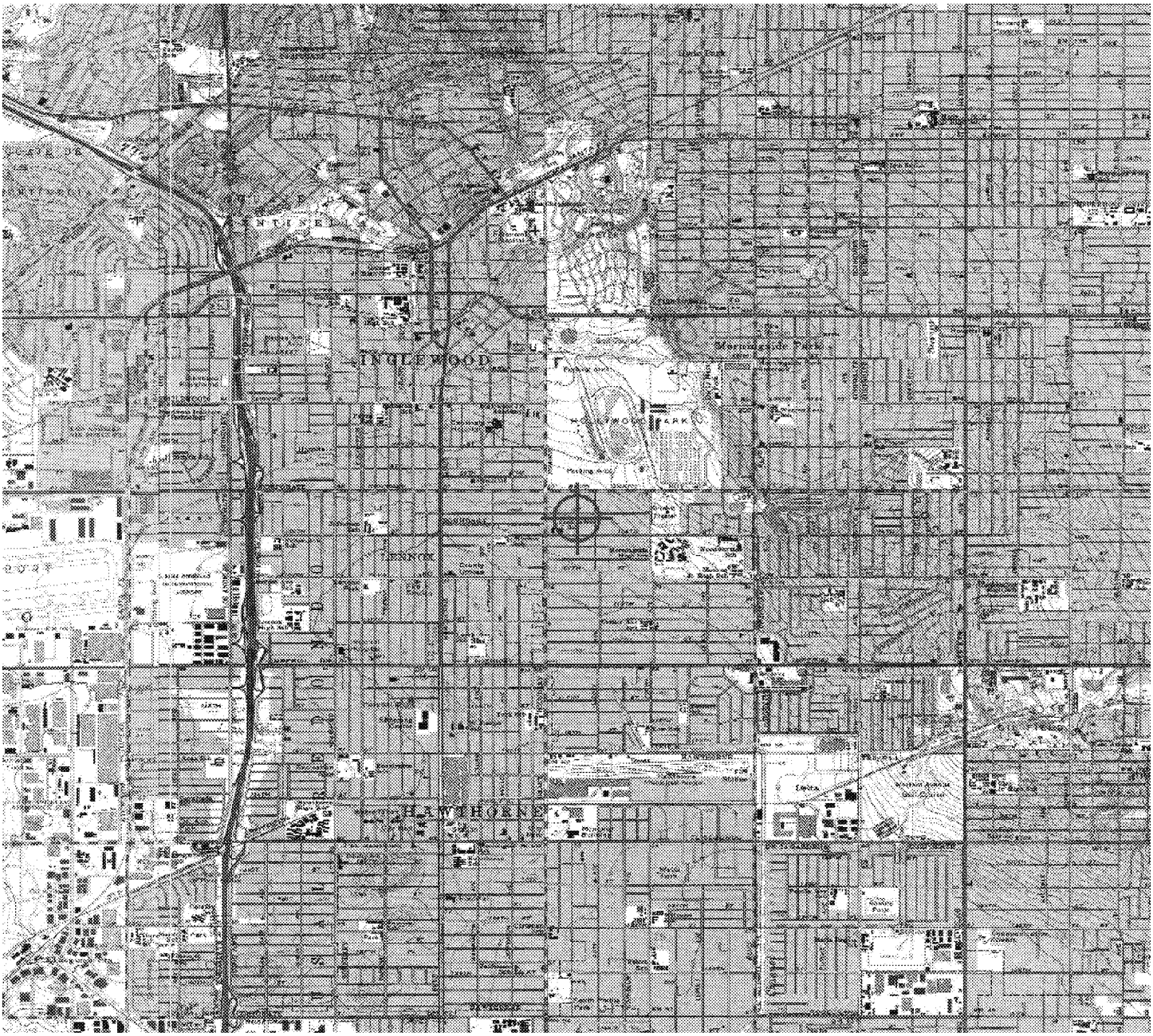
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9849-OE.

Signature Control No: 415209195-420636932 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9849-OE



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

Aeronautical Study No.
2019-AWP-9850-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Arena South Parking Structure 4
Location:	Inglewood , CA
Latitude:	33-56-34.88N NAD 83
Longitude:	118-20-27.79W
Heights:	90 feet site elevation (SE)
	56 feet above ground level (AGL)
	146 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 L Change 2.

This determination expires on 04/22/2021 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.

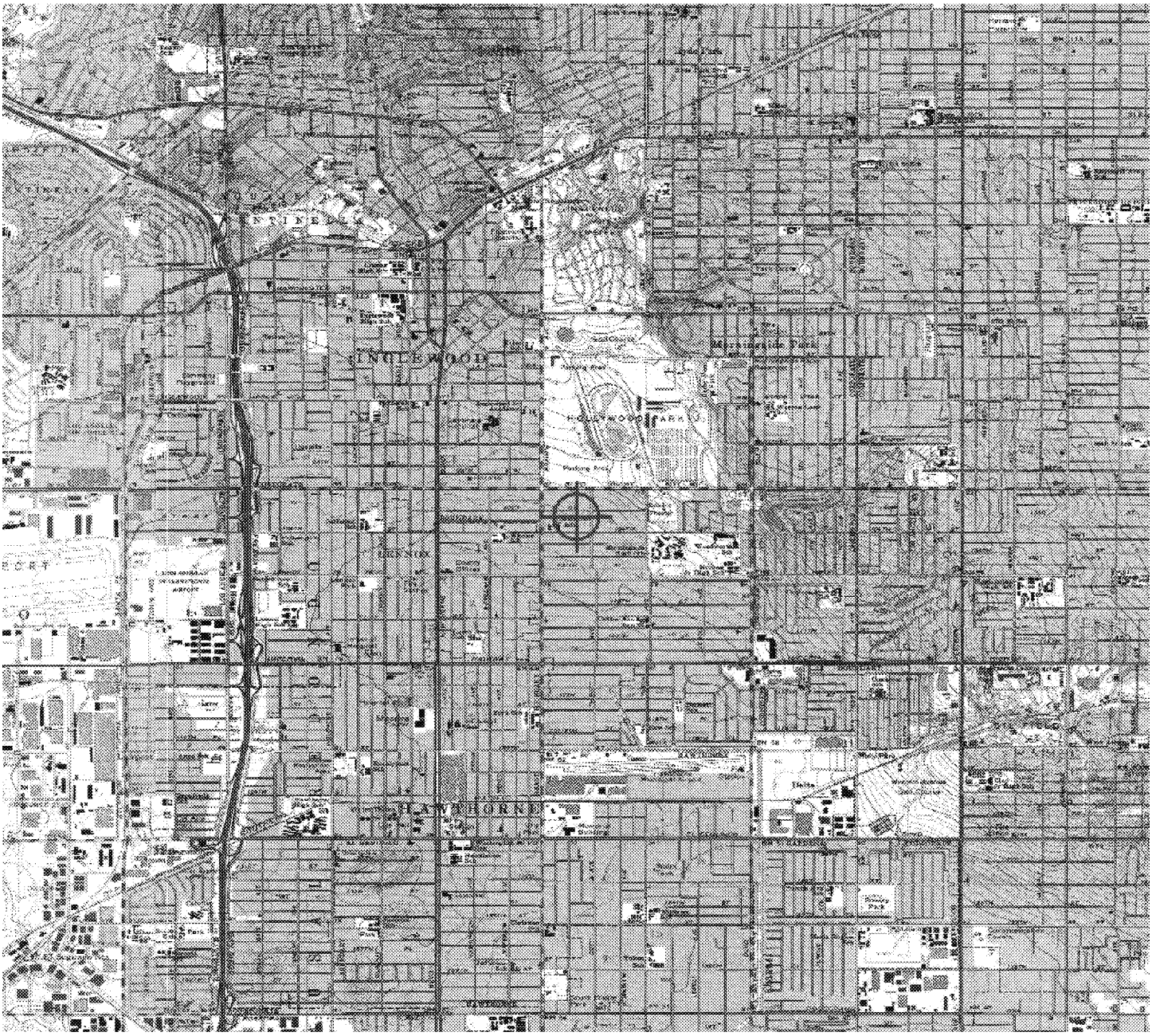
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9850-OE.

Signature Control No: 415209196-420636931 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9850-OE



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

Aeronautical Study No.
2019-AWP-9851-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 Arena South Parking Structure 5
Location:	Inglewood , CA
Latitude:	33-56-34.26N NAD 83
Longitude:	118-20-28.54W
Heights:	89 feet site elevation (SE)
	54 feet above ground level (AGL)
	143 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 L Change 2.

This determination expires on 04/22/2021 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.

