

Inglewood Basketball and Entertainment Center (IBEC) Project

Attachments to Aviation Application

Attachment A	IBEC Project Site Regional Map and AINs
Attachment B	IBEC Project Summary
Attachment C	IBEC Project Conceptual Site Plan
Attachment D	LAX Noise Contour Maps
Attachment E	LAX Runway Protection Zones Map
Attachment F	FAA Determinations of No Hazard
Attachment G	Sensory Interactive Memorandum
Attachment H	AECOM Aviation Noise Exposure Analysis
Attachment I	Federal Aviation Administration August 26, 2019 Letter

ATTACHMENT A
IBEC PROJECT SITE REGIONAL MAP AND AINS

ATTACHMENT A

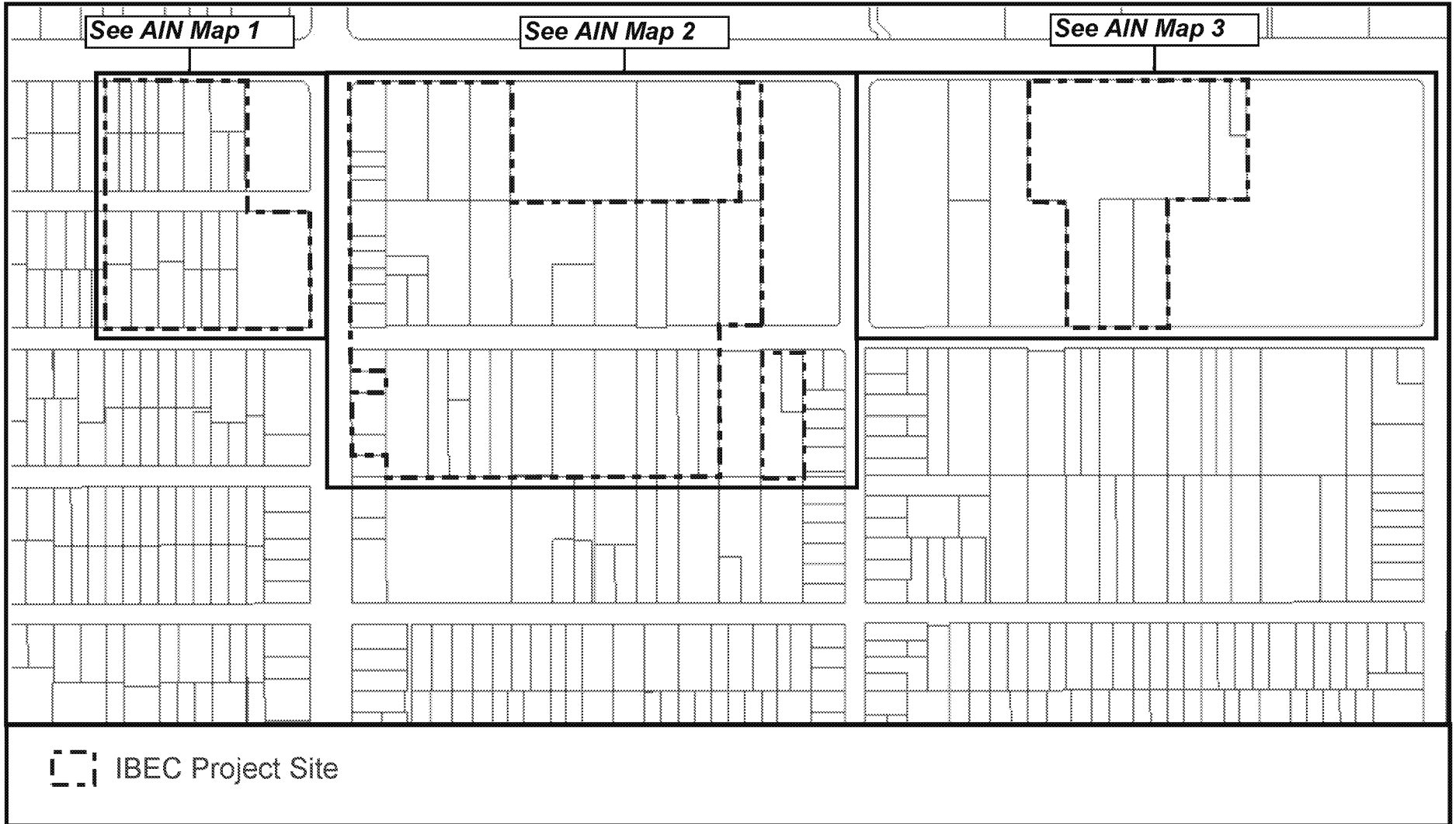
IBEC Project Site Assessor Identification Numbers

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3	4032-001-033	NO ADDRESS ASSIGNED
4	4032-001-039	10004 S PRAIRIE AVE INGLEWOOD CA 90303
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6	4032-001-049	3940 W CENTURY BLVD INGLEWOOD CA 90303
7	4032-001-900	NO ADDRESS ASSIGNED
8	4032-001-901	NO ADDRESS ASSIGNED TO APN
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10	4032-001-903	3939 W 102ND ST INGLEWOOD CA 90303
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12	4032-001-905	3947 W 102ND ST INGLEWOOD CA 90303
13	4032-001-906	10020 S PRAIRIE AVE INGLEWOOD CA 90303
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34	4032-007-902	3844 W 102ND ST INGLEWOOD CA 90303
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	AIN	STREET ADDRESS
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47	4032-008-907	3940 W 102ND ST INGLEWOOD CA 90303
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55	4034-004-906	4043 W 101ST ST INGLEWOOD CA 90303
56	4034-004-907	4046 W CENTURY BLVD INGLEWOOD CA 90303
57	4034-004-908	4042 W CENTURY BLVD INGLEWOOD CA 90303
58	4034-004-909	4032 W CENTURY BLVD INGLEWOOD CA 90303
59	4034-004-910	4036 W CENTURY BLVD INGLEWOOD CA 90303
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66	4034-005-903	4037 W 102ND ST INGLEWOOD CA 90303
67	4034-005-904	4031 W 102ND ST INGLEWOOD CA 90303
68	4034-005-905	4018 W 101ST ST INGLEWOOD CA 90303
69	4034-005-906	4023 W 102ND ST INGLEWOOD CA 90303
70	4034-005-907	4025 W 102ND ST INGLEWOOD CA 90303
71	4034-005-908	4019 W 102ND ST INGLEWOOD CA 90303
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ATTACHMENT A
IBEC PROJECT SITE AIN MAPS

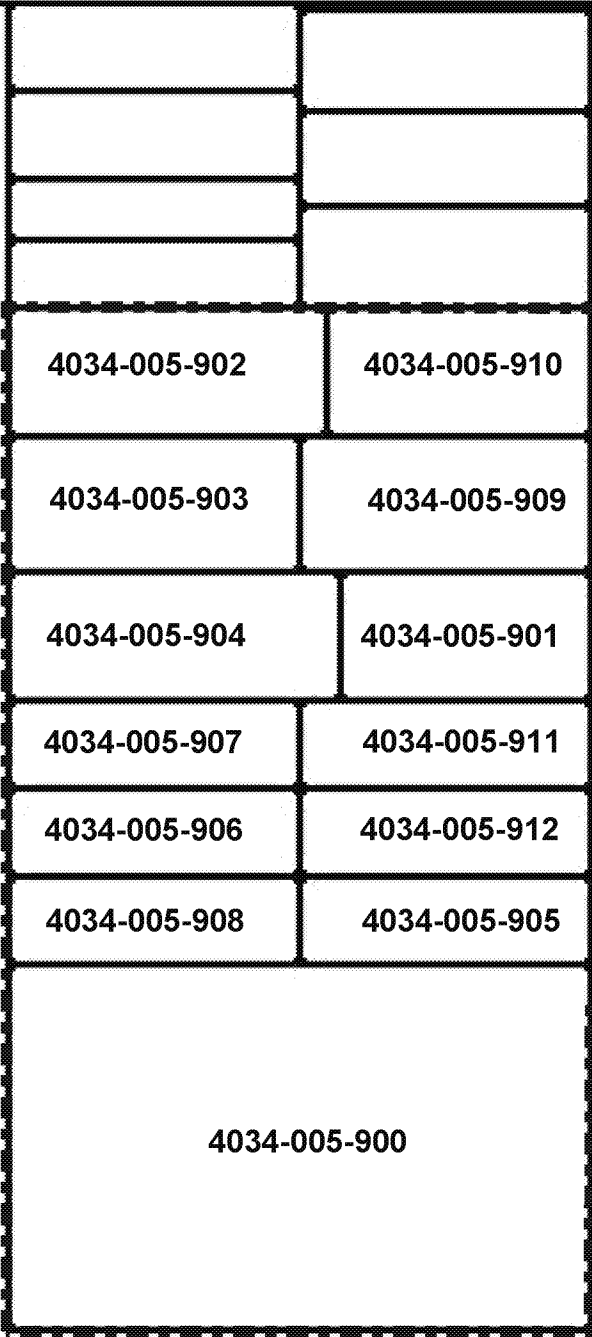
Inglewood Basketball and Entertainment Center Project