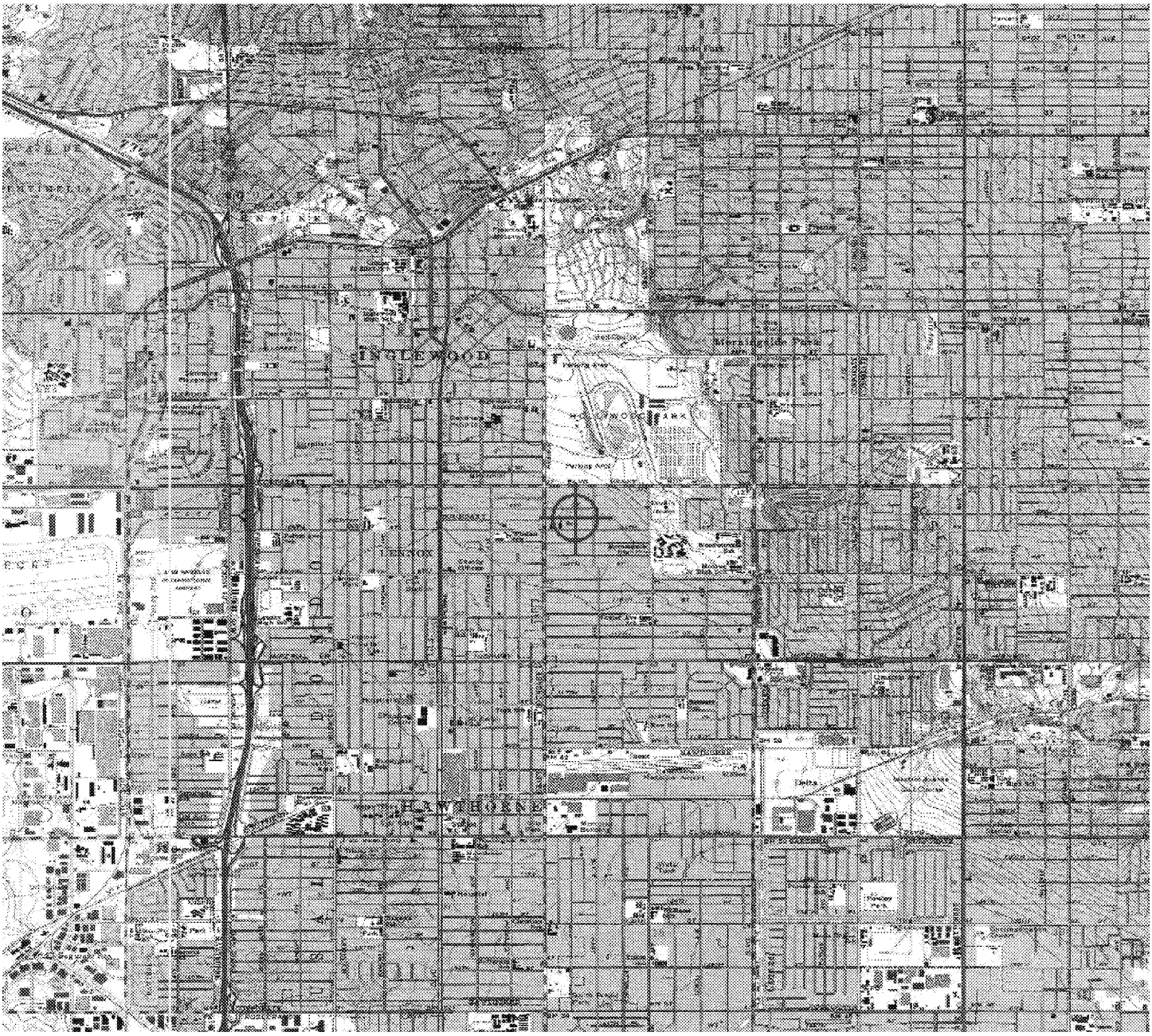
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9851-OE.

Signature Control No: 415209197-420636933 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9851-OE



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

Aeronautical Study No.
2019-AWP-9861-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 1
Location:	Inglewood , CA
Latitude:	33-56-43.05N NAD 83
Longitude:	118-20-17.78W
Heights:	99 feet site elevation (SE)
	61 feet above ground level (AGL)
	160 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 L Change 2.

This determination expires on 04/22/2021 unless:

(a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
(b) extended, revised, or terminated by the issuing office.
(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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

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

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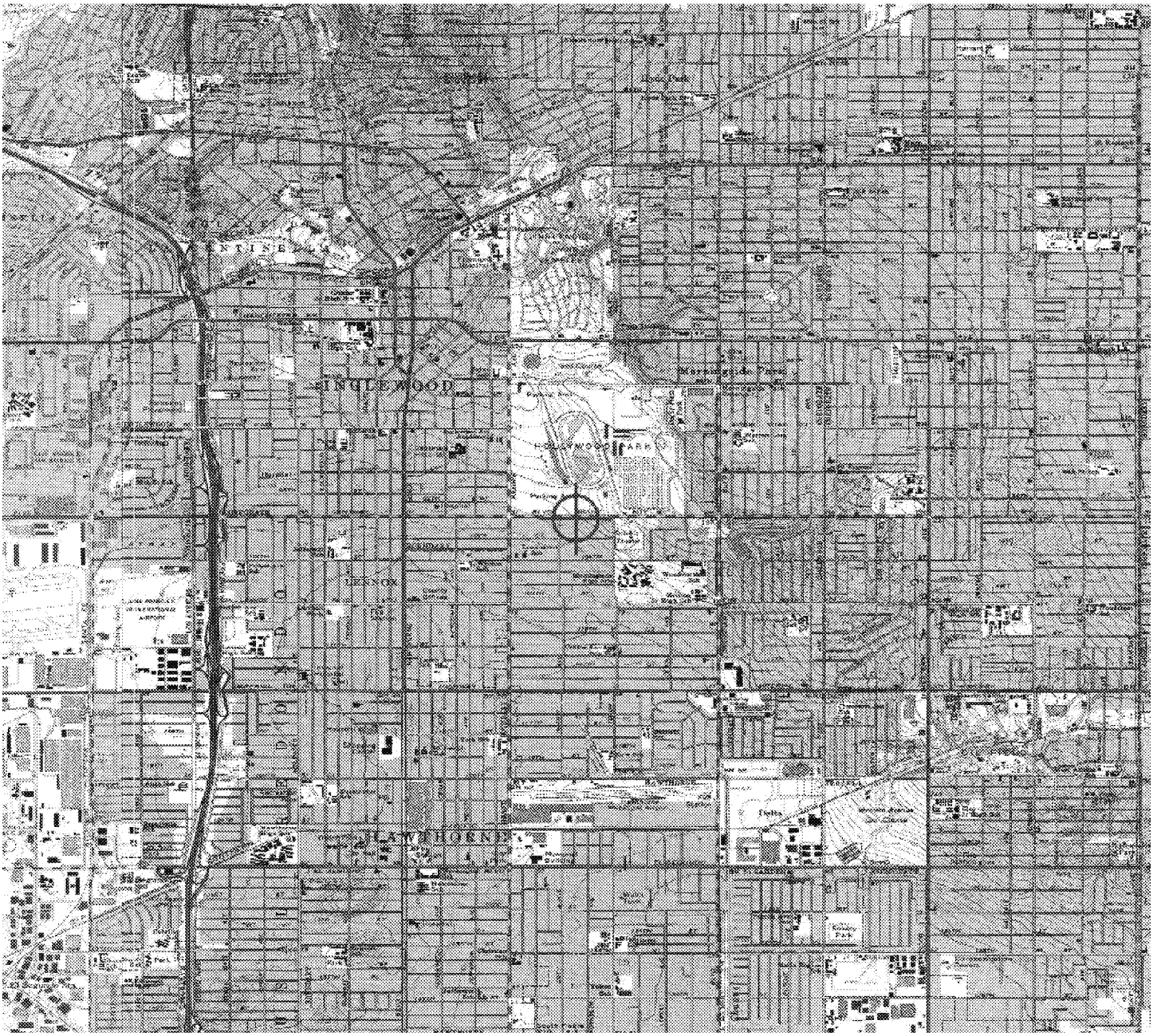
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9861-OE.

Signature Control No: 415209207-420640775 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9861-OE



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

Aeronautical Study No.
2019-AWP-9862-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 2
Location:	Inglewood , CA
Latitude:	33-56-43.06N NAD 83
Longitude:	118-20-14.40W
Heights:	104 feet site elevation (SE)
	62 feet above ground level (AGL)
	166 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 L Change 2.

This determination expires on 04/22/2021 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.

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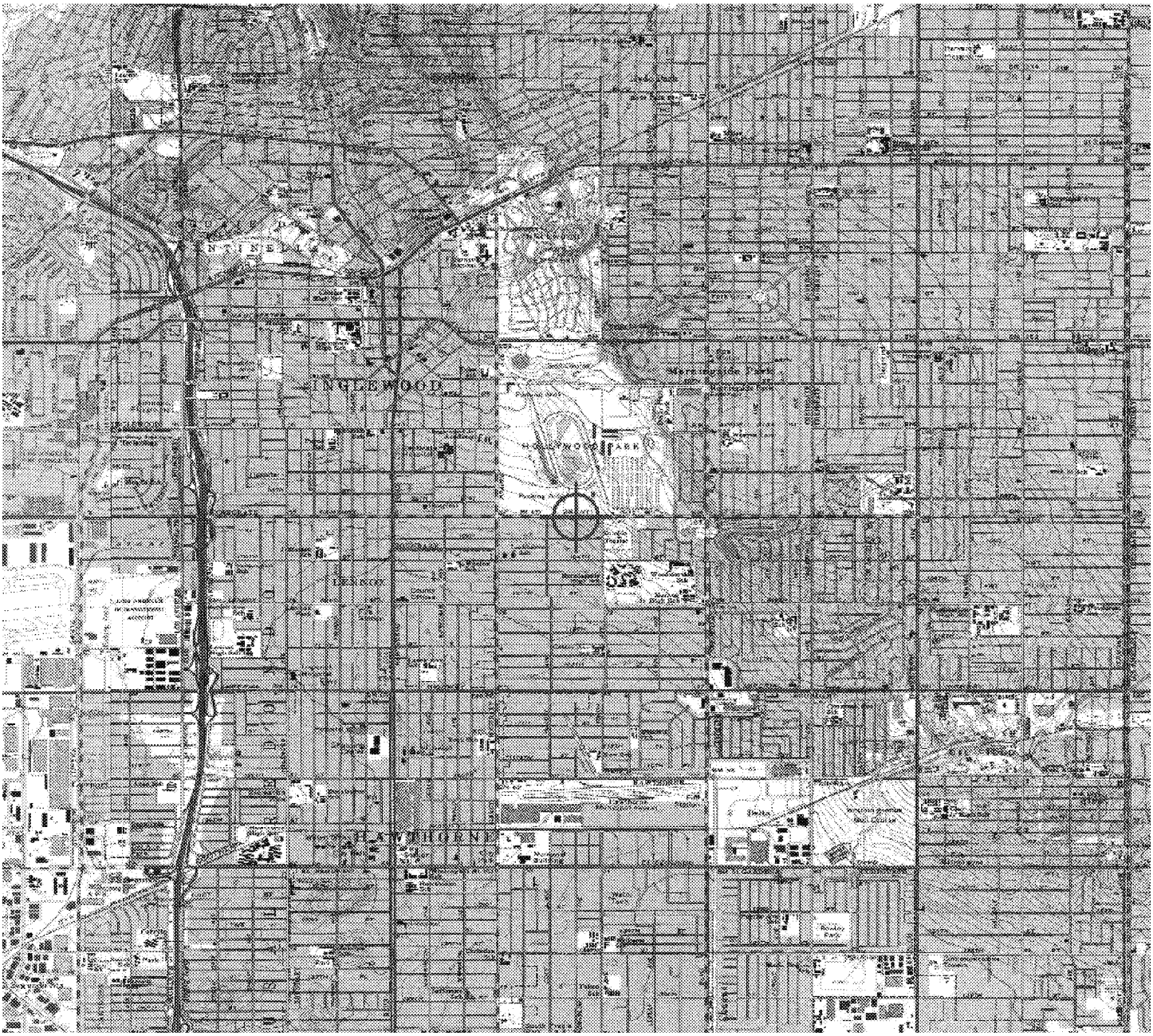
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9862-OE.

Signature Control No: 415209208-420640774 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9862-OE



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

Aeronautical Study No.
2019-AWP-9863-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 3
Location:	Inglewood , CA
Latitude:	33-56-40.79N NAD 83
Longitude:	118-20-14.39W
Heights:	103 feet site elevation (SE)
	62 feet above ground level (AGL)
	165 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 L Change 2.

This determination expires on 04/22/2021 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.

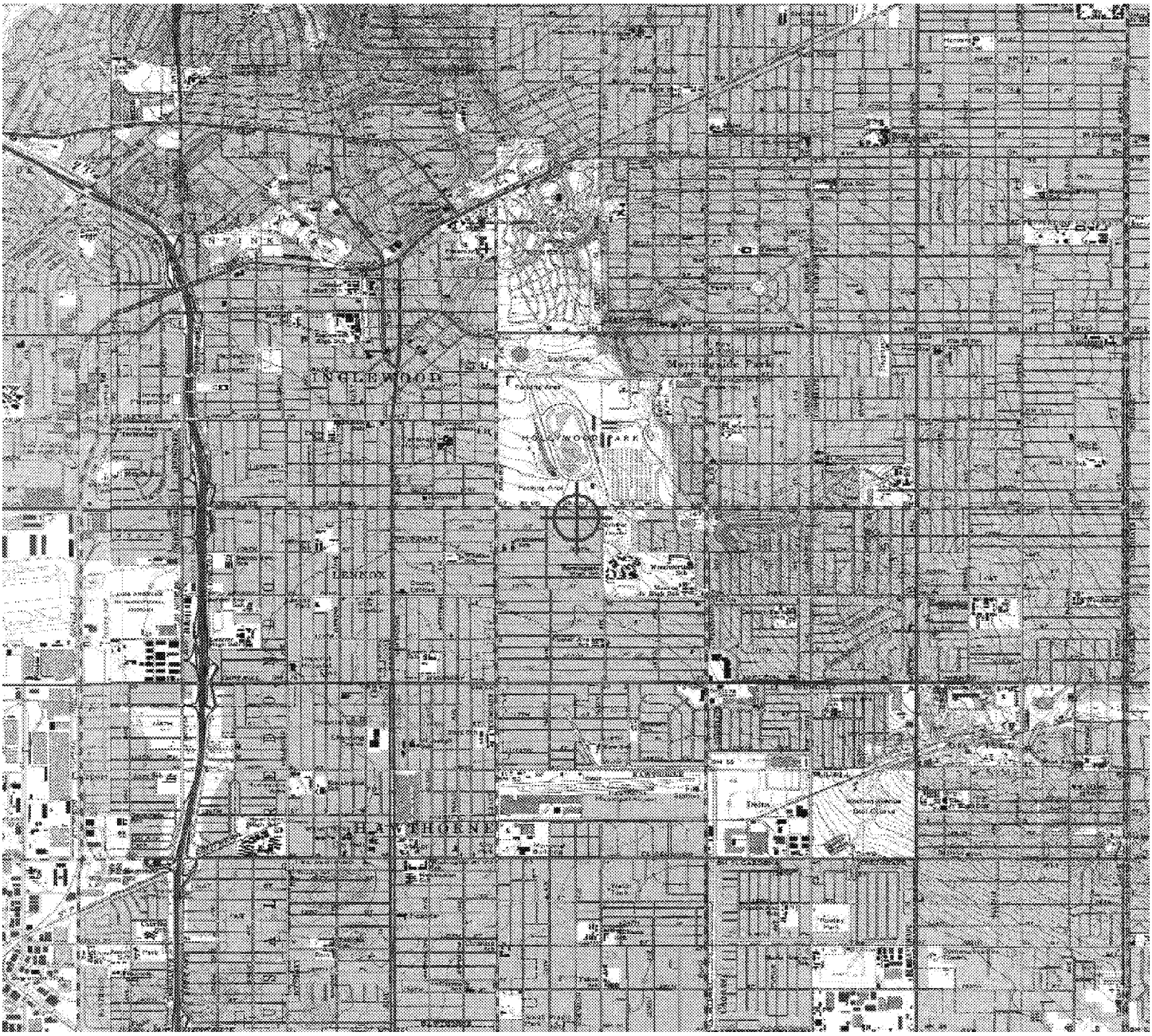
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9863-OE.

Signature Control No: 415209209-420640773 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9863-OE



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

Aeronautical Study No.
2019-AWP-9864-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 4
Location:	Inglewood , CA
Latitude:	33-56-40.80N NAD 83
Longitude:	118-20-14.75W
Heights:	103 feet site elevation (SE)
	64 feet above ground level (AGL)
	167 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 L Change 2.

This determination expires on 04/22/2021 unless:

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(c) the construction is subject to the licensing authority of the Federal Communications Commission (FCC) and an application for a construction permit has been filed, as required by the FCC, within 6 months of the date of this determination. In such case, the determination expires on the date prescribed by the FCC for completion of construction, or the date the FCC denies the application.

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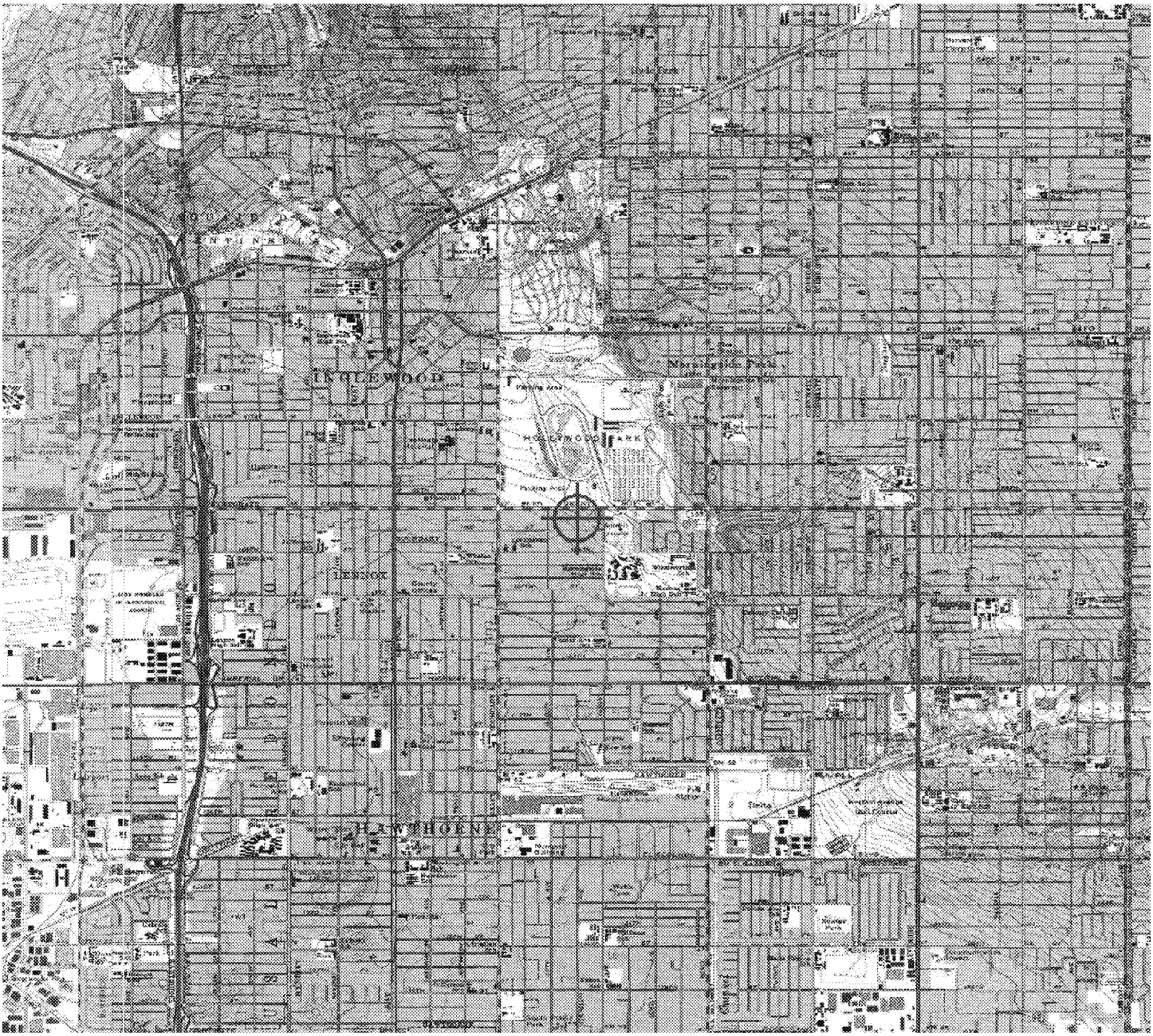
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9864-OE.