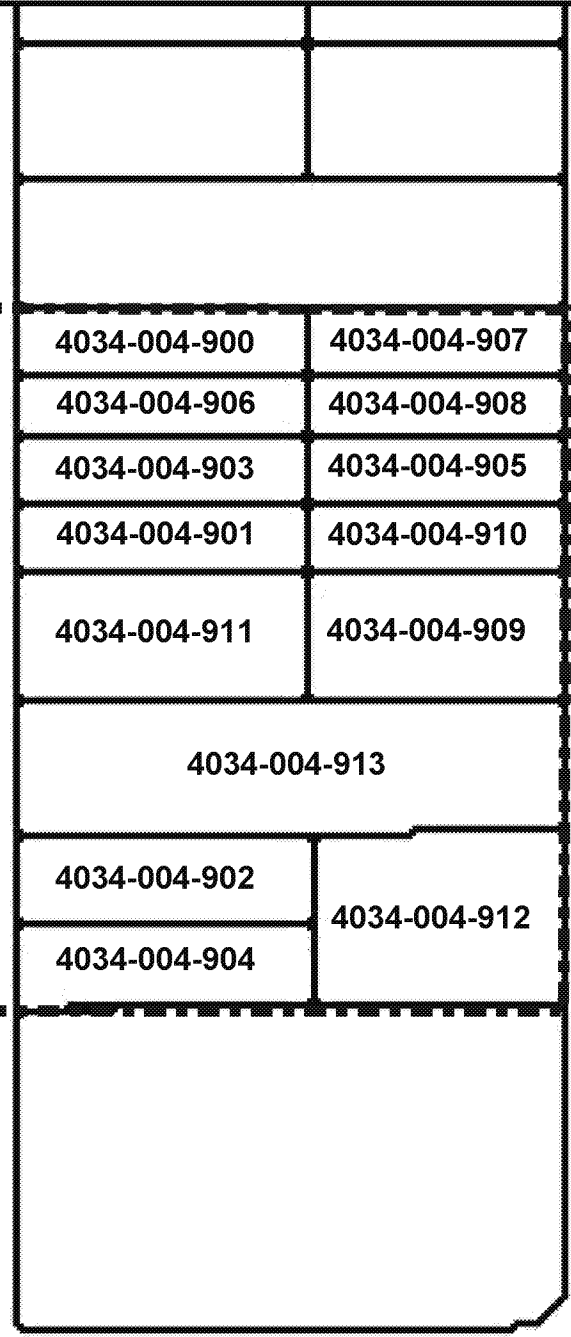


IBEC Project Site

W 102ND ST



W 101ST ST



W CENTURY BLVD

S PRAIRIE AVE

IBEC Project
AIN Map 1

IBEC Project A/N Map 2

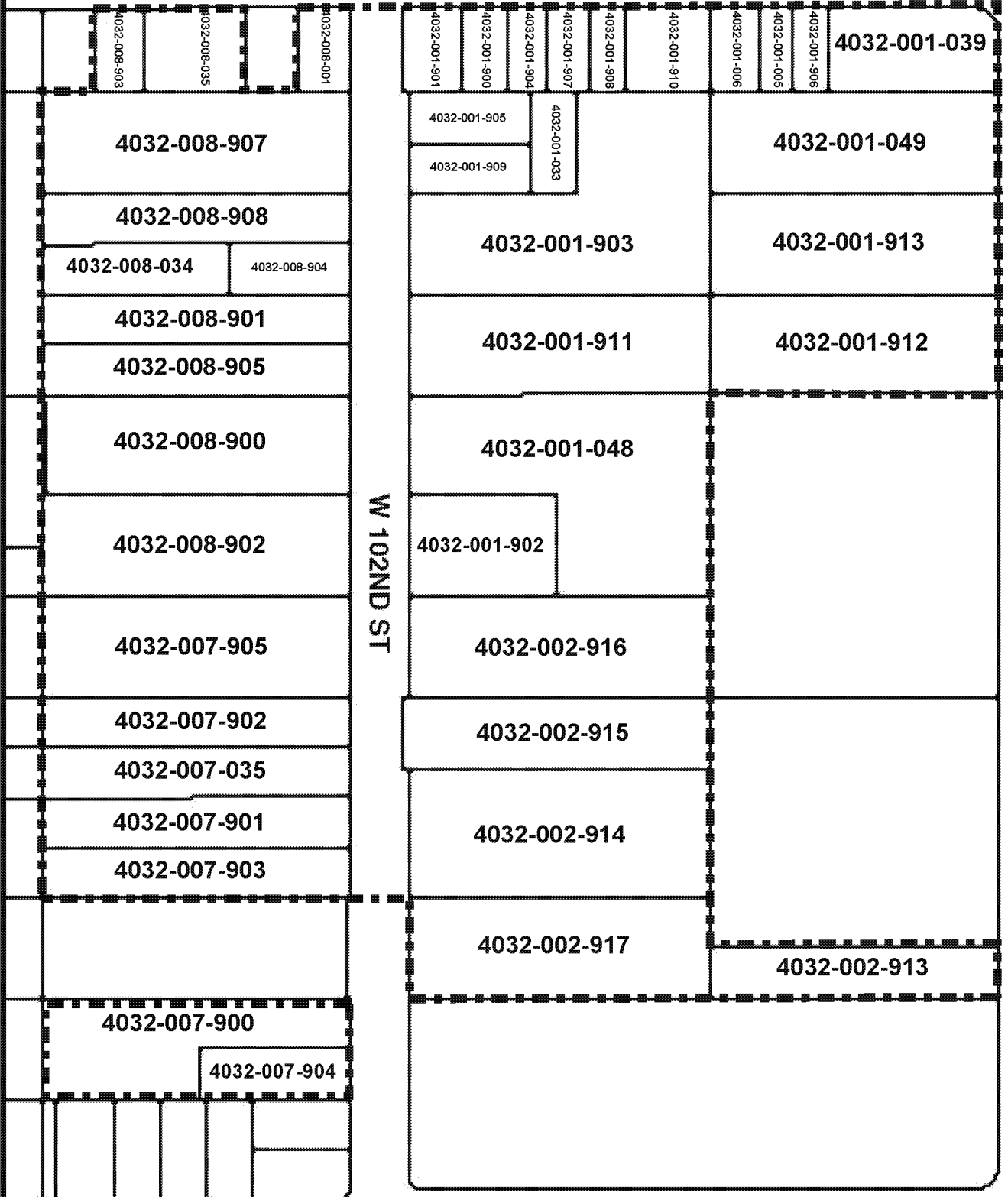
W CENTURY BLVD

S PRAIRIE AVE

W 102ND ST

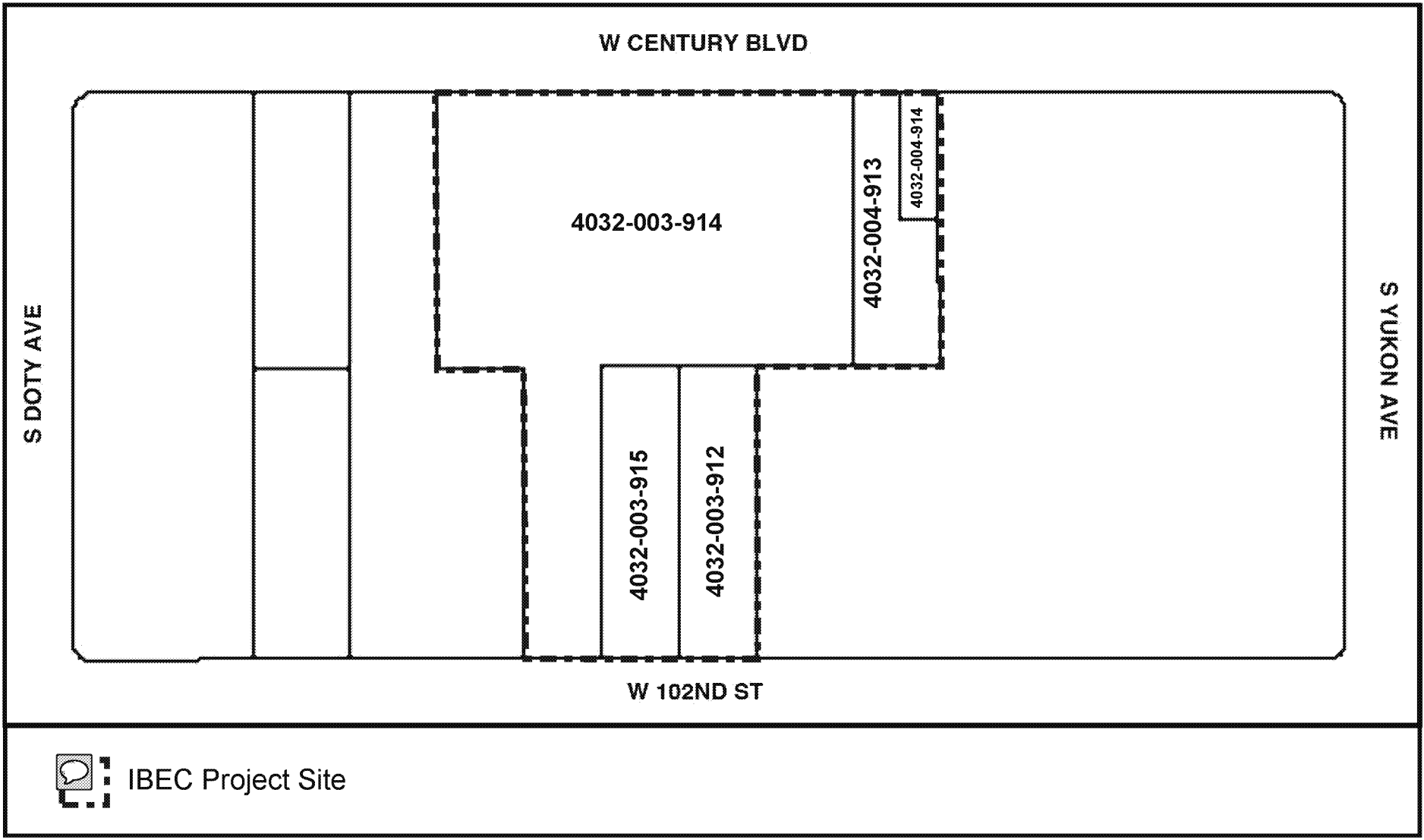
S DOTY AVE

IBEC Project Site



IBEC Project

AIN Map 3



IBEC Project Site

ATTACHMENT B

Inglewood Basketball and Entertainment Center Project

Project Summary

The Inglewood Basketball and Entertainment Center Project (the “IBEC Project” or “Proposed Project”) is proposed by Murphy’s Bowl LLC, in cooperation with the City of Inglewood, to develop the new home of the LA Clippers National Basketball Association franchise in the City of Inglewood.

As shown on the conceptual IBEC Project Site Plan provided as Attachment A, the Project Site consists of four areas along West Century Boulevard and South Prairie Avenue, comprising approximately 28. acres in total.

The Proposed Project consists of multiple components, the primary one being an Event Center Structure that includes an approximately 915,000 sf Arena with approximately 18,000 fixed seats for NBA games and capacity for approximately 500 additional temporary seats for other events. The Arena includes a main performance area and seating bowl, food and beverage and retail space, and concourse areas. The Event Center Structure could also include an up to 85,000 sf Team Athletic Practice and Training Facility, up to 71,000 sf of Office Space, and an up to 25,000 sf Sports Medicine Clinic for team and potential general public use on an outpatient basis. The Event Center Structure would be an ellipsoid-shaped, multi-faceted structure that would extend up to a maximum of 150 feet above grade.

An outdoor Plaza adjacent to the Event Center Structure would include pedestrian circulation and gathering space, an outdoor stage, and Plaza Buildings with up to 63,000 sf of retail, dining, and community-serving uses. The Plaza Buildings would be one- or two-stories with a maximum height of 50 feet above grade. The Plaza also includes a proposed sign tower structure up to 100 feet above grade at the corner of West Century Boulevard and South Prairie Avenue.

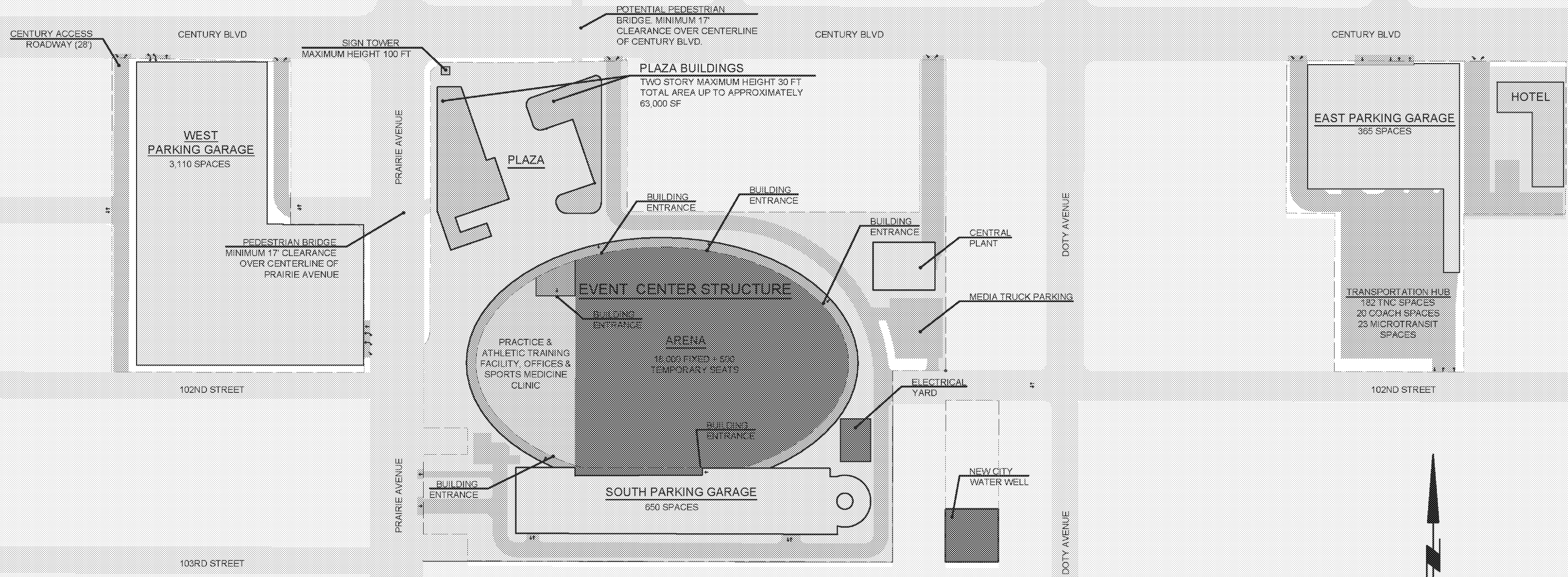
Parking for the Proposed Project would be provided within three parking structures, including (1) the South Parking Garage with approximately 650 parking spaces contiguous to the Arena Structure, (2) the West Parking Garage with approximately 3,110 parking spaces across South Prairie Avenue from the Arena Structure and connected to the Plaza by a pedestrian bridge, and (3) the East Parking Garage with approximately 365 parking spaces located east of the Arena Structure along West Century Boulevard. The ground floor of the East Parking Garage site will include a surface Transportation Hub dedicated for bus, microtransit and Transportation Network Company (rideshare/taxi) vehicle pick-up and drop-off and staging.

The Proposed Project includes a Hotel of up to six stories providing 100 - 150 guest rooms located along West Century Boulevard. Construction of the Proposed Project also involves the construction of a new City of Inglewood municipal water well along West 102nd Street to replace an existing water well located within the portion of the Project Site to be developed with the Event Center Structure.

The Proposed Project is projected to host an average of approximately 243 events per year, including LA Clippers home basketball games, concerts, family shows, other sporting and entertainment events, and corporate and community events.

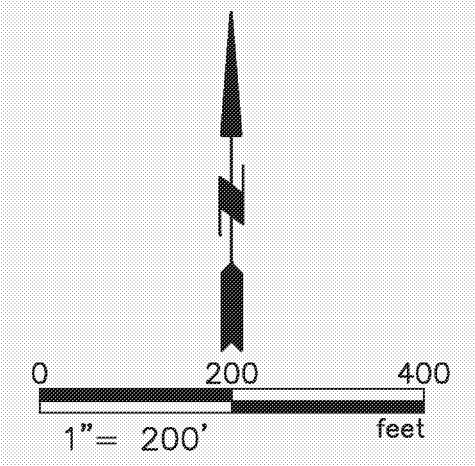
Construction of the Proposed Project is anticipated to begin in July 2021 and be completed by September 2024.

ATTACHMENT C IBEC PROJECT CONCEPTUAL SITE PLAN



LEGEND:

----- PROJECT BOUNDARY

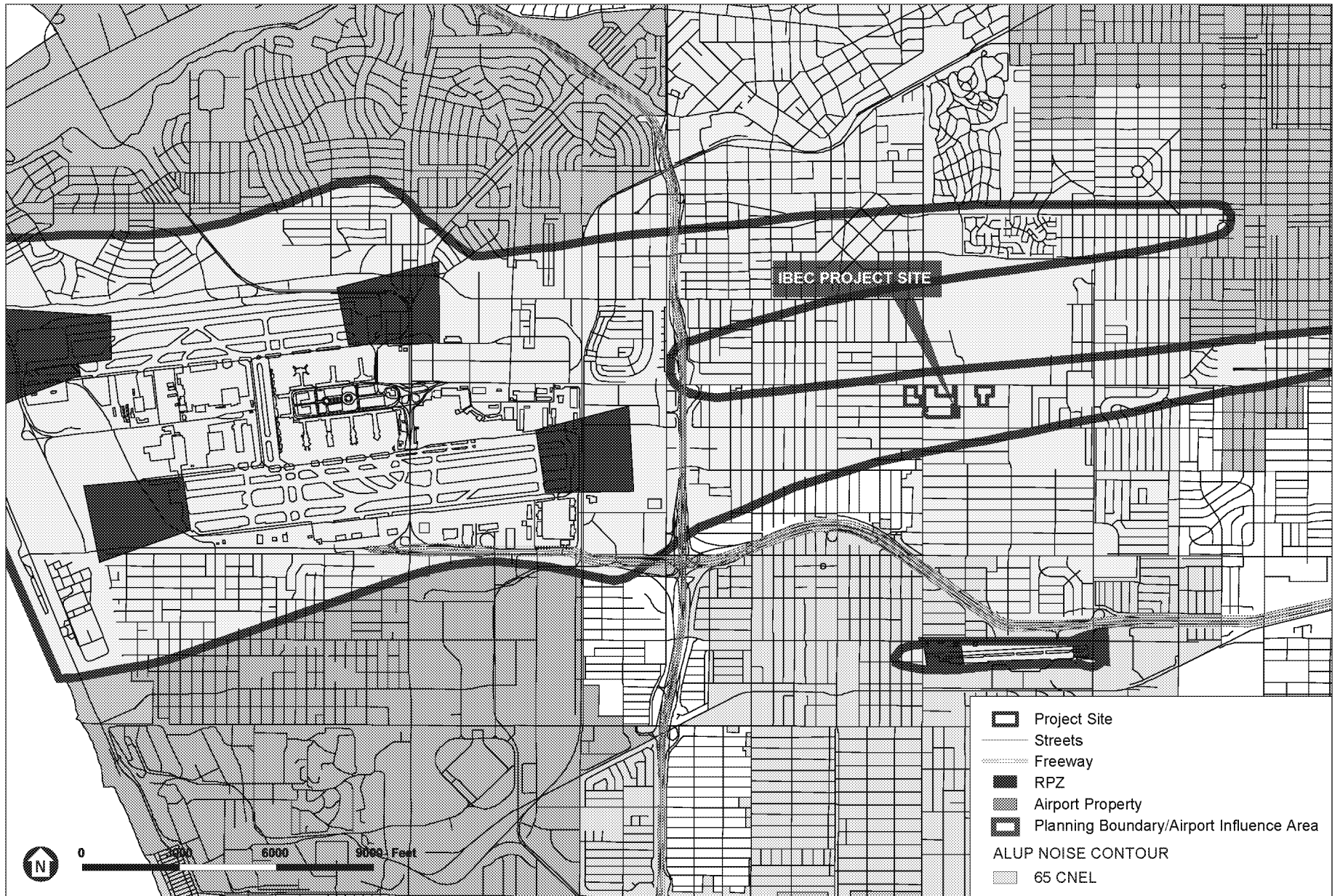


104TH STREET

104TH STREET

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



Los Angeles International Airport Noise Contours

IBEC Project Site 

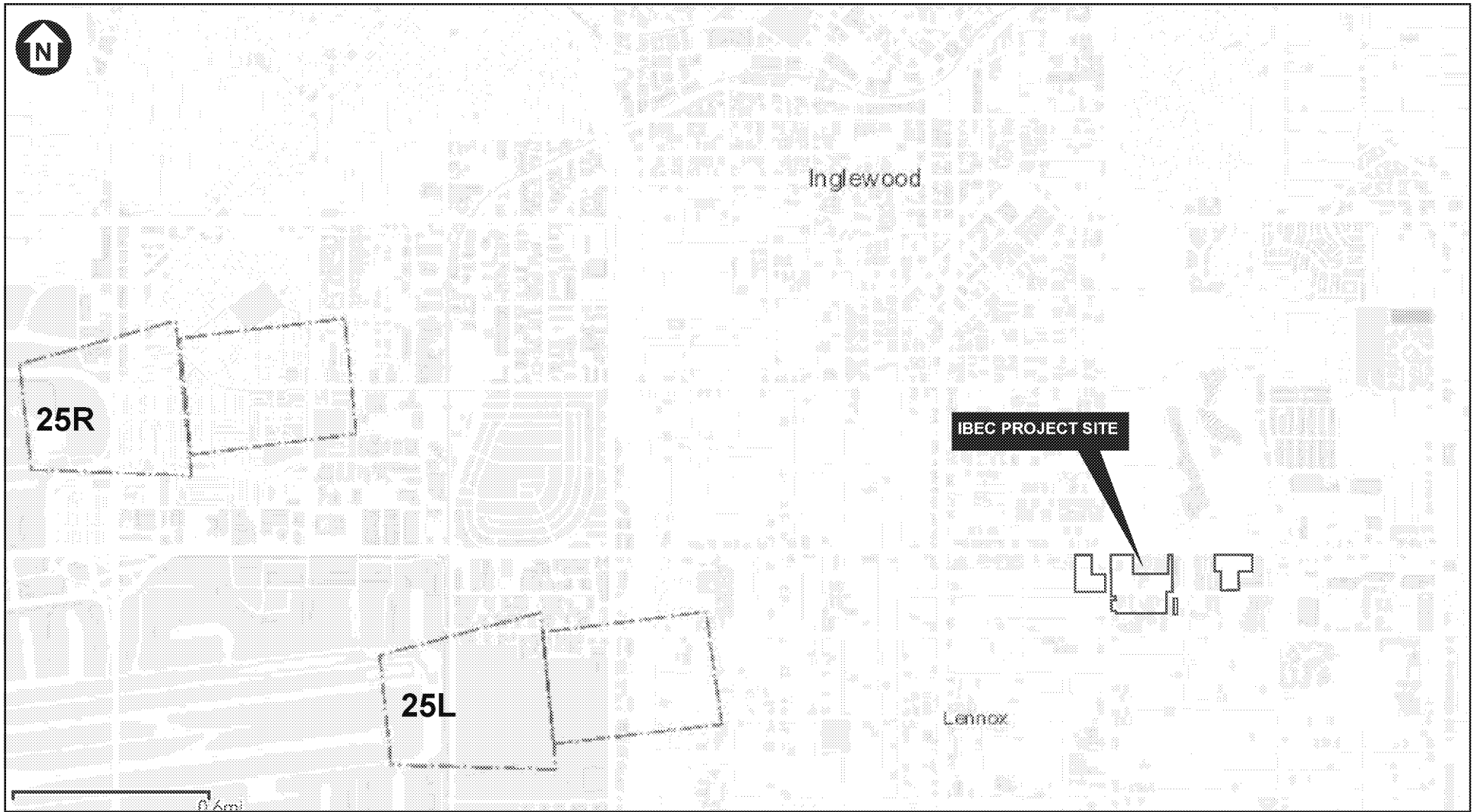
Airport Influence Area 

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



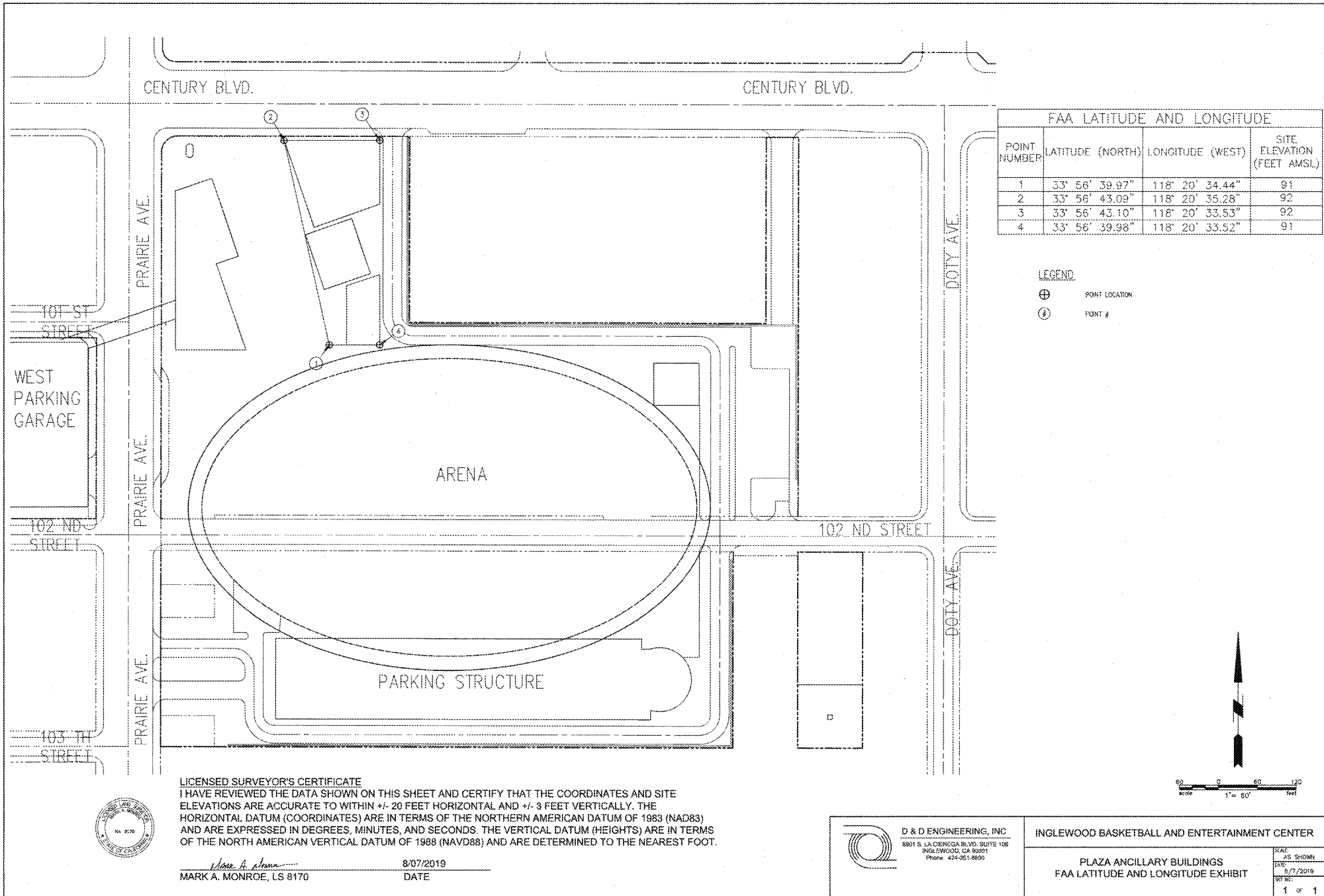
Los Angeles International Airport Runway Protection Zones

-  IBEC Project Site
-  Runway Protection Zone (RPZ) and Inner Safety Zone

ATTACHMENT F
FAA DETERMINATIONS OF NO HAZARD

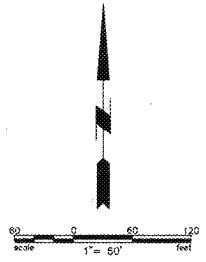
ATTACHMENT F
FAA DETERMINATIONS OF NO HAZARD

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
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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
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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
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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' 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 #



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



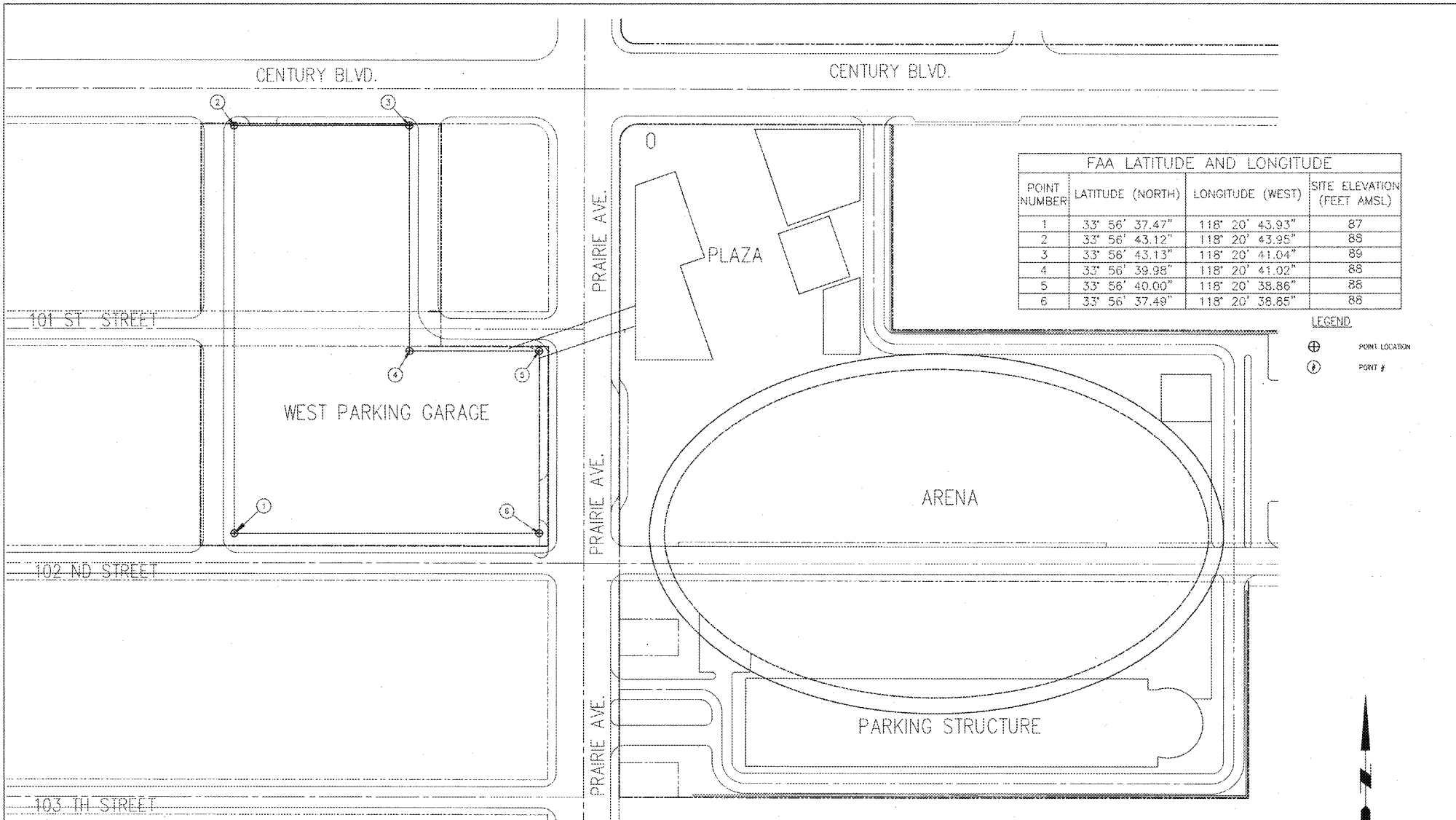
D & D ENGINEERING, INC.
 6901 S. LA CENEGA BLVD. SUITE 108
 INGLEWOOD, CA 90301
 Phone: 424-351-8800

INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER

PLAZA ANCILLARY BUILDINGS
 FAA LATITUDE AND LONGITUDE EXHIBIT

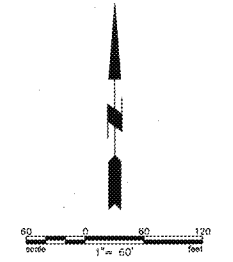
SCALE: AS SHOWN
 DATE: 8/7/2019
 SHEET NO.: 1 OF 1

Drawing Name: M:\2019\08\INGLEWOOD\INGLEWOOD_BASKETBALL_CENTER\FAA_LATITUDE_LONGITUDE_EXHIBIT.dwg
 Date Plotted: Aug 07, 2019 12:30pm by: Mark



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 #



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.
 6801 S. LA CENEGA BLVD. SUITE 100
 INGLEWOOD, CA 90301
 Phone: 424-351-8500

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

Drawing No. M-17-001-000-001-000-002-FAA_LatitudeLongitude_FAA_Surveyor - West PG.4
 Date Issued: Aug 17, 2019 - 12:30pm by: BDC

CENTURY BLVD.

CENTURY BLVD.

DOTY AVE.

DOTY AVE.

102 ND STREET

102 ND STREET

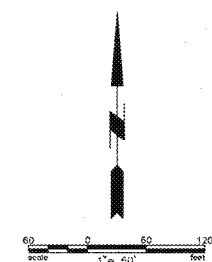
EAST PARKING GARAGE

HOTEL

FAA LATITUDE AND LONGITUDE				
POINT NUMBER	LATITUDE (NORTH)	LONGITUDE (WEST)	SITE ELEVATION (FEET AMSL)	
1	33° 56' 43.05"	118° 20' 17.78"	99	
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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
- ② POINT #




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
 DATE 8/07/2019

 D & D ENGINEERING, INC. 8901 S. LA CIENEGA BLVD., SUITE 100 INGLEWOOD, CA 90301 Phone: 424-361-6900	INGLEWOOD BASKETBALL AND ENTERTAINMENT CENTER
	EAST PARKING GARAGE FAA LATITUDE AND LONGITUDE EXHIBIT
AS SHOWN DATE: 8/7/2019 SHEET 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)
- 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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





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)
- 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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





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)
- 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.

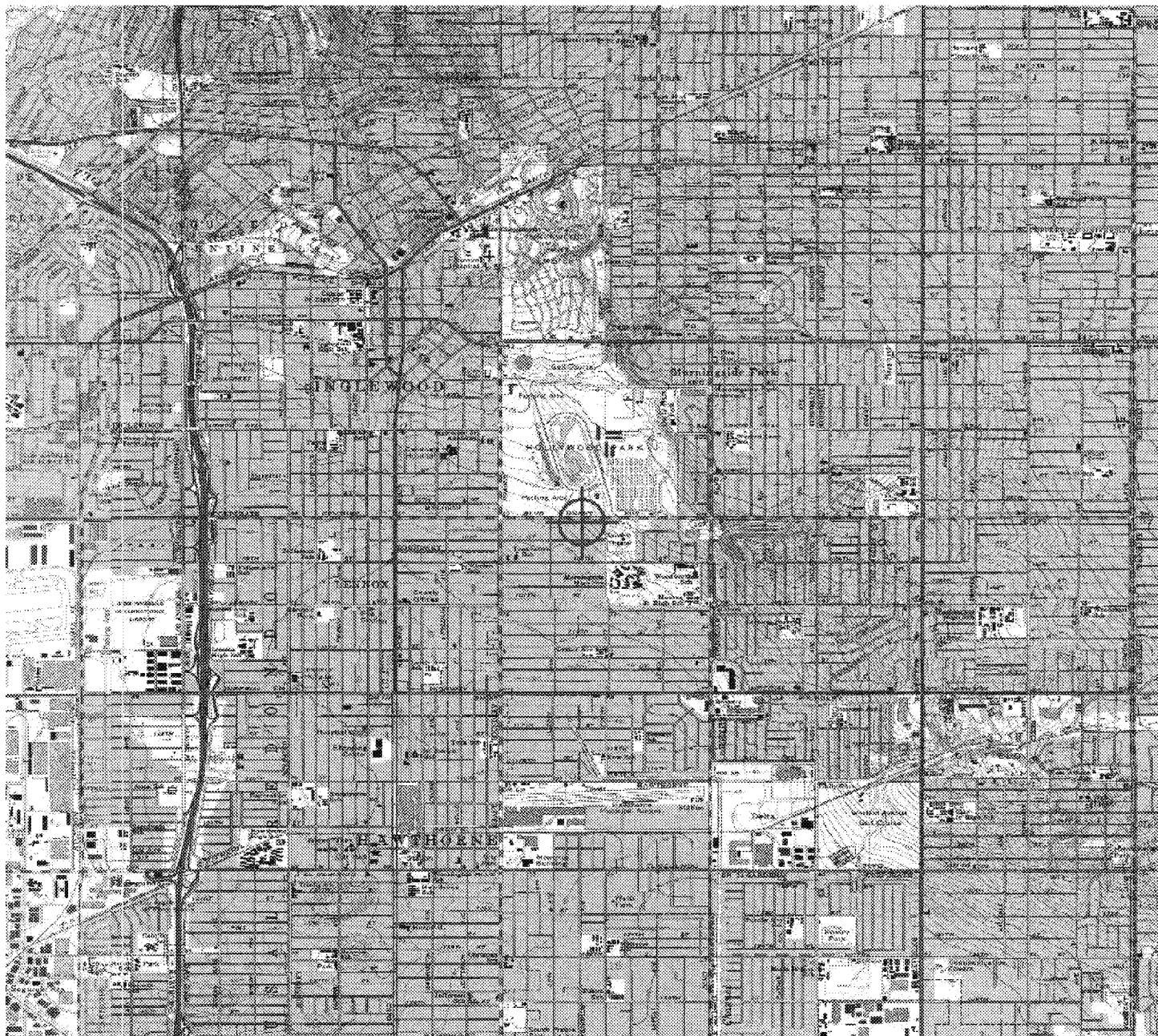
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 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)
- 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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 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)
- 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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 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)
- 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
Karen McDonald
Specialist

(EBO)

Attachment(s)
Map(s)





Mail Processing Center
 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)
- 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.