Signature Control No: 415209210-420640778 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9864-OE



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

Aeronautical Study No.
2019-AWP-9865-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 5
Location:	Inglewood , CA
Latitude:	33-56-40.79N NAD 83
Longitude:	118-20-17.77W
Heights:	101 feet site elevation (SE)
	64 feet above ground level (AGL)
	165 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 L Change 2.

This determination expires on 04/22/2021 unless:

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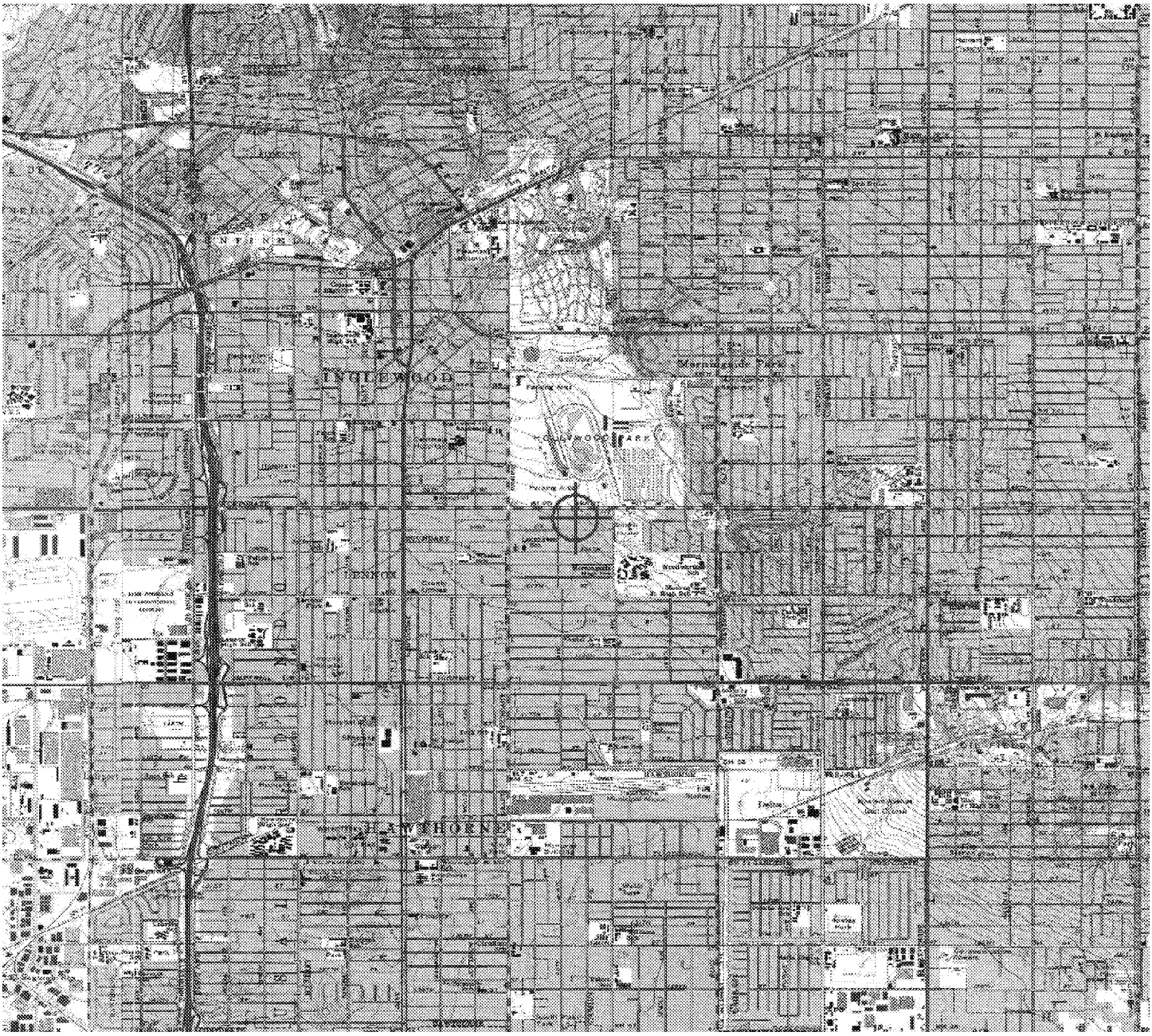
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9865-OE.

Signature Control No: 415209211-420640777 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9865-OE



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

Aeronautical Study No.
2019-AWP-9866-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 6
Location:	Inglewood , CA
Latitude:	33-56-39.23N NAD 83
Longitude:	118-20-14.41W
Heights:	101 feet site elevation (SE)
	64 feet above ground level (AGL)
	165 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 L Change 2.

This determination expires on 04/22/2021 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.
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NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.

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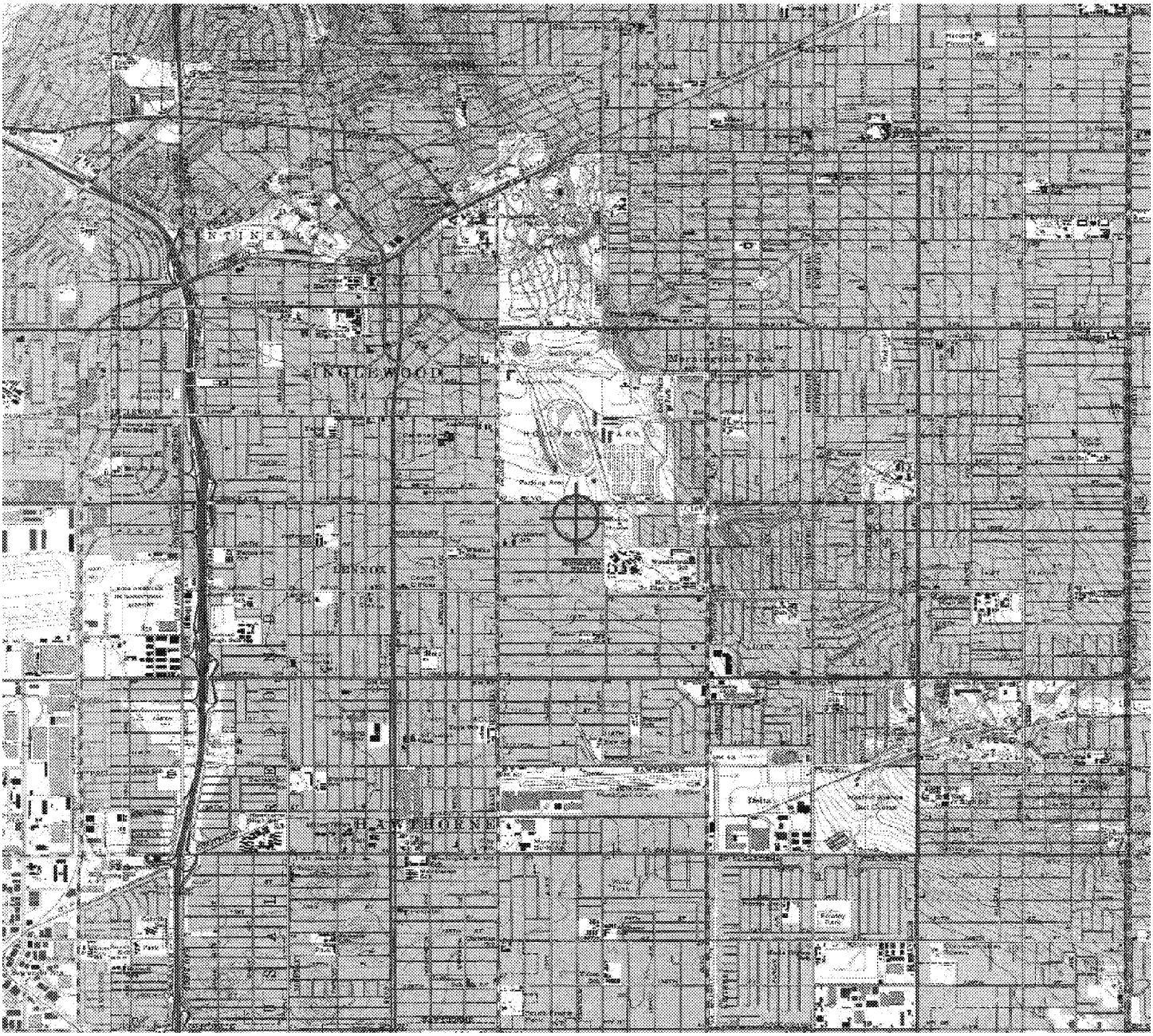
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9866-OE.