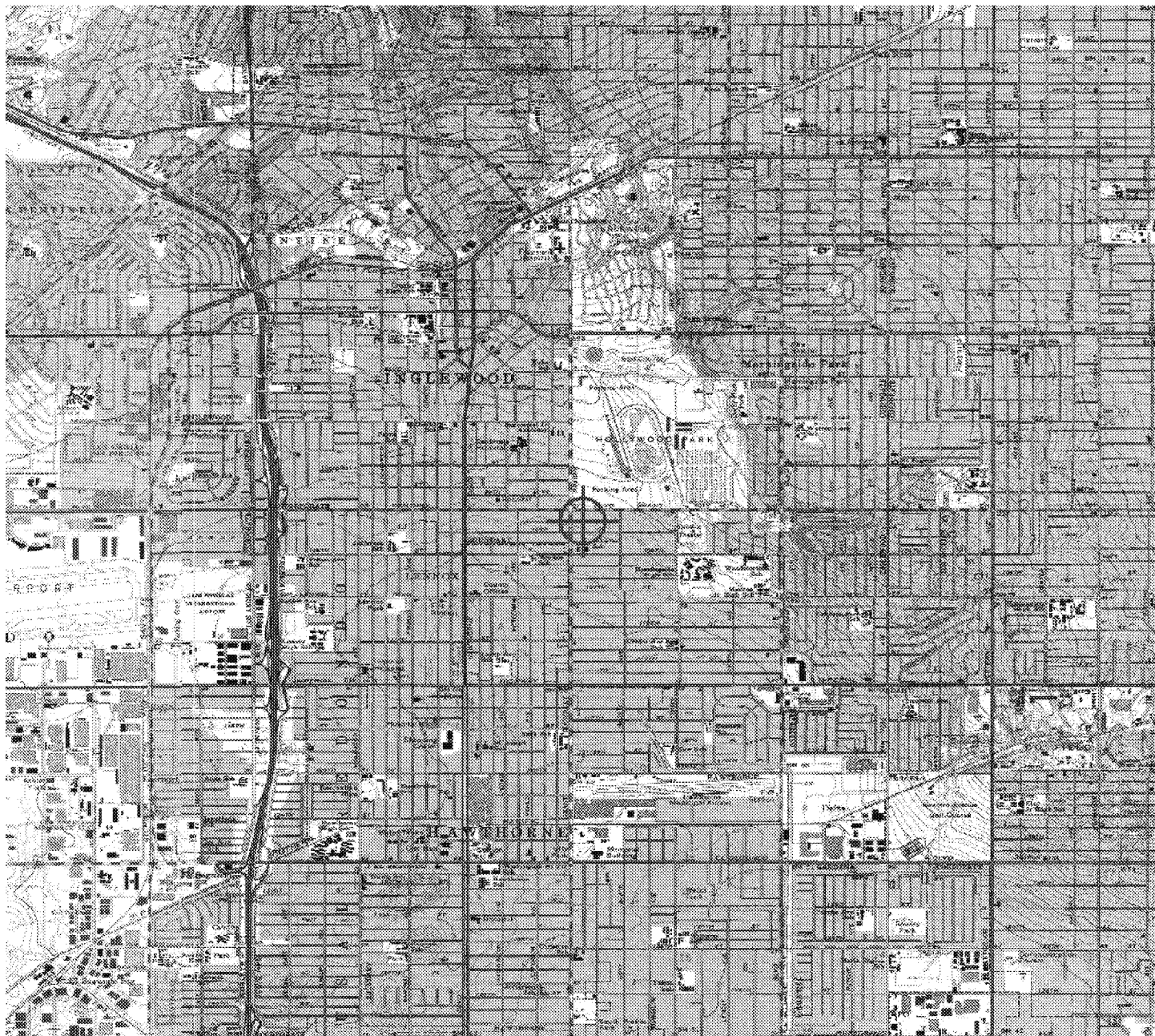
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9829-OE.

Signature Control No: 415209175-418723812

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 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)
- 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.

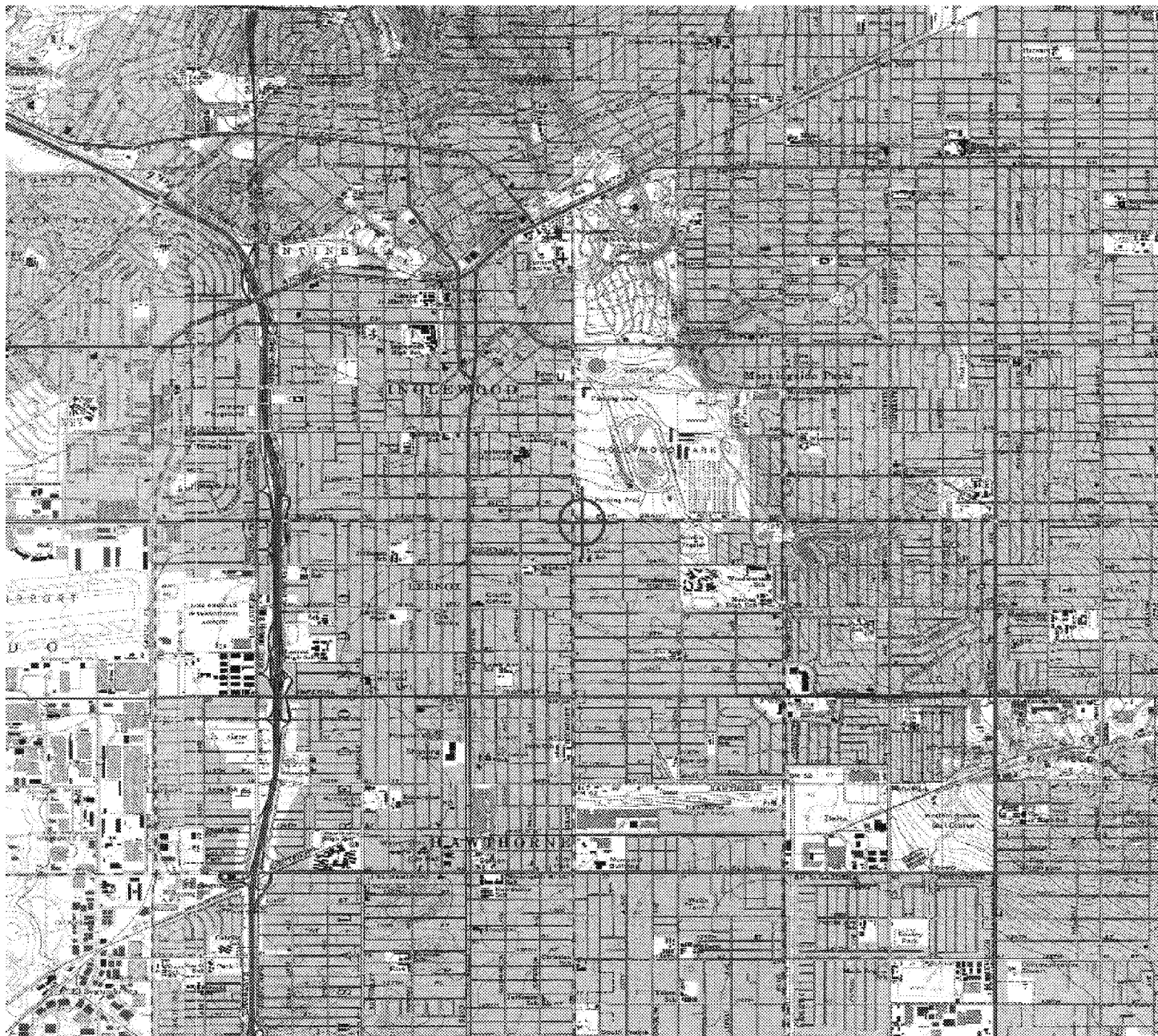
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9830-OE.

Signature Control No: 415209176-418723813

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





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)
- 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.

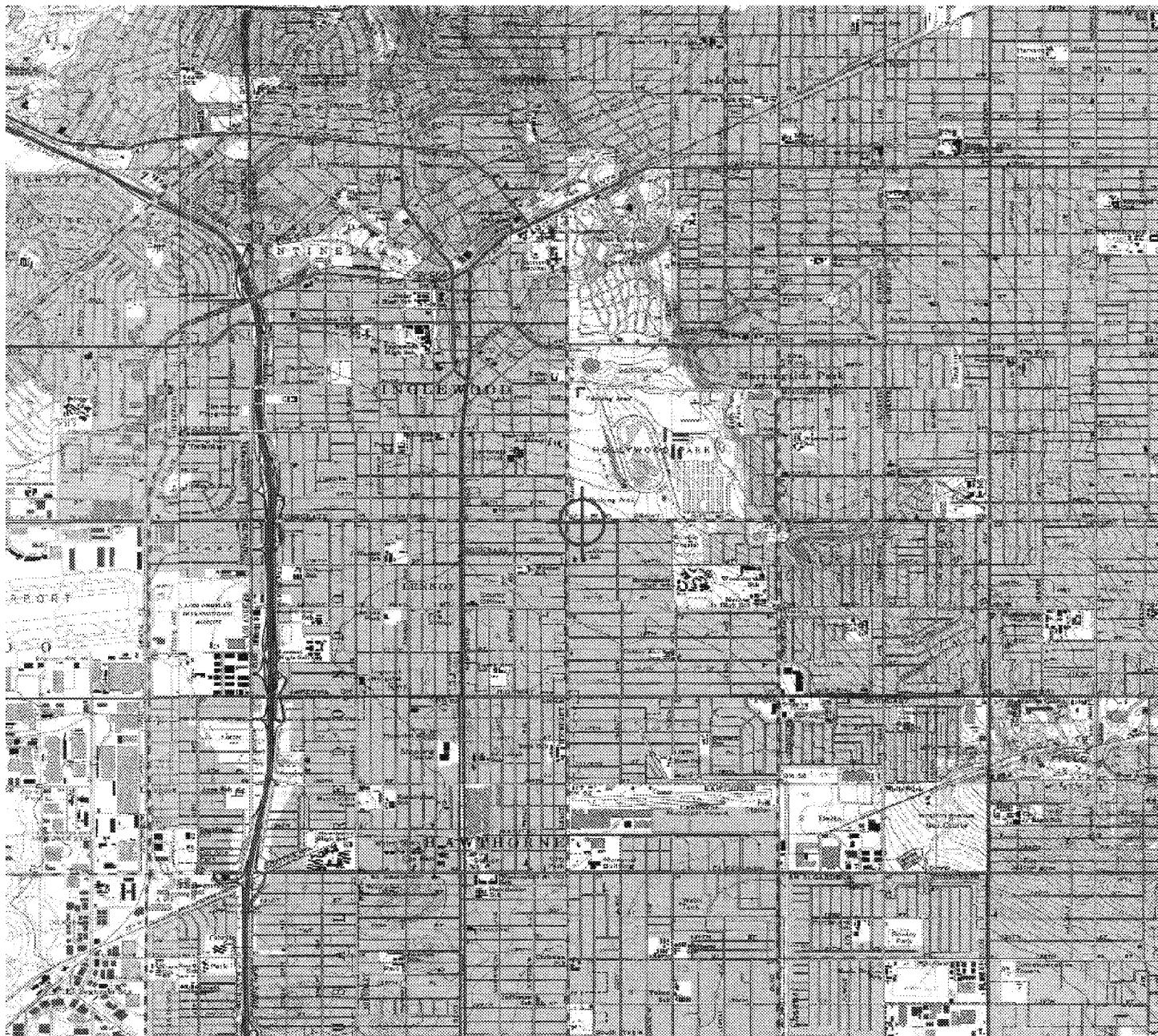
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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.

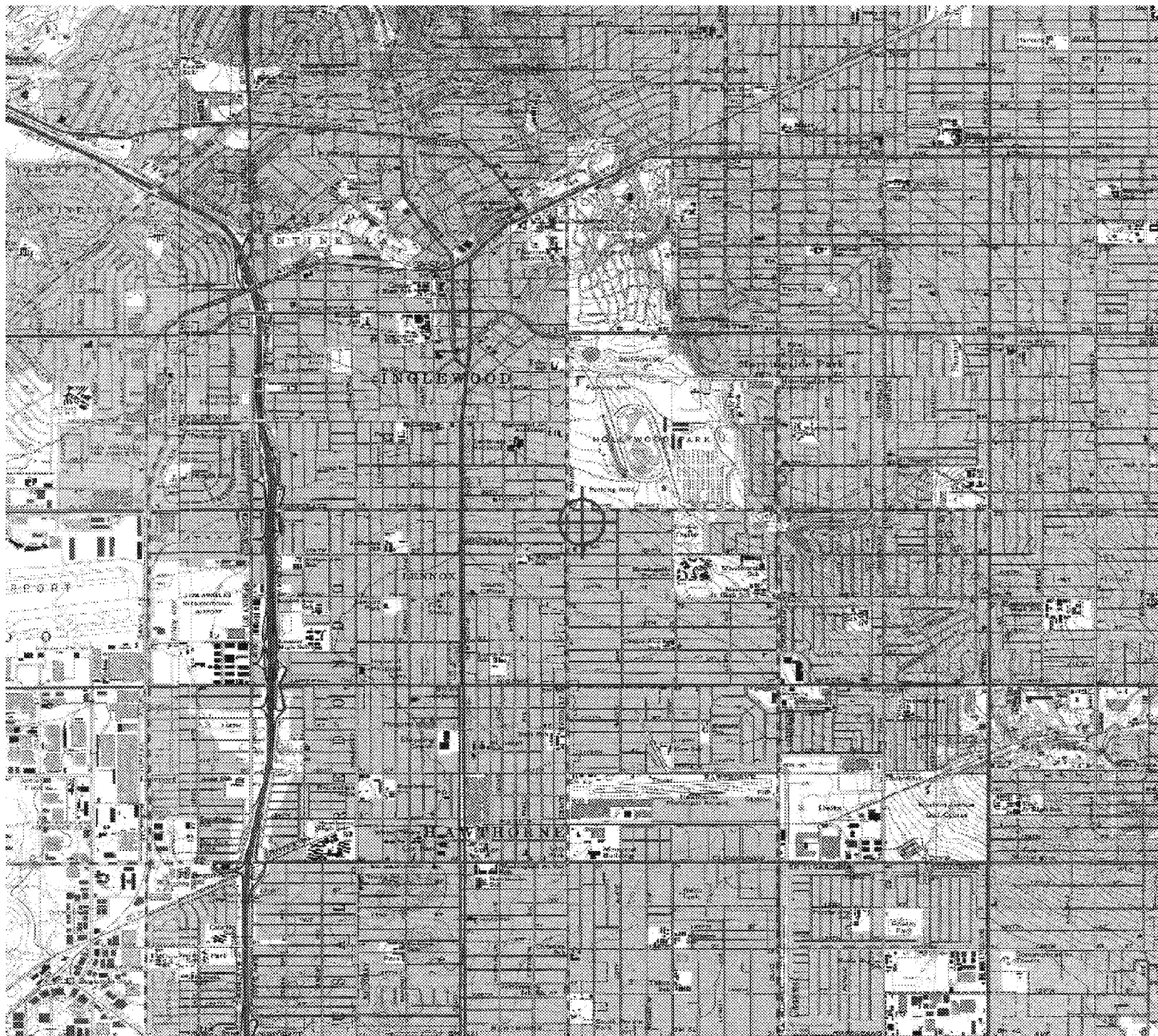
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9832-OE.

Signature Control No: 415209178-418723811

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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.

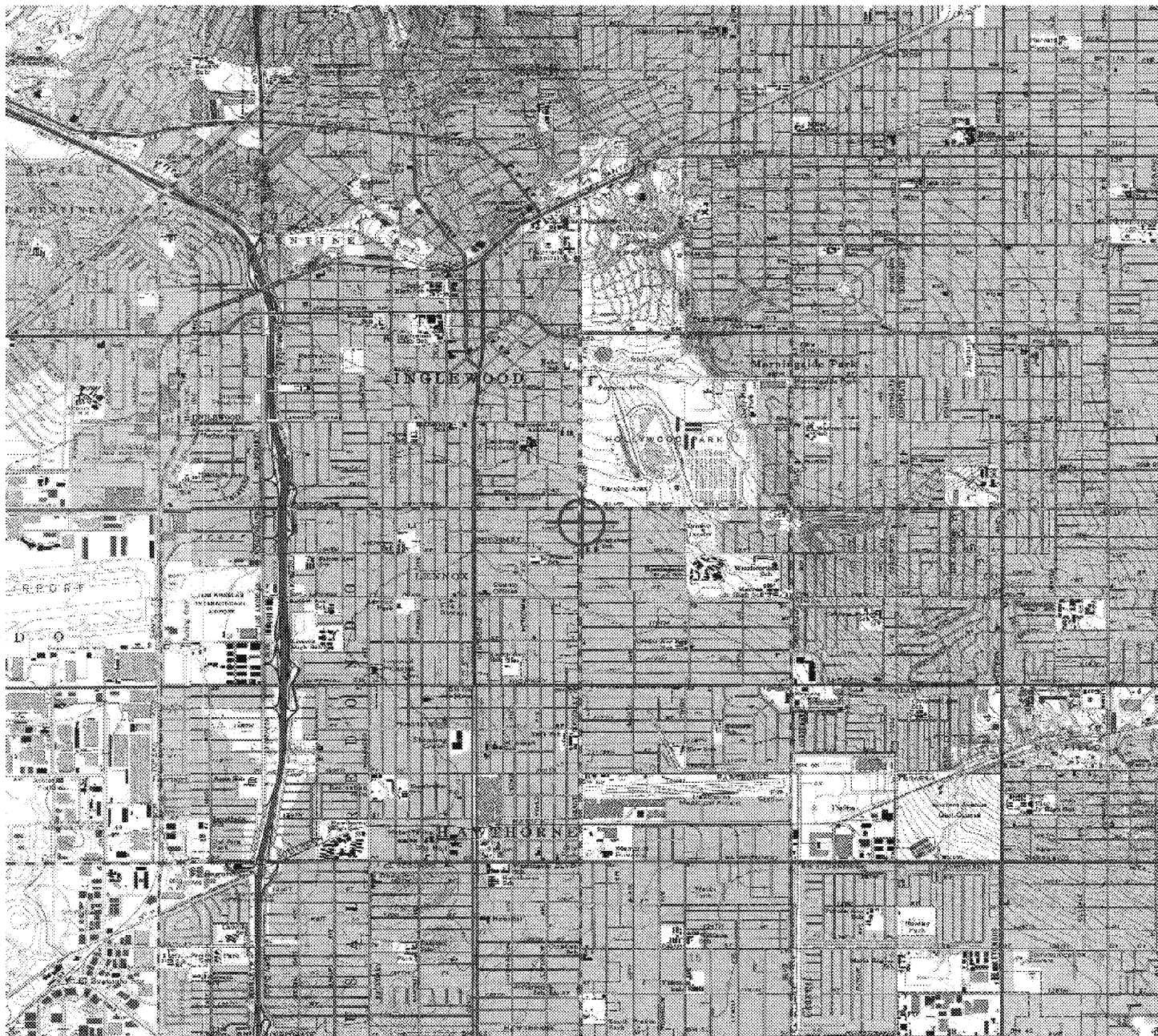
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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-9833-OE.

Signature Control No: 415209179-418741720
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





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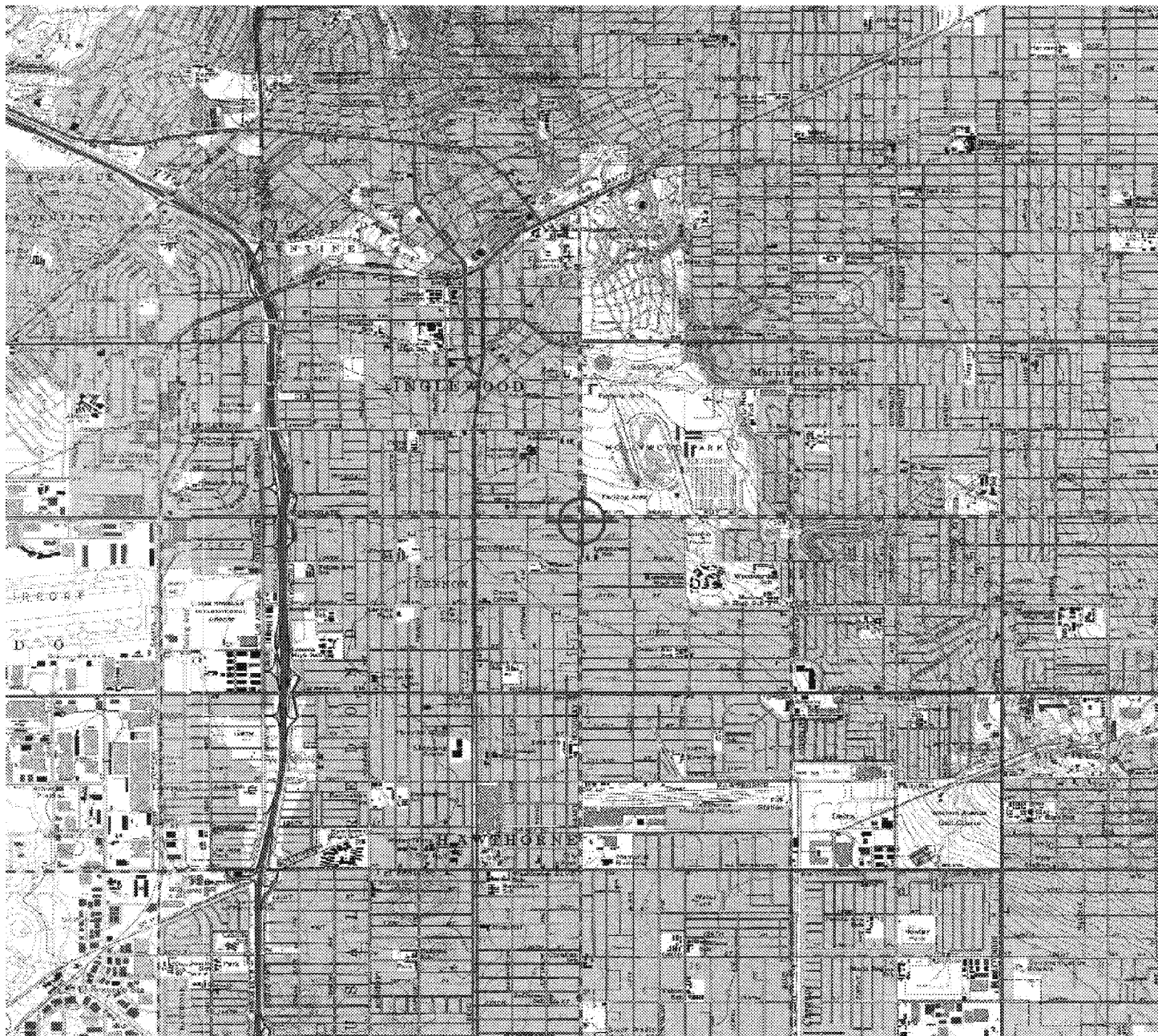
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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-9834-OE.

Signature Control No: 415209180-418741718
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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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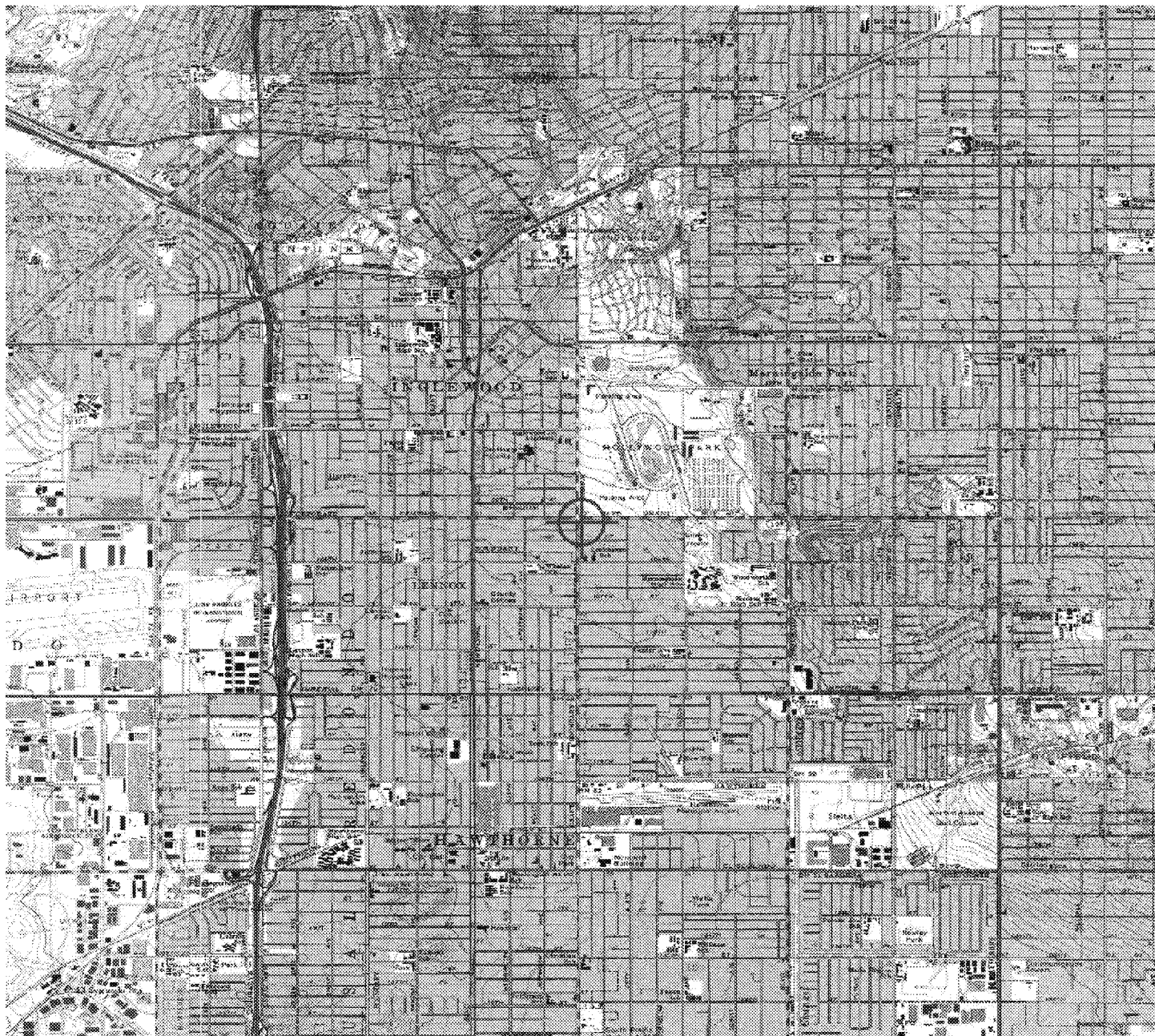
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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-9835-OE.

Signature Control No: 415209181-418741721
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





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

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)
- 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.

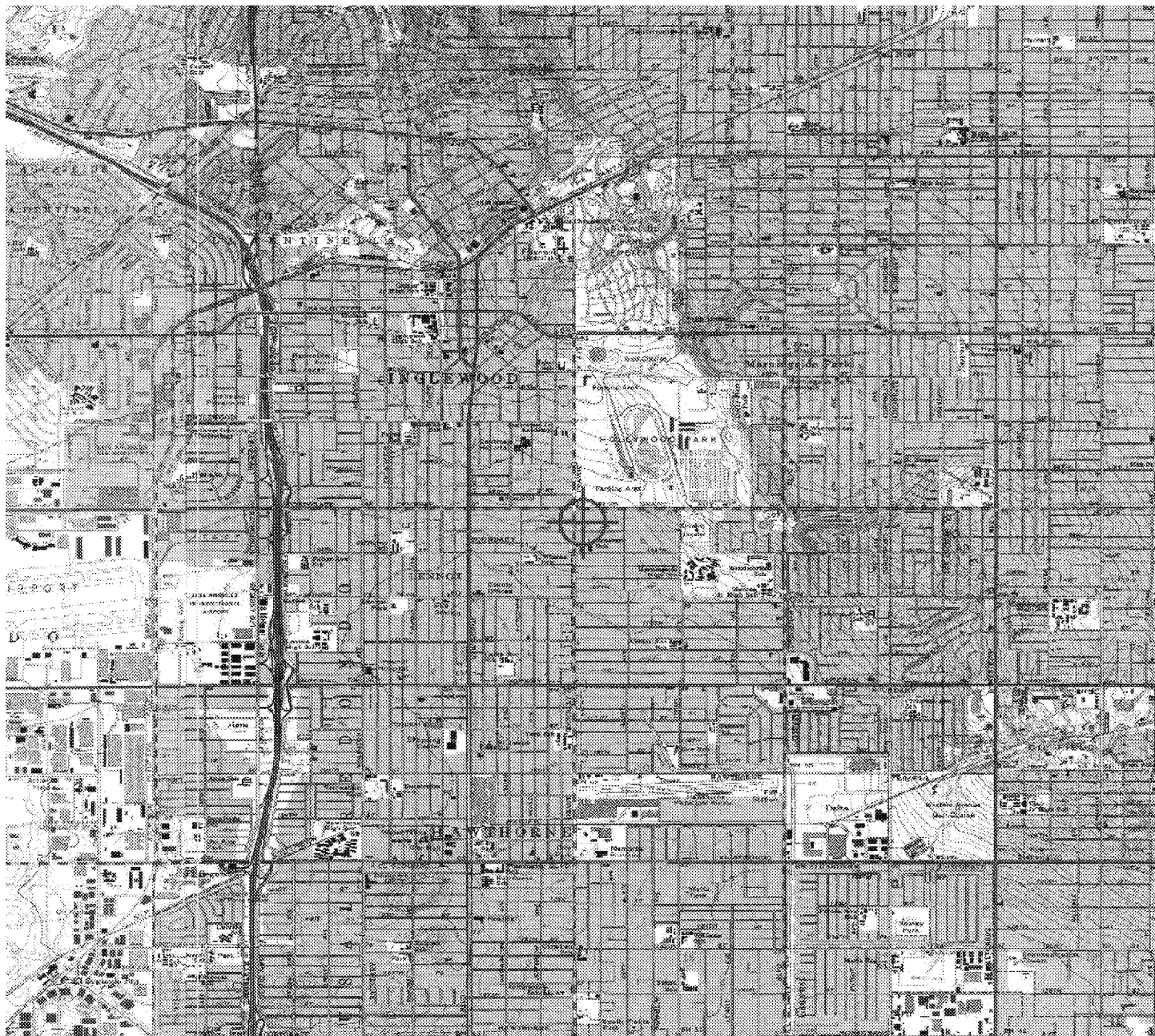
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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-9836-OE.

Signature Control No: 415209182-418741716
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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.

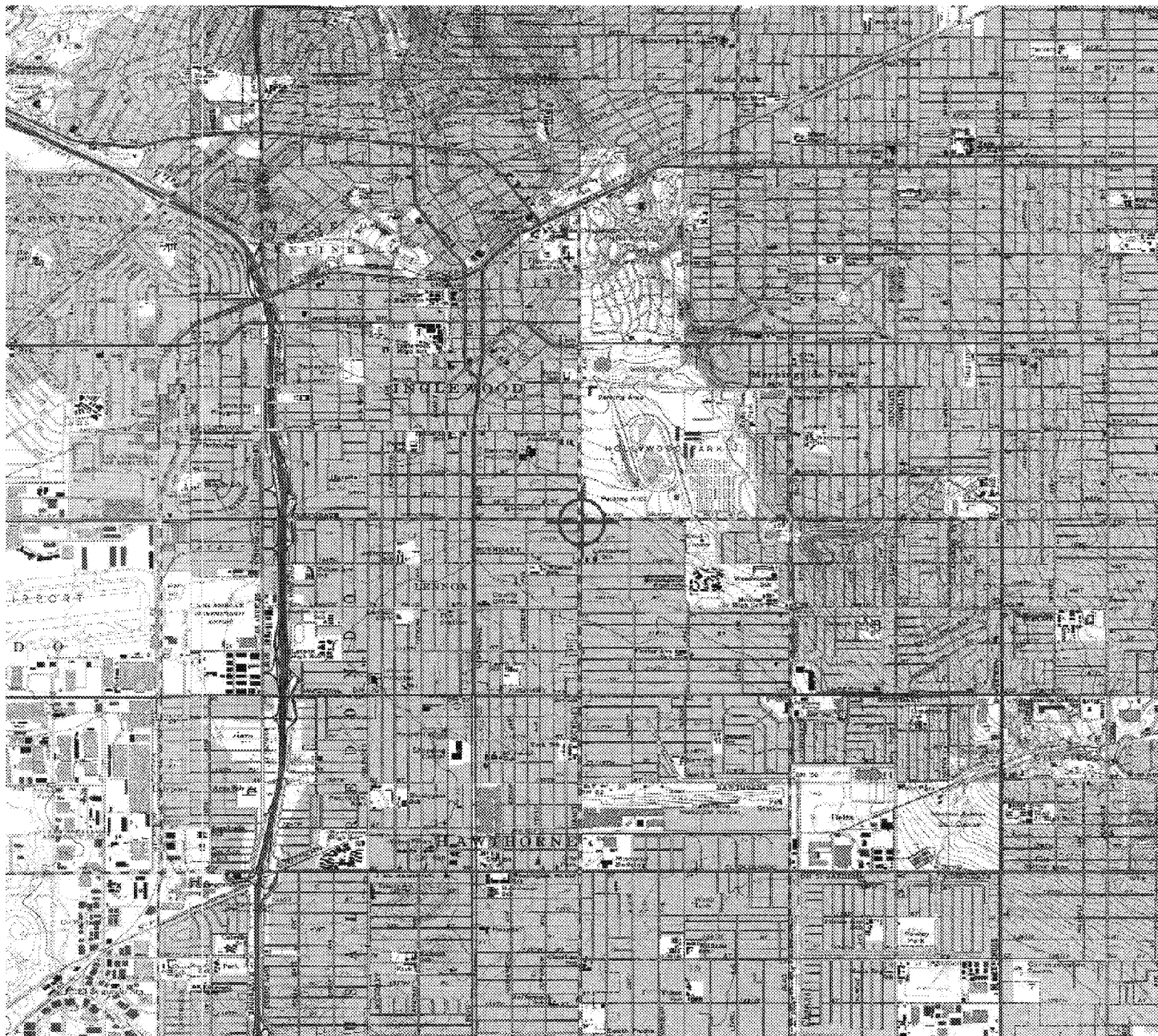
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9837-OE.