Signature Control No: 415209212-420640776 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9866-OE



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

Aeronautical Study No.
2019-AWP-9867-OE

Issued Date: 10/22/2019

Chris Holmquist
Murphy's Bowl LLC
PO Box 1558
Bellevue, WA 98009-1558

**** 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 East Parking Garage 7
Location:	Inglewood , CA
Latitude:	33-56-39.23N NAD 83
Longitude:	118-20-14.74W
Heights:	101 feet site elevation (SE)
	64 feet above ground level (AGL)
	165 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 L Change 2.

This determination expires on 04/22/2021 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.

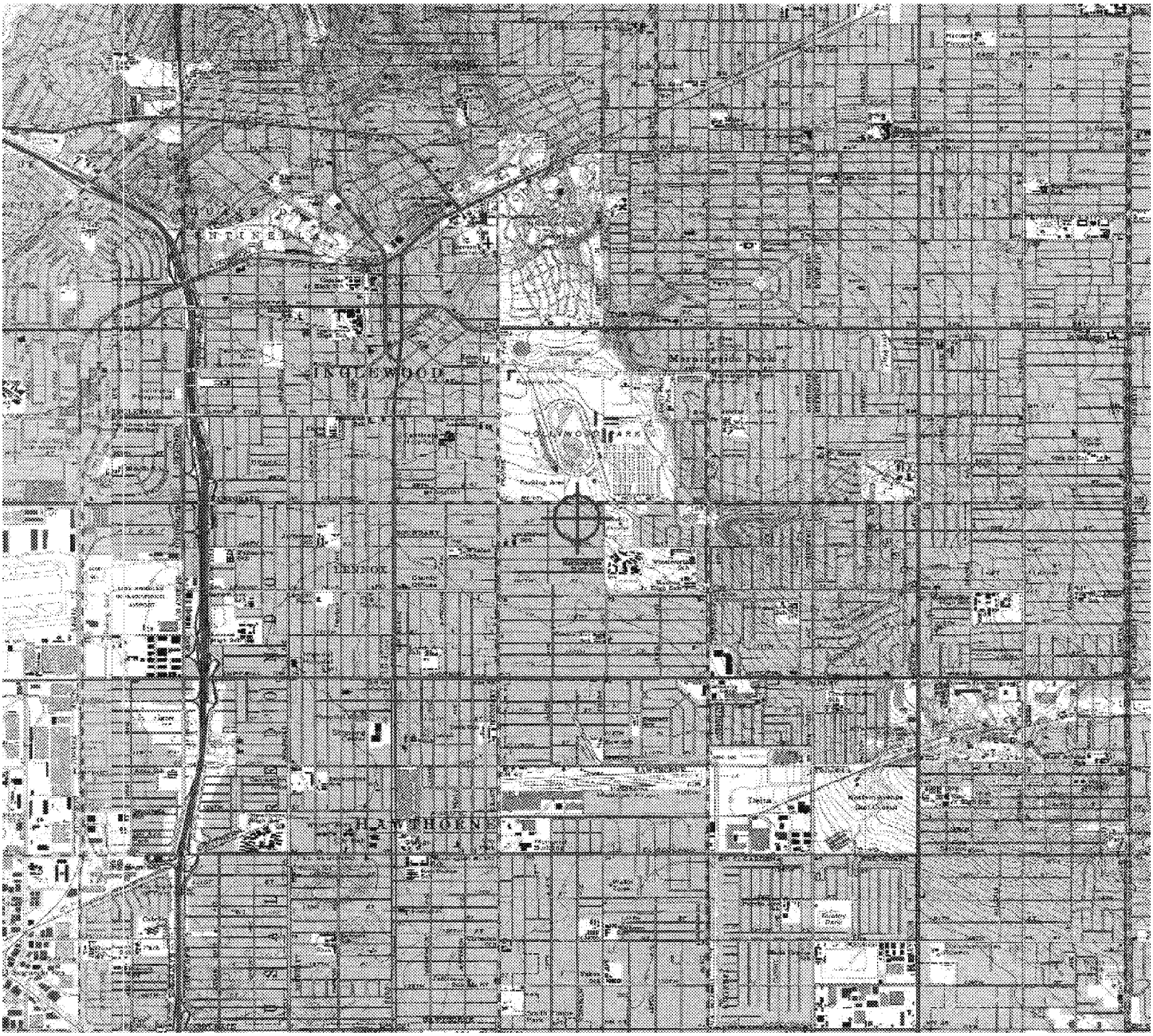
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9867-OE.

Signature Control No: 415209213-420640779 (DNE)
Karen McDonald
Specialist

Attachment(s)
Map(s)

TOPO Map for ASN 2019-AWP-9867-OE



ATTACHMENT G
SENSORY INTERACTIVE MEMORANDUM

ATTACHMENT G

SENSORY INTERACTIVE

Date: May 4, 2020

To: Chris Holmquist, Wilson Meany

From: Greg Giordano, Sensory Interactive

Re: IBEC Center Project Airport Land Use Commission Aviation Application

Sensory Interactive has prepared this memorandum summarizing information about the Inglewood Basketball and Entertainment Center ("IBEC") Project that is responsive to the Los Angeles Airport Land Use Commission Aviation Application, specifically the following:

Does the project involve any characteristics which could create electrical interference, confusing lights, glare, smoke, or other electrical or visual hazards to aircraft flight?

- The IBEC Project does not involve characteristics which could create electrical interference or other electrical hazards to to aircraft flight:
    - Any digital display included in the IBEC Project will include technical documentation that provides the frequencies emitted by the system, including but not limited to the LED's, drivers, and power supplies, and FCC Certification. Systems will not interfere with FCC licensed carrier frequencies for the local jurisdiction. This includes not interfering with the Wi-Fi unlicensed frequencies of 2412 – 2484MHz and 5030 – 5835MHz. The systems will also not generate any intermodulation frequencies that land in any of the abovementioned frequencies as computed when taking the frequency of the LED Systems combined with the frequency of any of the above carrier or Wi-Fi frequencies. These Cellular & Wi-Fi guidleines and FCC certification have largely been adopted by several vendors in the digital display industry and would be included as a requirement for the awarding of any bidder for digital displays within the IBEC Project.
- The IBEC Project does not involve characteristics which could create confusing lights, glare, smoke, or other visual hazards to aircraft flight:
    - Any exterior digital display signage within the Project Site would be equipped with light sensors that calibrate and adjust the brightness of those displays relative to ambient light levels to ensure that the digital displays comply with maximum daytime and nighttime luminance levels and not cause glare. Digital displays will transition between daytime and nighttime luminance levels at a smooth and consistent rate.
    - Digital displays will include integrated louvers that limit the vertical viewing angle of display content, thereby limiting the visibility of any digital content from overhead flight paths.
    - In addition to the integrated louvers, digital displays will be primarily oriented to intended audiences at pedestrian viewpoints within or around the Project Site or to street-level views along West Century Boulevard or South Prairie Avenue, and therefore not primarily oriented towards aircraft in overhead flight paths.
    - Any non-digital signage for the IBEC Project that may be illuminated would either be internally illuminated or externally illuminated in a manner that directs light to the face of the sign and limits light trespass, including vertical light trespass and therefore would not be illuminated in a manner that would create a visual hazard to aircraft flight.

- The IBEC Project may include signage on the roof surface of a structure intented to be viewed from the sky, but any signs oriented to aerial views would not be digital displays or illuminated in a manner that would create a visual hazard to aircraft flight.

- Smoke machines, outdoor pyrotechnic displays, lasers, or drones are not included in the IBEC Project.

ATTACHMENT H
AECOM AVIATION NOISE EXPOSURE ANALYSIS

AECOM
401 West A Street
Suite 1200
San Diego, CA 92101
aecom.com

Project name:
Inglewood Basketball and Events Center (IBEC)

To:
Chris Holmquist
Wilson Meany
6701 Center Drive, Suite 950
Los Angeles, CA 90045

From:
Chris Kaiser, INCE
AECOM
401 W. A Street, Ste 1200
San Diego, CA 92101

Date:
June 17, 2019

CC:
Dennis Kanuk, MC Advisors
Steve Duethman, AECOM

Technical Memorandum

Subject: IBEC Plaza - Aviation Noise Exposure Analysis

The following information was prepared at your request in response to comments received by the Los Angeles Airport Land Use Commission (ALUC), regarding the determination and assessment of aircraft noise effects on patrons and employees within the planned outdoor "Plaza" auxiliary event space of the Inglewood Basketball and Events Center (IBEC) (Project) in Inglewood, California.