Signature Control No: 415209183-418741719

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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.

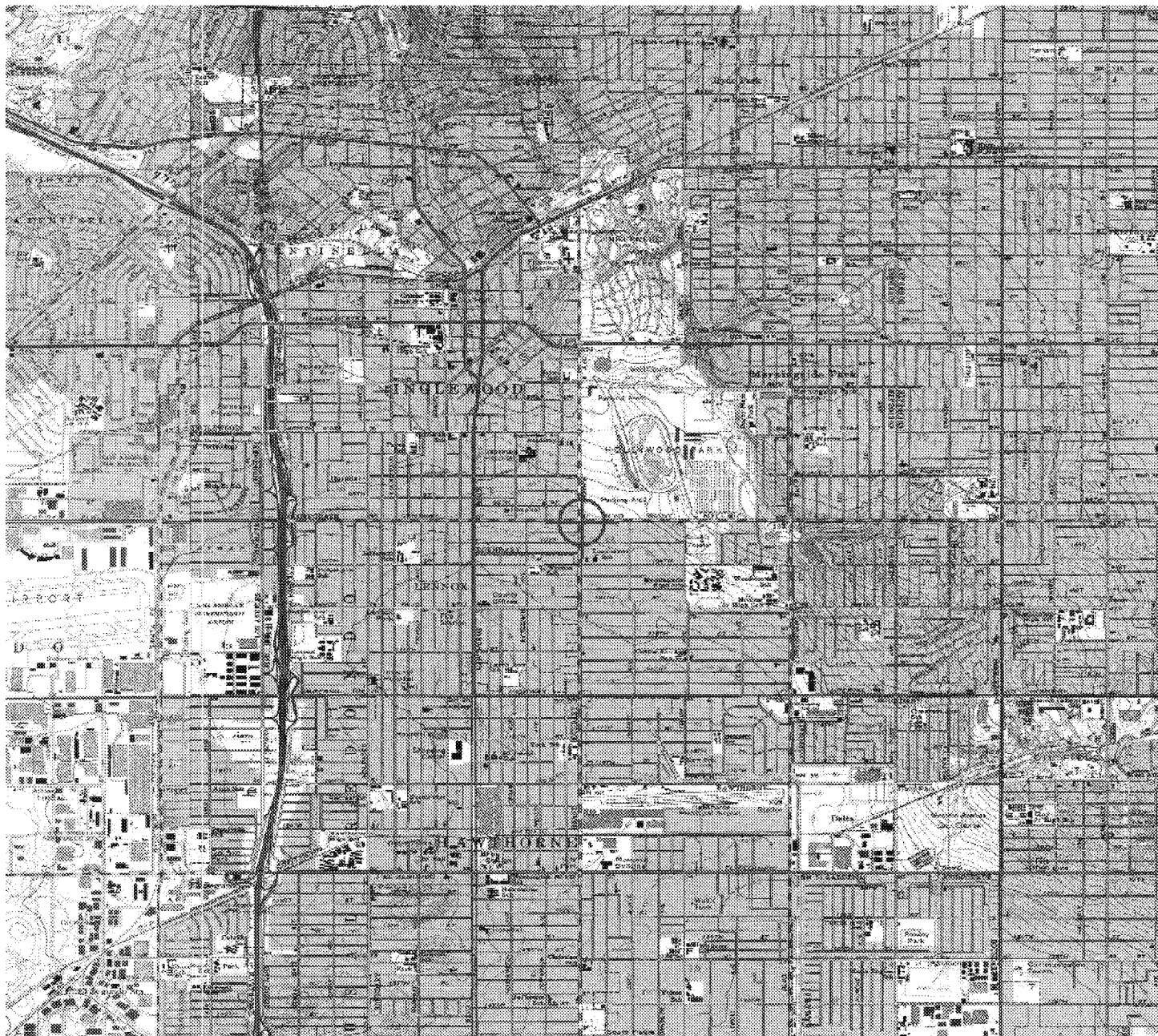
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9838-OE.

Signature Control No: 415209184-418744842

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





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)
- 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.

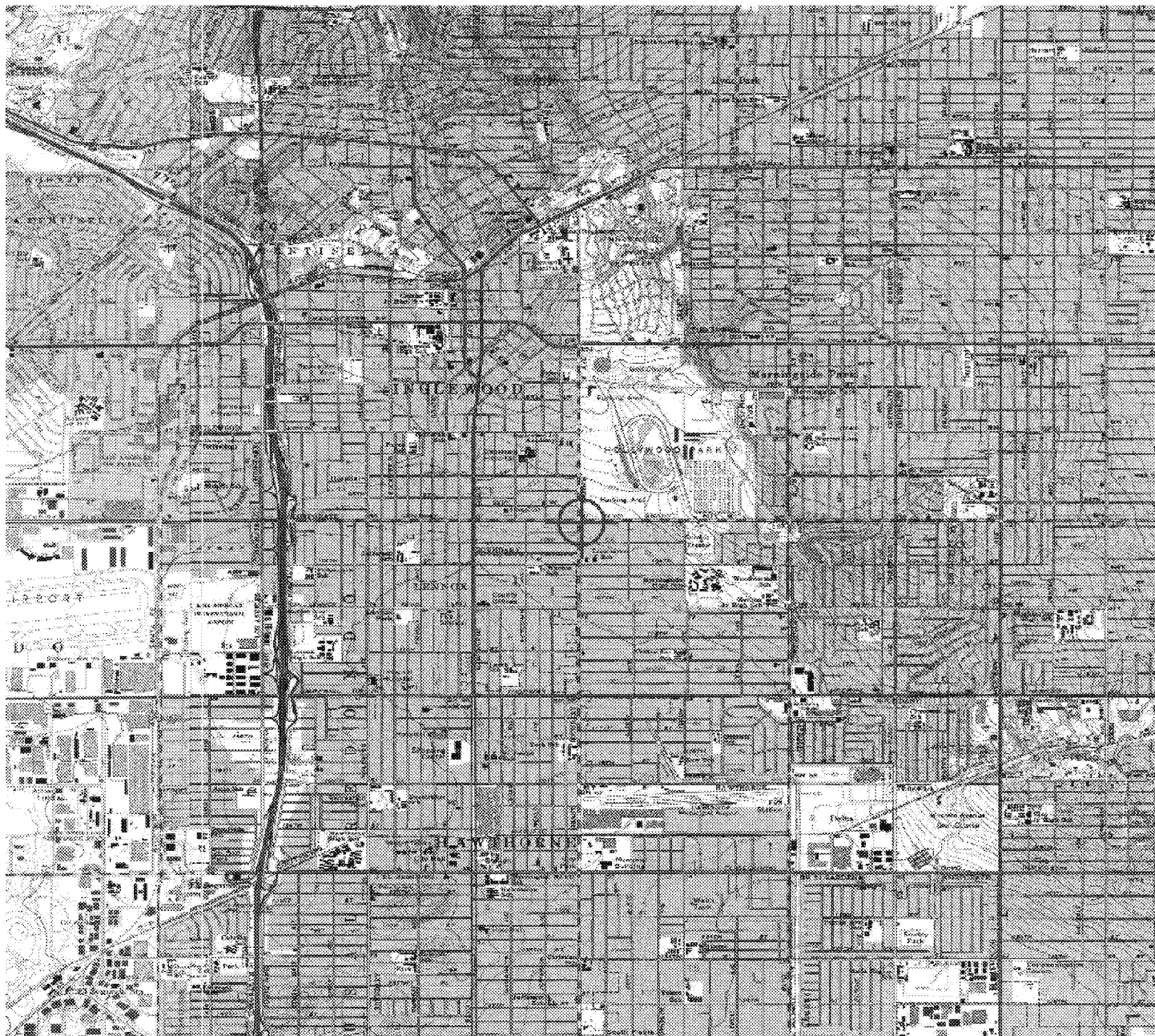
This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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
Karen McDonald
Specialist

(DNE)

Attachment(s)
Map(s)





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)
- 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.

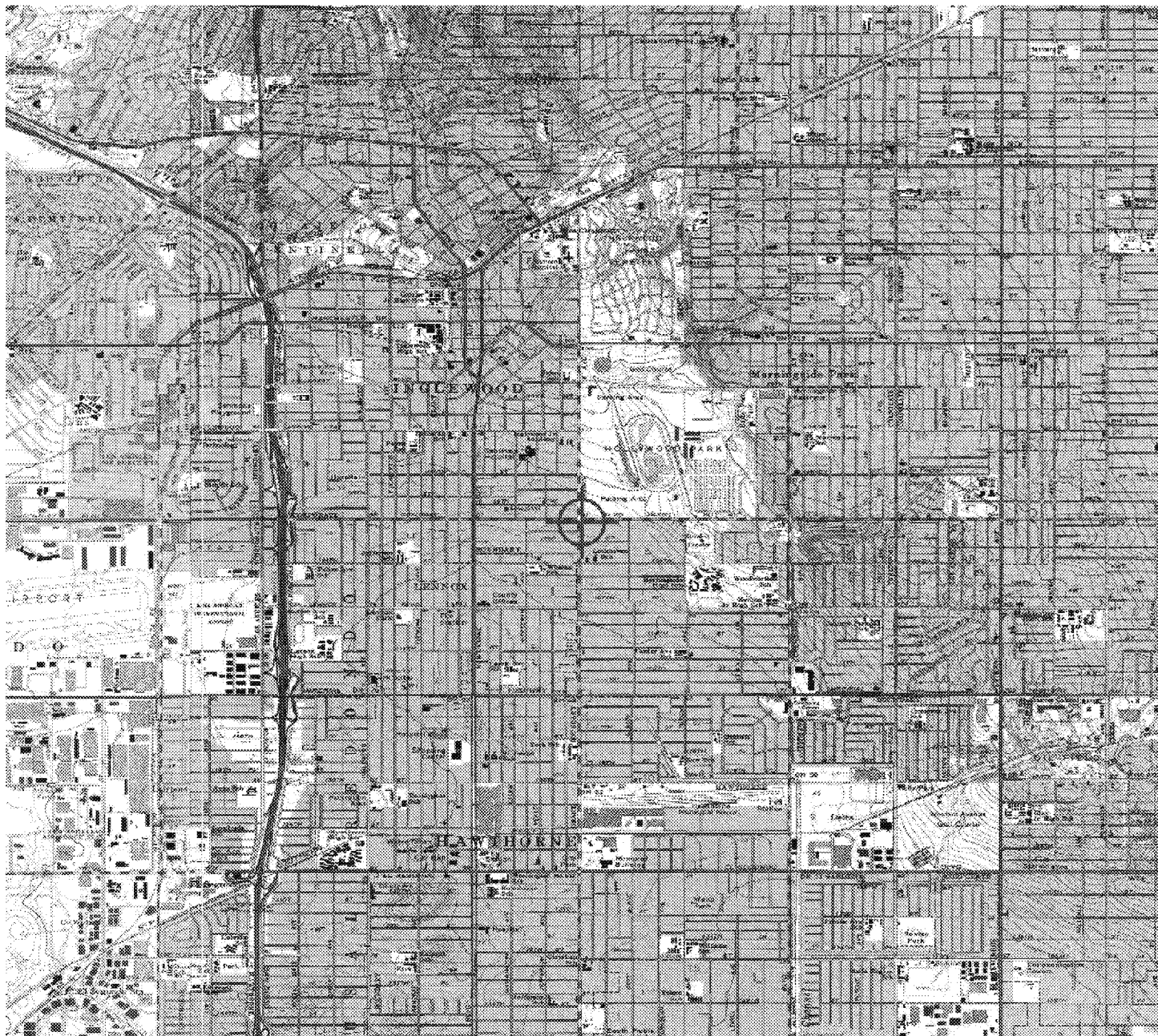
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9840-OE.

Signature Control No: 415209186-418741715

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





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)
- 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-9841-OE.

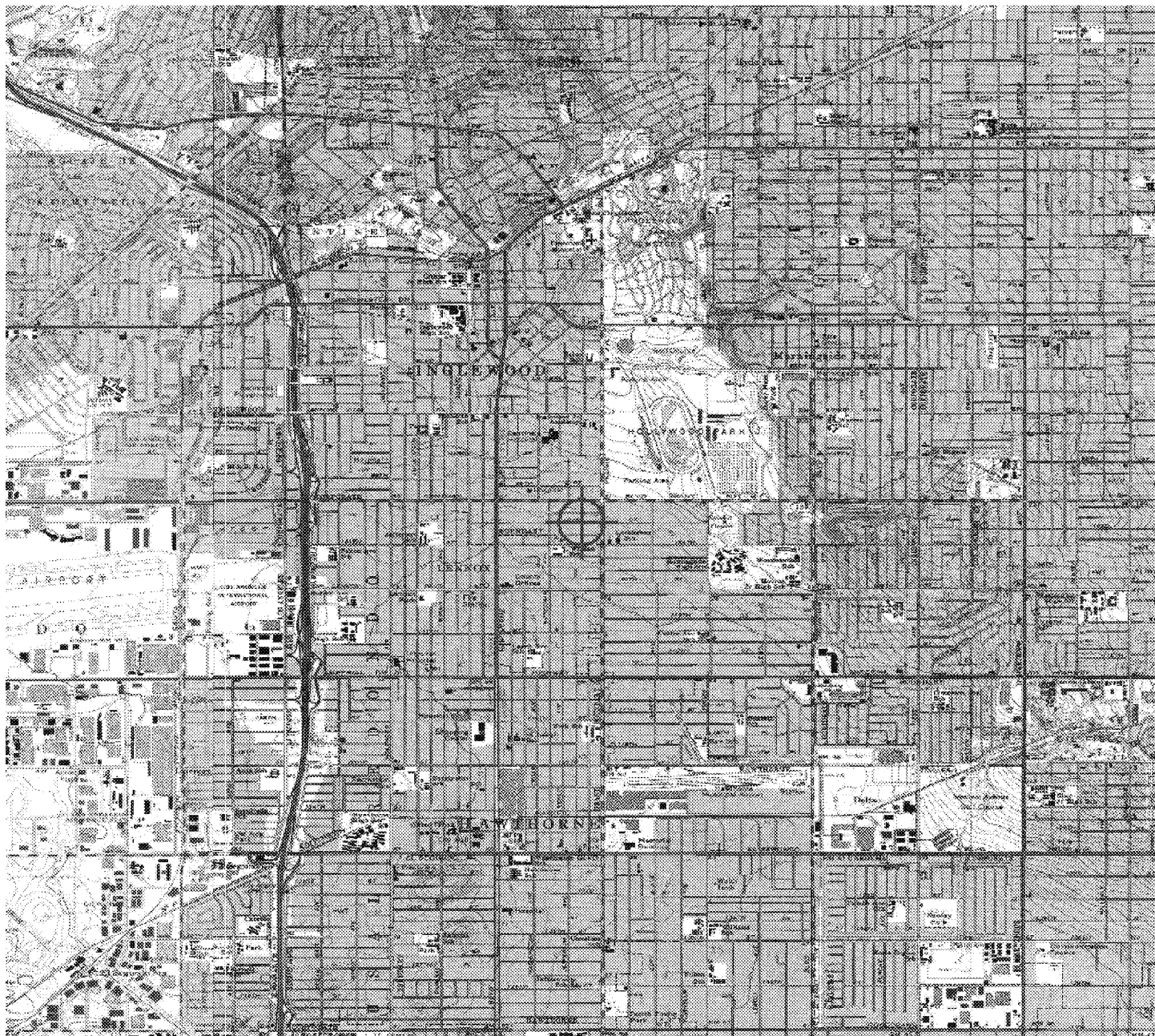
Signature Control No: 415209187-420636944

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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-9842-OE.

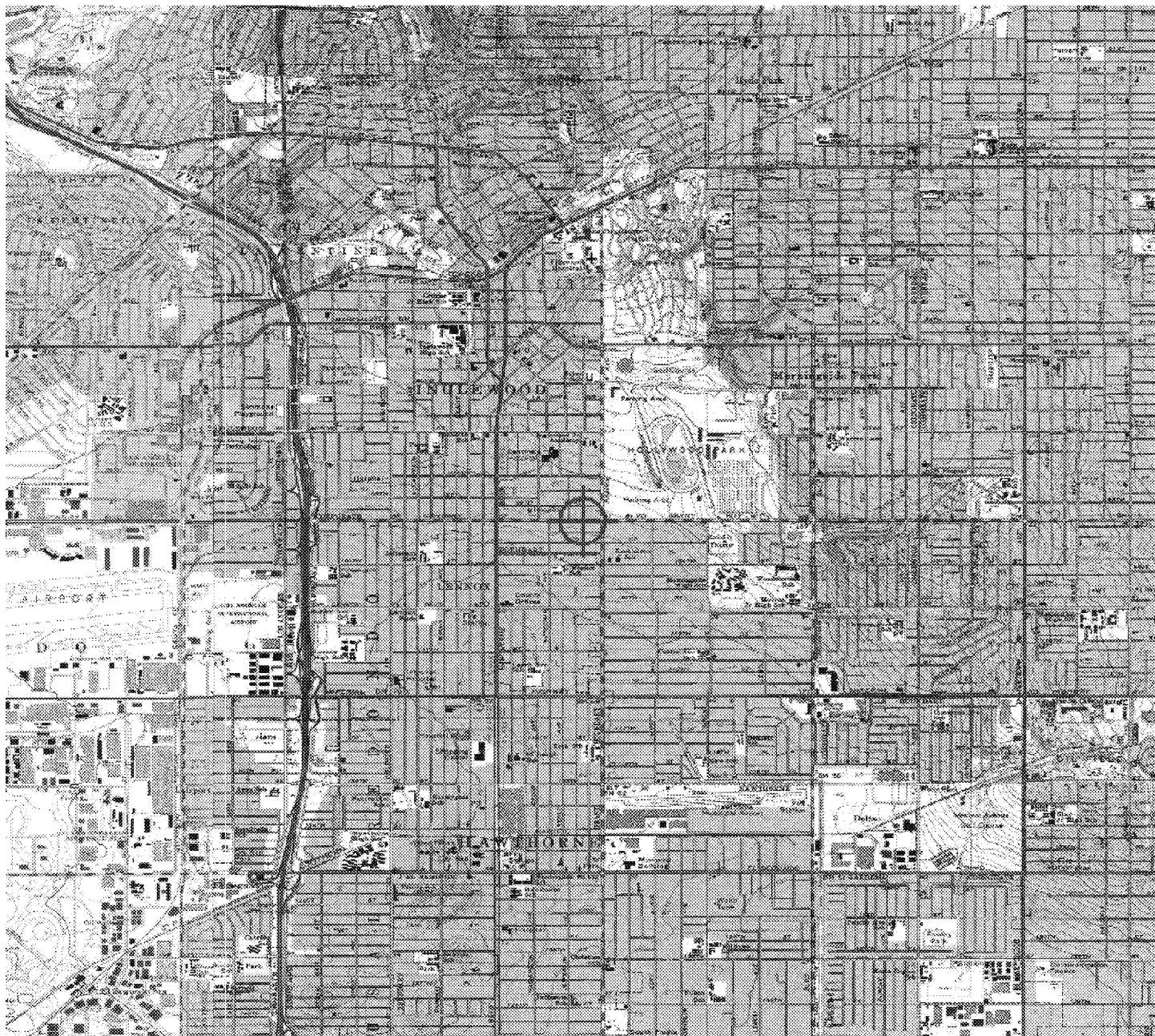
Signature Control No: 415209188-420636937

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 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)
- 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-9843-OE.

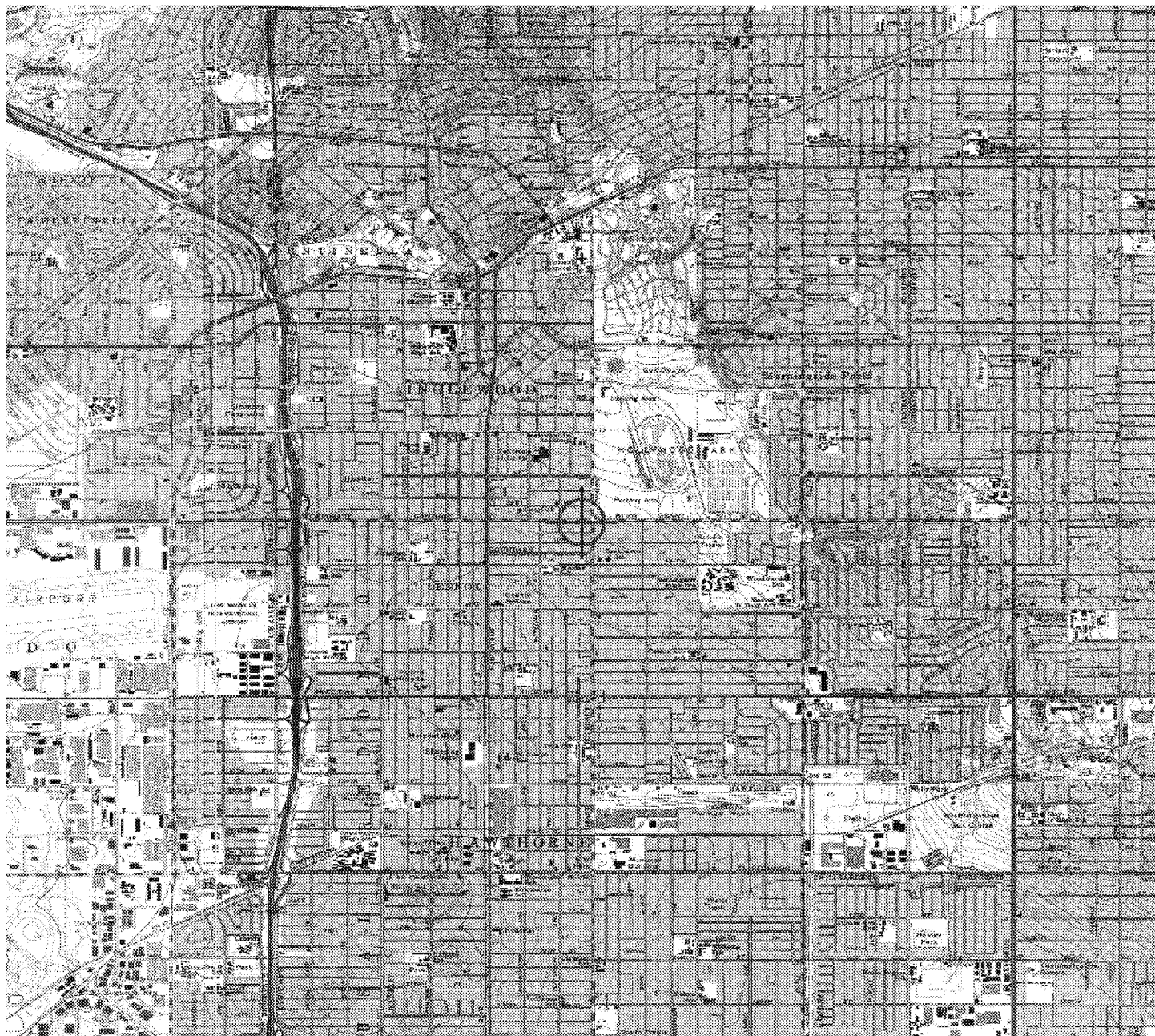
Signature Control No: 415209189-420636946

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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
 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 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)
- 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-9844-OE.

Signature Control No: 415209190-420636935

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

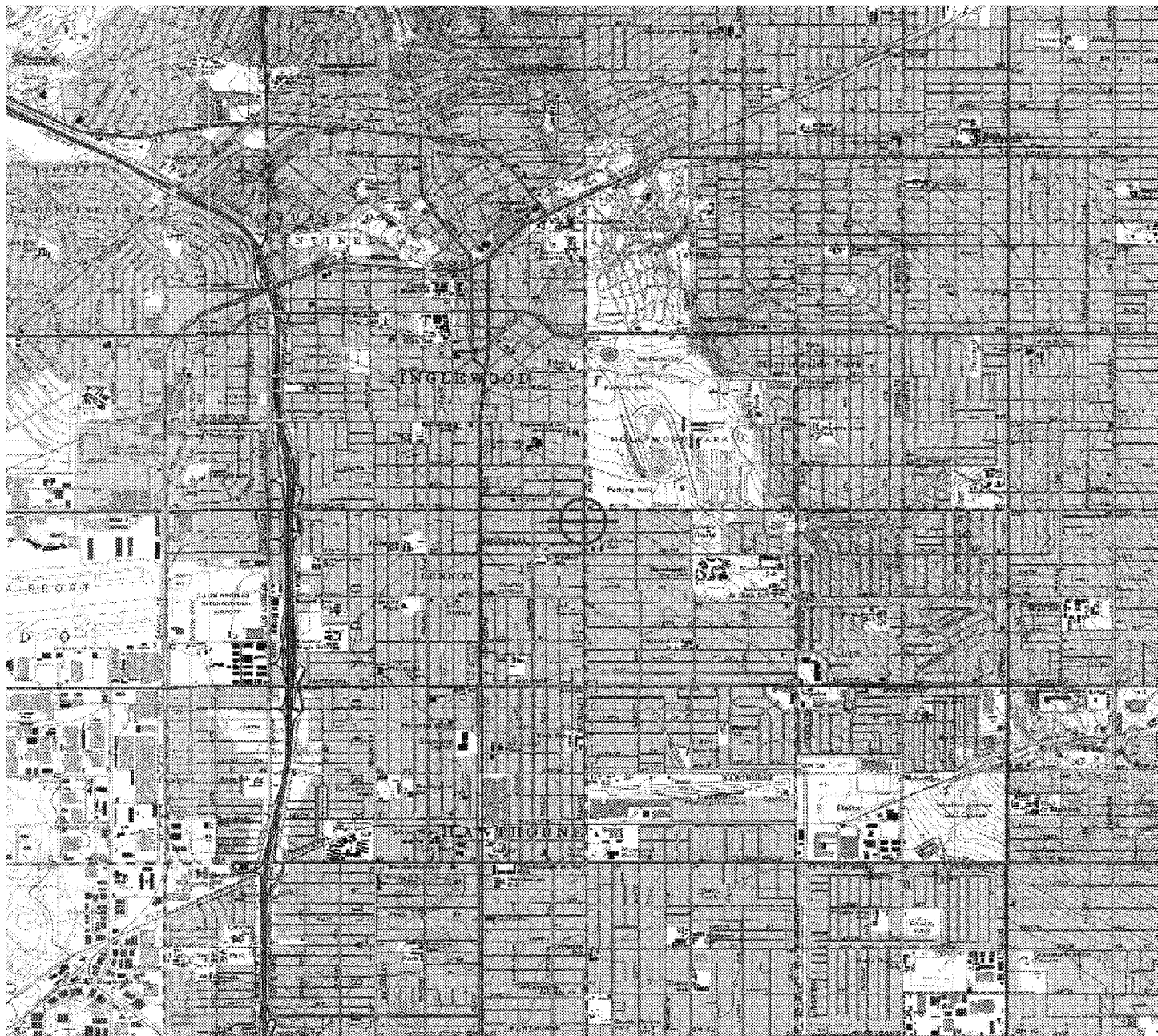
Signature Control No: 415209191-420636936

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

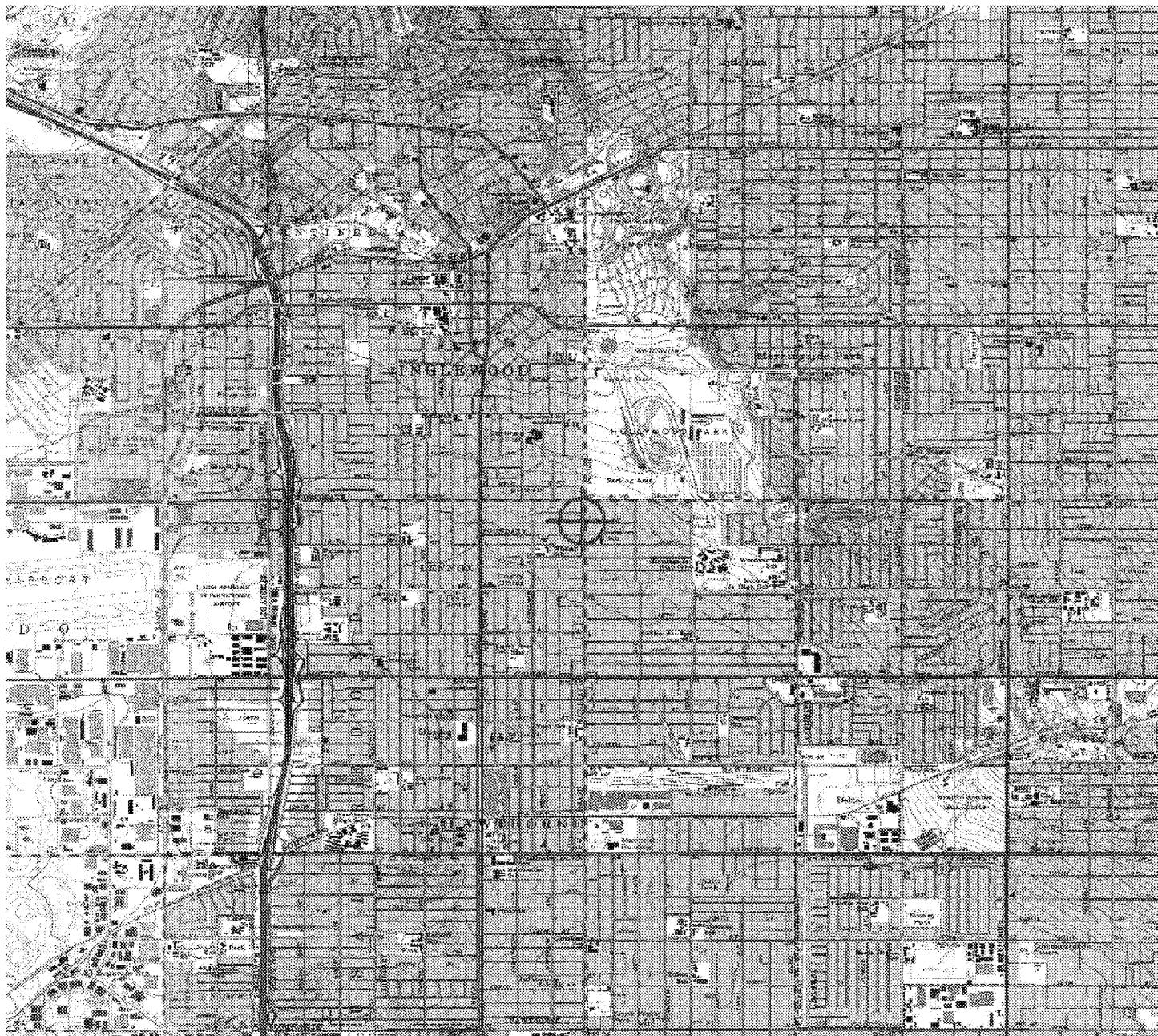
If we can be of further assistance, please contact our office at (424) 405-7643, or karen.mcdonald@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2019-AWP-9846-OE.