The Project site is located due-east of the Los Angeles International Airport (LAX) and is situated between two arriving flight paths commonly used during westerly operations. The Project site experiences the greatest aircraft noise exposure from aircraft overflights to the south as approaching aircraft follow the traditional alignment toward inboard runway 25L.

Aircraft Noise Effects

Aircraft overflight noise is typically generated by a combination of engine operation and sound generated by pressure interactions with the airframe. While engine noise is generally the dominant noise source, airframe noise can surpass engine noise during landing due to the activation of flap systems in high lift configuration and the deployment of the landing gear. Many atmospheric factors can affect the propagation of aircraft noise toward sensitive receptors on the ground, including but not limited to temperature gradients and inversions, relative humidity, wind speed and direction, and wind shear.

There are several metrics by which the effects of aircraft noise can be assessed, ranging from long-term metrics, to metrics specific to acute effects caused by individual overflight events (i.e. events that could result in sleep disturbance or hearing loss). Noise effects caused by aircraft operations are most commonly assessed in terms of a time-weighted 24-hour descriptor, such as day-night level (Ldn or DNL) or community noise equivalent level (CNEL). However, since patrons and employees will utilize the Plaza for relatively short periods of time, the following short-term metrics are reported in this study:

- Equivalent Sound Level (Leq) – the energy-averaged noise level across a period of time (e.g. 3 hours).
- Maximum Sound Level (Lmax) – specific to this memorandum, Lmax represents the highest 1-second Leq sound pressure level during an overflight event.

Sound Exposure Level (SEL)

SEL is a summation of the A-weighted sound energy at a particular location over the true duration of a noise event, normalized to a fictional duration of one second. The true noise event duration is defined as the amount of time the noise

event exceeds a specified level (that is at least 10 dB below the maximum value measured during the noise event). For noise events lasting more than one second, SEL does not directly represent the sound level heard at any given time, but rather provides a measure of the net impact of the entire acoustic event.

The normalization to the fictional duration of one second enables the comparison of noise events with differing true duration and/or maximum level. Because the SEL is normalized to one second, it will almost always be larger in magnitude than the L_{max} for the event. In fact, for most aircraft events, the SEL is about 7 to 12 dB higher than the L_{max}. Additionally, since it is a cumulative measure, a higher SEL can result from either a louder or longer event, or a combination thereof.

In some particular studies with known, short-term noise level thresholds, a Time Above (TA) metric is used as a single number indicating the total time above that threshold. Since no known short-term thresholds are applicable to this study site, the TA metric was not assessed.

Regulatory Setting

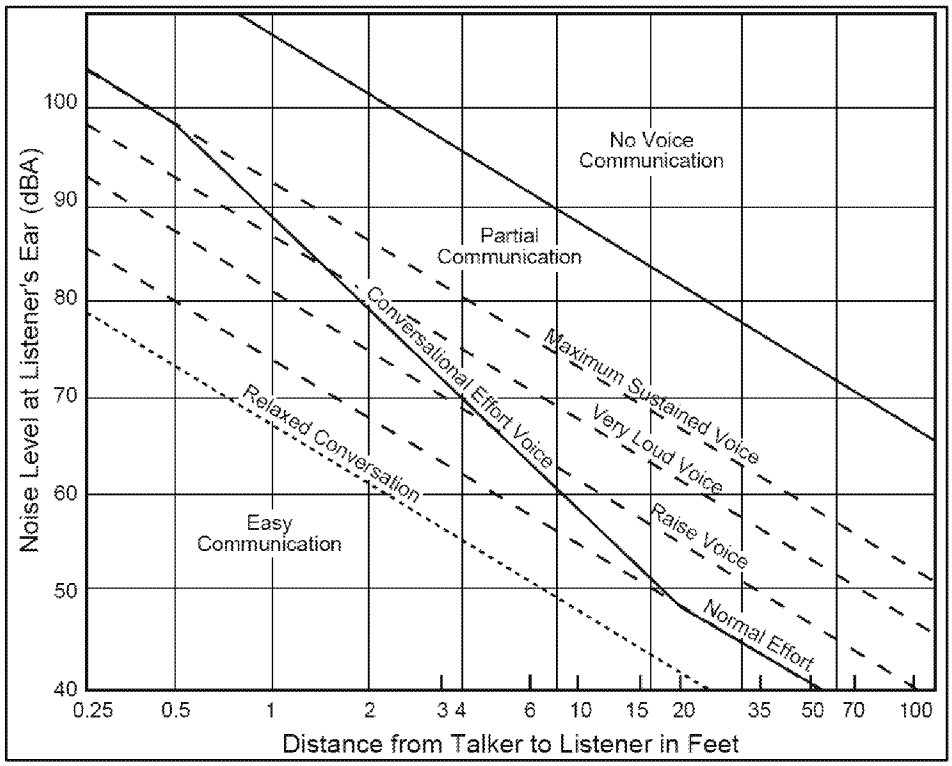
Although aircraft noise is regulated through several federal, state, and local standards, very few regulatory bodies stipulate requirements for the specific type of short-term aircraft noise exposure the patrons and employees in the Plaza will experience. For example, academic land uses are the primary target of intermittent aircraft noise exposure thresholds, as speech interruption and intelligibility can adversely affect learning and focus; however, these thresholds would not explicitly apply to the intended recreational use of the Plaza. As such, below is a discussion of standards and potential guidelines applicable to this study.

OSHA/Cal-OSHA Noise Exposure

On-site noise exposure levels set by the Occupational Safety and Health Act of 1970, are federally regulated by the Occupational Safety and Health Administration (OSHA), and in California via the California Occupational Safety and Health Administration (Cal-OSHA) to prevent physical damage caused by noise exposure (i.e. hearing loss). Under the presumption that patrons may be in the Plaza for up to three (3) hours at a time, the maximum time-weighted average noise exposure level is 97 dBA for the entire period (29 Code of Federal Regulations [CFR] § 1910.95).

Additional Considerations – Speech & Communication

In consideration of patron and employee comfort, periods of high background noise levels can disrupt speech intelligibility between a speaker and a receiver, or necessitate the use of elevated vocal levels to avoid the auditory masking effects of the background noise source. It is typical for our brains to make unconscious adjustments to our vocal levels when experiencing elevated background noise levels during a conversation. For example, a person listening to loud music via headphones may unintentionally yell a comment to a person directly across from them. Although standards groups like ANSI stipulate maximum background noise requirements for different spaces and land uses, these standards generally apply to steady-state background noise sources, such as HVAC unit noise. Thus, these background noise requirements are not directly applicable to the intermittent noise generated by aircraft overflights in the Plaza. For purposes of comparison, Figure 3 shows various degrees of speech level necessitated by the relative distance from the speaker to receiver against steady-state background noise levels.



Source: Environmental Protection Agency (EPA), 1974. Featuring modifications published by Federal Interagency Committee on Noise (FICON), 1992.

Figure 1. Distance at which Ordinary Speech can be Understood

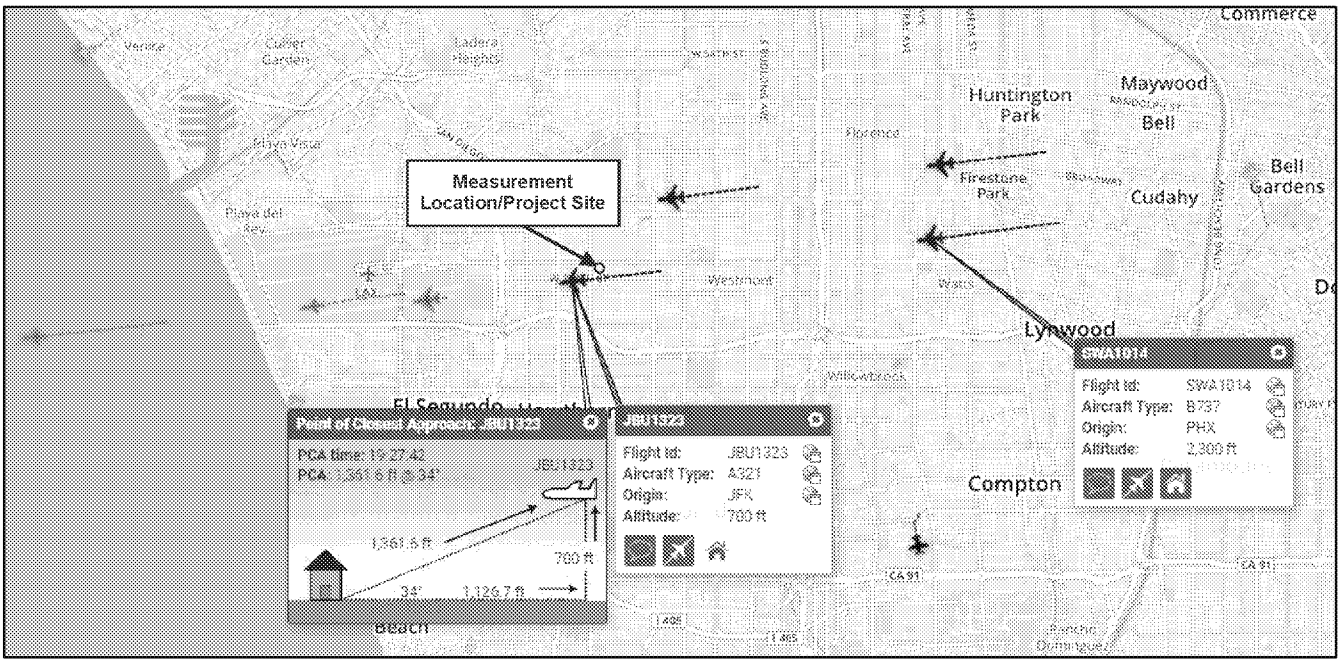
Presuming that most patrons will be within 3 to 4 feet of one another within the Plaza, this figure suggests conversations would be partially disrupted at steady-state noise levels of 80 to 81 dBA, and conversations would be fully incompatible with steady-state noise levels of 96 to 97 dBA.

Baseline Site Aircraft Noise Monitoring

Methodology

To characterize and quantify existing aircraft overflight noise exposure in the Plaza area, a measurement was conducted during a 3-hour evening period to capture ambient non-aircraft and aircraft overflight noise levels during a period when future patrons and employees would likely utilize the Plaza area, and contributions from non-aircraft ambient noise sources, such as traffic or HVAC unit operation, would be less invasive.

Since noise levels generated by aircraft vary significantly between size, model, and propulsion type, the measurement sought to record characteristic details of each individual aircraft flyover during the measurement period. To collect this data, each aircraft flyover was logged chronologically by the on-site measurement technician. In addition, detailed flight characteristics, such as flight number, aircraft type, as well as altitude and distance from the measurement location to the aircraft's point of closest approach (PCA), were collected for each overflight event during the same period using the Los Angeles World Airports (LAWA) WebTrak tool. A sample screenshot of the WebTrak tool taken during the measurement period is shown below in Figure 2.



Source: EMS Brüel & Kjær WebTrak, 2019. Map Data: OpenStreetMap

Figure 2. Screenshot of LAWA WebTrak Tool with Arriving Plane Overlay (Blue Icons) on June 10, 2019

Instrumentation

The measurement was performed with a Larson Davis (LD) Model LxT (Serial Number [SN]: 4485) sound level meter (SLM), rated by the American National Standards Institute (ANSI) as Class 1, per ANSI S1.4-2014. The SLM microphone was fitted with a standard 3.5" diameter spherical-shaped open-cell foam windscreen, positioned roughly 5 to 6 feet above grade, and placed at least 10 feet (3 meters) from any acoustically reflecting surfaces. The SLM was setup to use a slow detector response, the A-weighting scale, and to capture 1-second interval sound pressure level data. SLM calibration was field-checked before and after the measurement period with an LD Model CAL200 (SN: 1238) acoustic calibrator.

A Kestrel Model 3500 (SN: 1703474) handheld weather meter was used to determine or measure average wind speed, temperature, barometric pressure, and relative humidity at the measurement location.

Results

Sound pressure level measurements were conducted on Monday, June 10, 2018, during the evening hours of 6:30 p.m. through 9:30 p.m. Measured meteorological conditions during the noise measurement indicated an ambient outdoor temperature of 72 degrees Fahrenheit, 76% relative humidity, no cloud cover, and wind speeds of approximately 5 miles per hour (mph). Figure 3 shows the measurement location relative to the existing and proposed Plaza site structures. Table 1 provides a general summary of measurement observations and results for each 1-hour measurement period.

Figure 3. Noise Measurement Position (Yellow Dot) with Proposed Plaza Design (Blue Polygons)

Table 1. Summary of Measured A-Weighted Sound Pressure Levels (dBA) and Observations

Date	Measurement Period	Quantity of Flights	L_{eq}	L_{min}	L_{max}	L_{10}	L_{50}	L_{90}
Monday June 10, 2019	18:30 – 19:30	27	63.7	52.5	80.4	65.6	58.3	55.4
	19:30 – 20:30	32	64.1	53.5	77.6	66.4	58.5	56.1
	20:30 – 21:30	30	63.8	52.1	80.8	65.5	57.9	55.2
	3-Hour Summary:	**89**	**63.9**	**52.1**	**80.8**	**65.9**	**58.3**	**55.6**

A total of 89 flights were observed during the 3-hour measurement period. Aircraft types flying along the approach paths ranged from a small, narrow body commuter jets (e.g. CESSNA 525 CitationJet) to large, passenger and cargo airliners (e.g. Boeing 747-400).

Figure 4 shows a plot of measured 1-second Leq sound pressure levels across the 3-hour measurement period with callouts to three dominant aircraft overflight events.

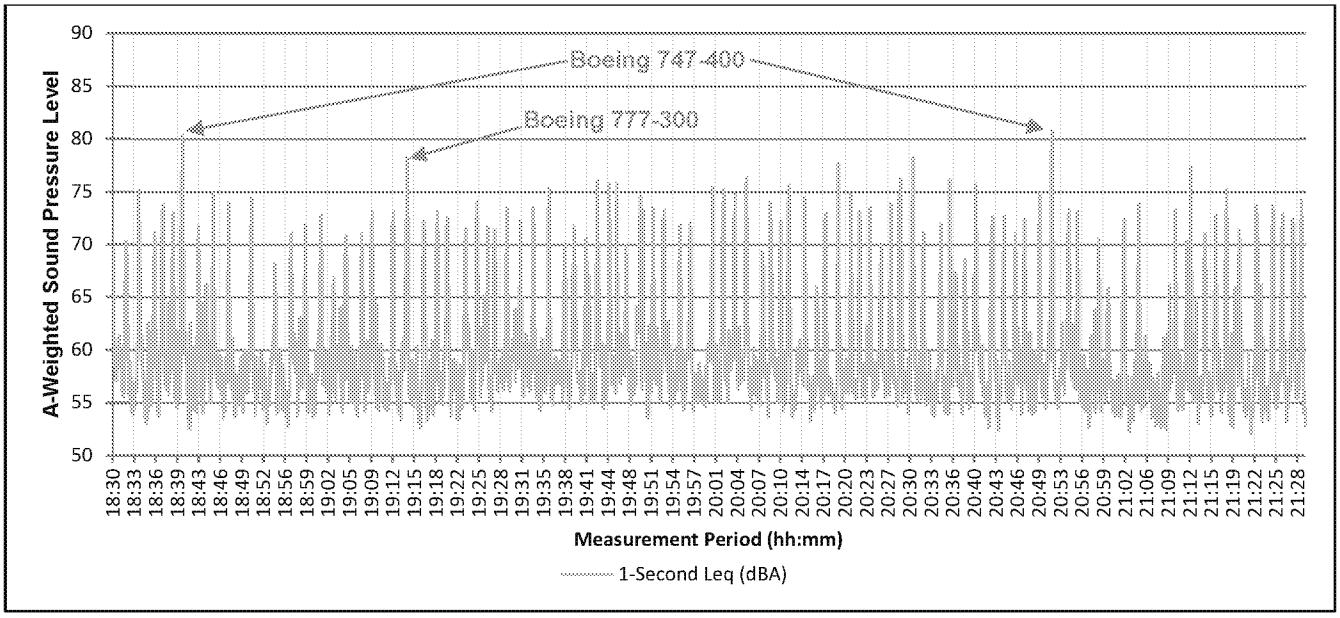


Figure 4. Summary of Measured 1-Second Sound Pressure Levels over 3-Hour Measurement Period (Leq, dBA)

Aircraft overflights can be observed in Figure 4 as regular, distinct spikes, typically reaching 70 to 80 dBA SPL ($L_{eq(1\text{-}sec)}$). Ambient, no-aircraft baseline noise levels at the measurement location generally ranged from 55 to 58 dBA, Leq throughout the measurement period. During these ambient periods, traffic noise dominated acoustic environment.

Using the same data featured in Figure 4, Figure 5 shows a zoomed-in snapshot of a single aircraft overflight across a 60-second period.

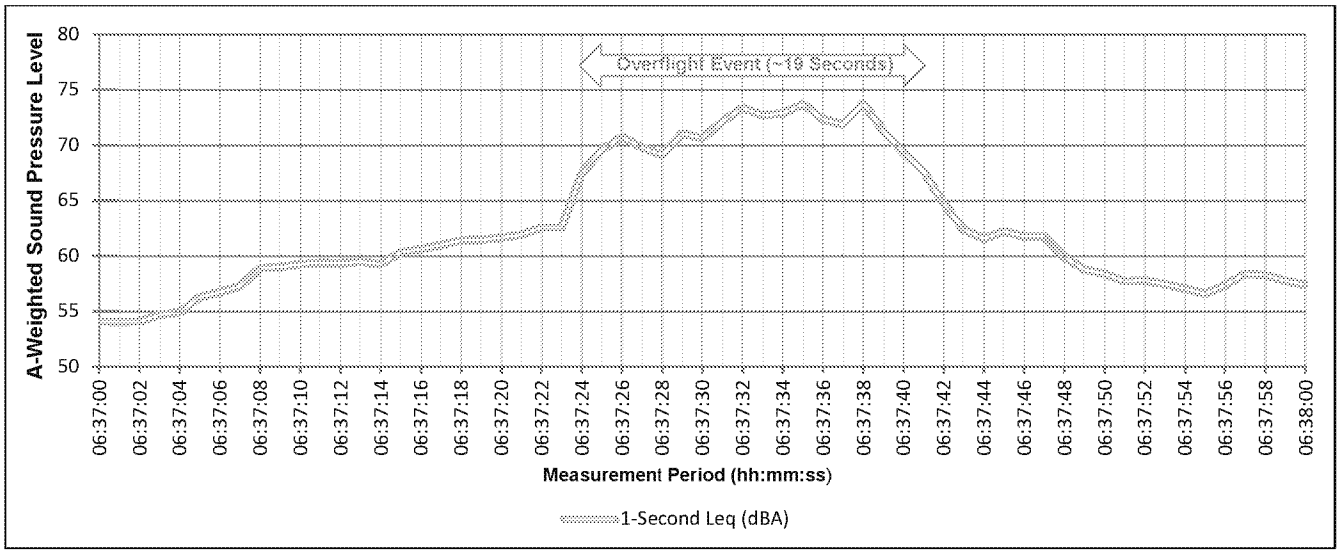


Figure 5. Sample Measurement Period Featuring Boeing 737 Aircraft Overflight (Flight AAL958 – B738)

As suggested by Figure 5, typical aircraft flyover events dominate the ambient acoustic environment at the Project site for roughly 16 to 24 seconds per overflight event, calculated as the period when noise generated by the aircraft is approximately 10 dBA greater than baseline ambient noise levels. Of the 89 aircraft overflights, a total of 19 distinct aircraft models were observed.

Table 2 summarizes the various aircraft models observed during the measurement alongside their observed quantities and resulting measured sound pressure levels.

Table 2. Summary of Observed Aircraft Types and Associated Measured Noise Levels

Aircraft Type	Quantity Observed	Average Maximum SPL Per Overflight Event (1s Leq, dBA)	Highest Single-Event SPL (1s Leq, dBA)	Highest Single-Event Sound Exposure Level (SEL, dBA)
Boeing 737	27	74	78[1]	87
Airbus A320	16	73	74	83
Embraer 175	12	71	72	81
Boeing 777	6	76	78	88
Boeing 787	5	74	75	85
Airbus 319	3	70	71	80
Boeing 757	3	74	75	85
Boeing 747	2	81	81	91
Bombardier Challenger 600	2	68	68	75
Airbus A330	2	74	74	84
Boeing 767	2	74	76	86
Bombardier CRJ-200	2	69	70	78
Challenger 300	1	67	67	74
Dassault Falcon 900	1	70	70	78
Bombardier Challenger 300	1	66	66	74
Cessna 208	1	78[1]	78[1]	83
Embraer E190	1	72	72	81
Cessna 525	1	66	66	72
Beechcraft 350	1	65	65	73

1. One Boeing 737 (UAL369) and one Cessna 208 (MHO807) deviated northward of the traditional 25L approach to land at runway 25R (verified using the WebTrak tool). As a result of these runway assignments, these overflight events generated sound levels notably higher than what would be expected of their aircraft type along the typical 25L approach.

The three most common observed aircraft arriving during the measurement period (Boeing 737, Airbus A320, and Embraer 175) consistently generated maximum 1-second sound pressure levels of 71 to 74 dBA throughout the measurement period. The two loudest overflight events were both generated by Boeing 747 aircraft.

Impact Assessment

As shown in Table 1, the measured three-hour noise level within the future exterior Plaza area was approximately 64 dBA, Leq, approximately 33 dBA lower than the OSHA noise exposure threshold of 97 dBA for the same period. Measured noise exposure levels for other exposure periods were similarly far from their respective OSHA thresholds. As a result, no impacts under OSHA would occur in the Plaza area under conditions similar to those monitored.

With respect to patron and employee general comfort and speech interference, Figure 6 plots the average maximum noise levels for the most notable (i.e. common or loudest) aircraft types monitored as an overlay on the Figure 1 plot for steady-state background noise speech intelligibility for patrons speaking at a distance of 3 feet from one another.

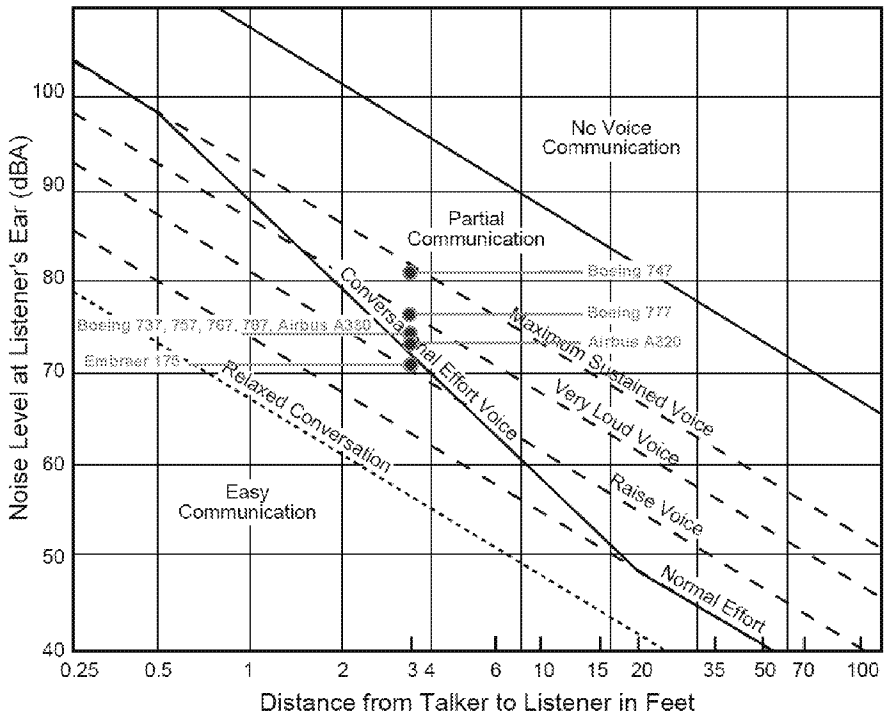


Figure 6. Average Maximum Sound Pressure Level (Leq-1s, dBA) of Notable Aircraft Transposed onto FICON/EPA Intelligibility Plot

Although the plot is specific to steady-state background noise, it does suggest that patrons and employees in the Plaza area would be required to elevate their voices during certain aircraft overflights to remain intelligible to their listeners. Depending on the quantity of patrons in the Plaza area, these background noise levels may already be sustained by other noise sources, such as other patrons in the Plaza, or amplified speech/music from the Plaza's public address (PA) system.

Conclusion

Aircraft overflights in proximity to the Plaza are expected to be frequent and exhibit noise levels ranging from 65 up to 81 dBA depending on the aircraft type. The three-hour measurement conducted in the proposed Plaza area recorded an average noise level of 64 dBA (Leq, 3hr), well-below the applicable OSHA noise exposure threshold for the same time period, and all periods of shorter duration.

Depending on background noise levels generated by operation of the Plaza from sources like human speech and/or the Plaza PA system, patrons and employees conversing the Plaza may need to raise their voices to be clearly understood by the receiver during certain aircraft overflights.

ATTACHMENT I
FEDERAL AVIATION ADMINISTRATION
AUGUST 26, 2019 LETTER

ATTACHMENT I

U.S. Department
of Transportation
Federal Aviation Administration

Western-Pacific Region
Office of Airports
Los Angeles Airports District Office

777 South Aviation Boulevard
Suite 150
El Segundo, CA 90245

August 26, 2019

The Honorable James T. Butts Jr.
Mayor, City of Inglewood
One Manchester Boulevard
Inglewood, CA 90301

RE: Status of Reuse Plan for City of Inglewood Parcels

Dear Mayor Butts:

Thank you for your July 17 letter that updates the City of Inglewood's (City's) reuse plan for residential parcels it purchased with Airport Improvement Program (AIP) grant assistance (Noise-Impacted Parcels). The Federal Aviation Administration (FAA) provided AIP grants to the City to increase compatible land-uses with aircraft noise associated with nearby Los Angeles International Airport (LAX), located two miles to the west of the Noise-Impacted Parcels. The Noise-Impacted Parcels are located in or within close proximity to the CNEL 65db contour associated with LAX operations.

These AIP grants required the City to remove residences from the Noise-Impacted Parcels (which the City has done) and to ensure future land-use compatibility with LAX noise impacts. By your letter, the City intends to ensure future compatible land-use of the Noise-Impacted Parcels by developing them for commercial-use and excluding residential uses.

Specifically, the proposed NBA basketball arena project appears to be a compatible land-use for the Noise-Impacted Parcels, per LAX's Part 150 Noise Exposure Map Report Update (Pursuant to Code of Federal Regulations Title 14, Part 150). As you state, the City is preparing environmental analysis and documentation for the proposed basketball arena pursuant to the California Environmental Quality Act (CEQA). As such, important aspects of the proposed project have yet to be finalized, including basic heights and profiles of the facility. The FAA will need this data to make an airspace determination before we can determine specific compatibility with aircraft operations.

Also, the FAA does not support the reintroduction of single-family or multi-family residential uses on the Noise-Impacted Parcels. Such residential redevelopment would increase residents' exposure to aircraft noise, and is inherently inconsistent with the intent of the City's land acquisition/noise mitigation program, approved and funded by the FAA. Moreover, such use may be inconsistent with Grant Assurance #21, Compatible Land Use; and Grant Assurance 31, Disposal of Land.

For some additional information on the redevelopment and disposal of the Noise-Impacted Parcels and the resolution of your associated AIP grant financial obligations, please see FAA guidance on our website at:

https://www.faa.gov/airports/environmental/policy_guidance/media/Noise-Land-Management-Disposal-AIP-Funded-Noise-Development-Land.pdf

Please note Section 3 (A) 3; Section 4 (B); and Attachment D (3).

If you have any questions, please contact me at 424-405-7266.

Sincerely,

David F. Cushing
Manager, Los Angeles Airports District Office