Signature Control No: 415209192-420636930

(DNE)

Karen McDonald
Specialist

Attachment(s)
Map(s)





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)
- 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.

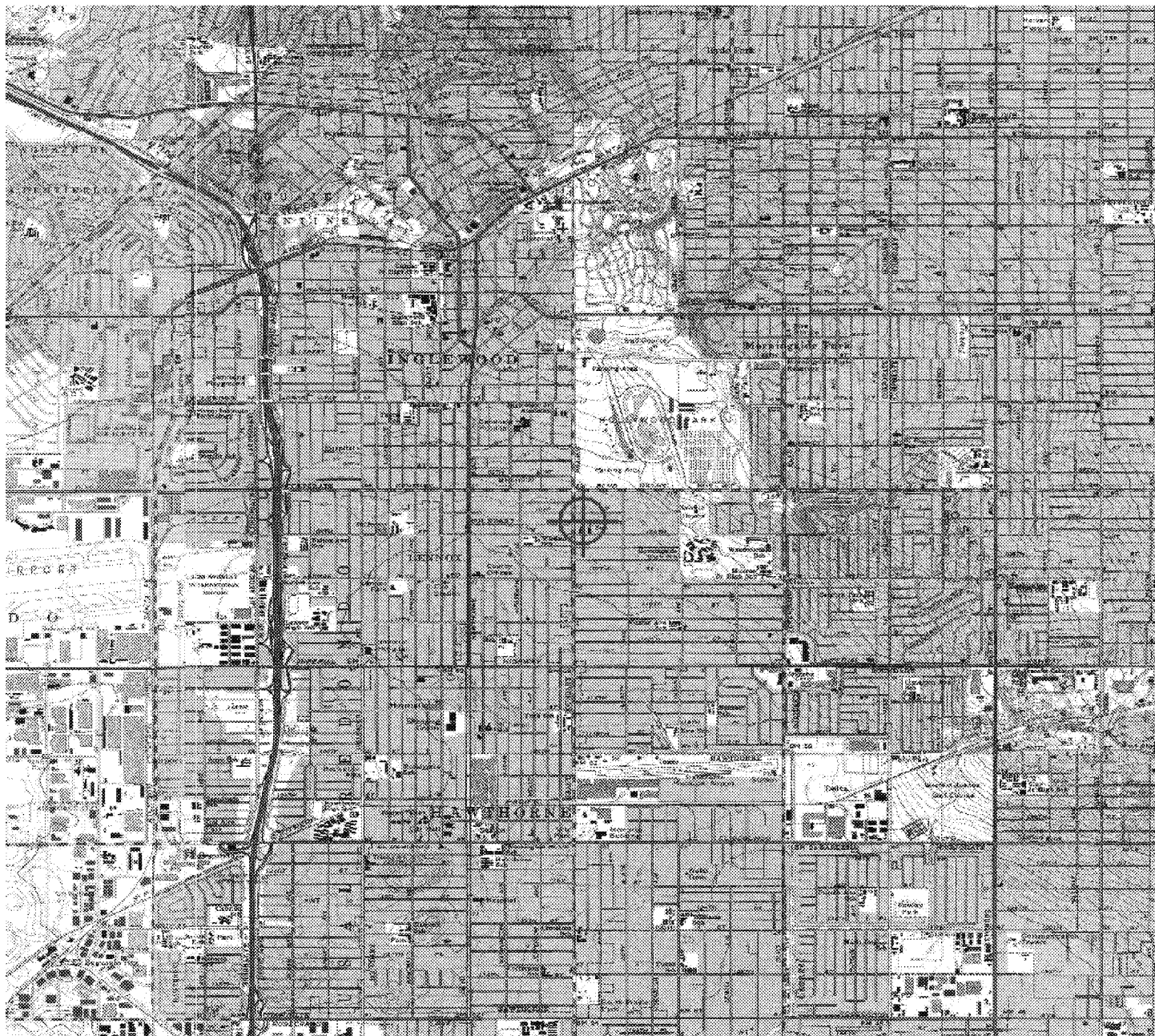
Signature Control No: 415209193-420636934

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

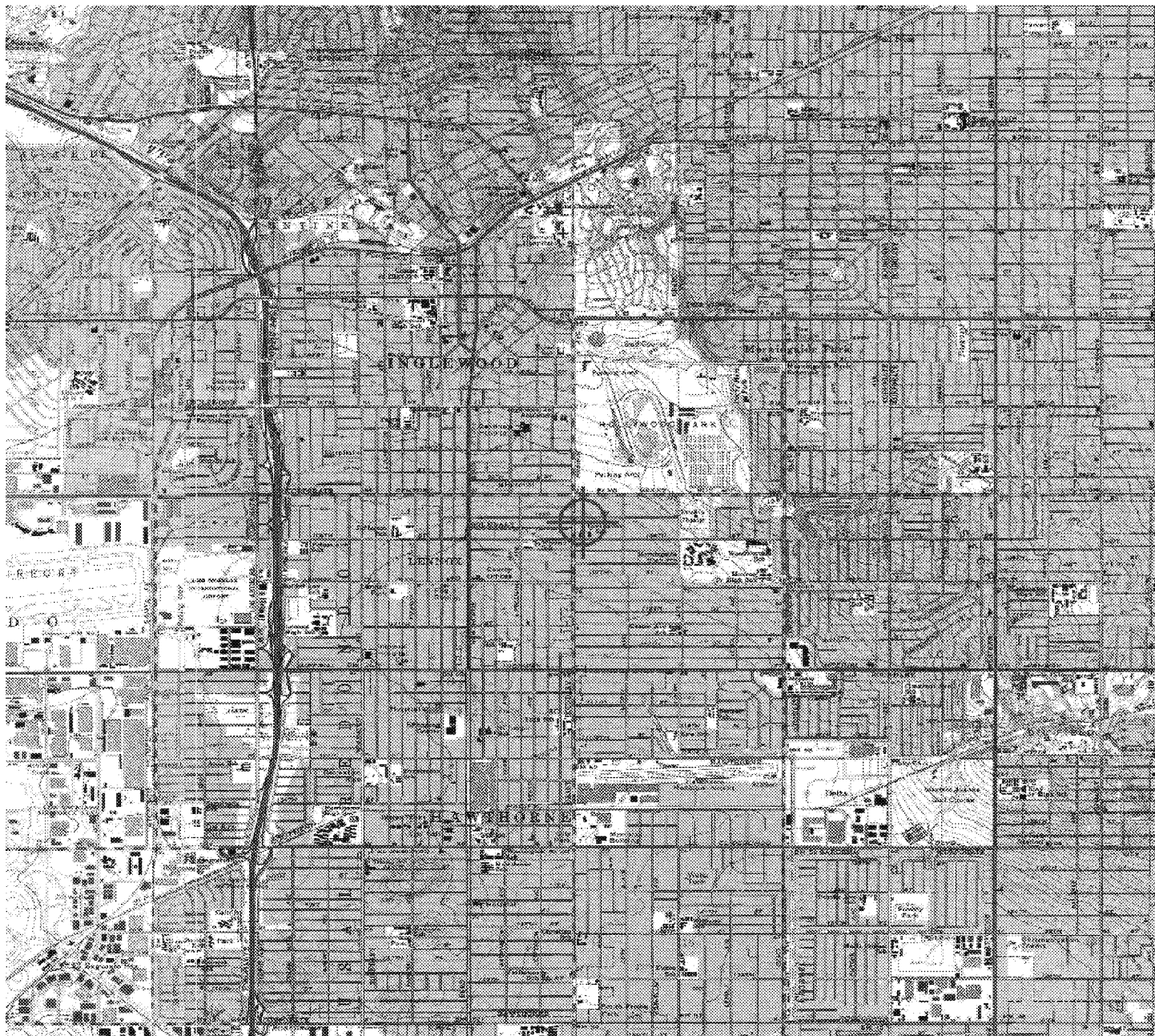
Signature Control No: 415209194-420636945

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

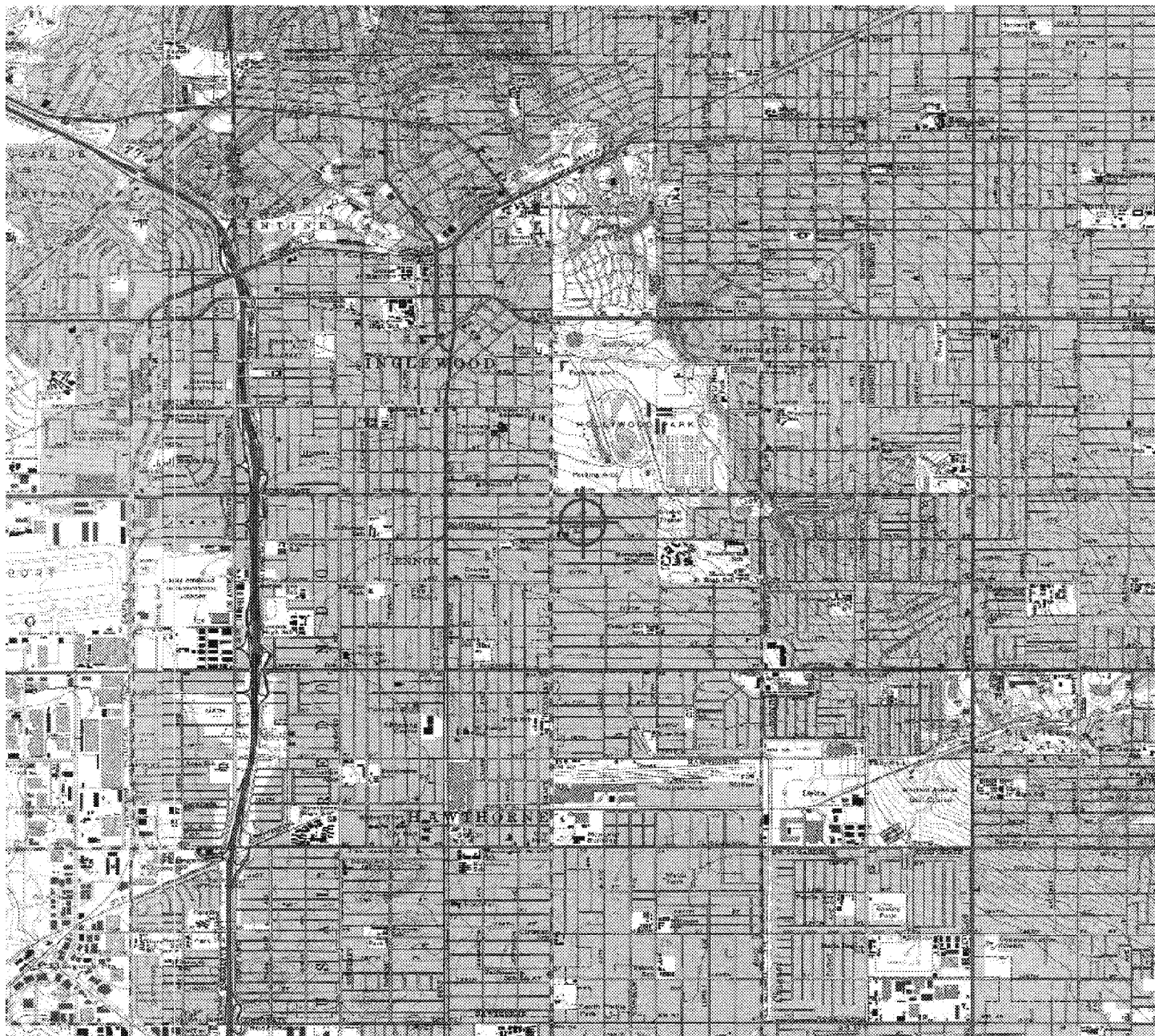
Signature Control No: 415209195-420636932

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

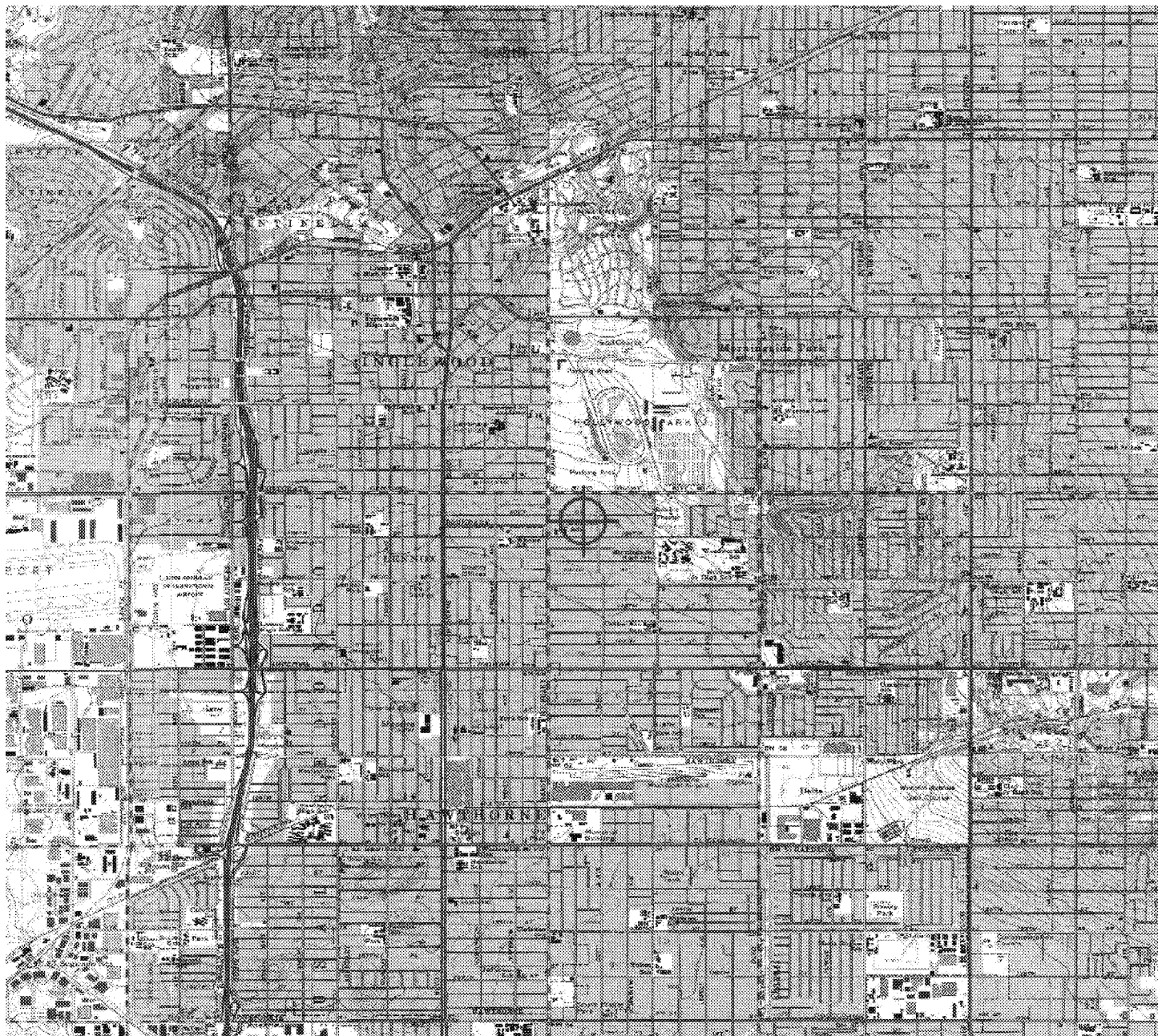
Signature Control No: 415209196-420636931

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

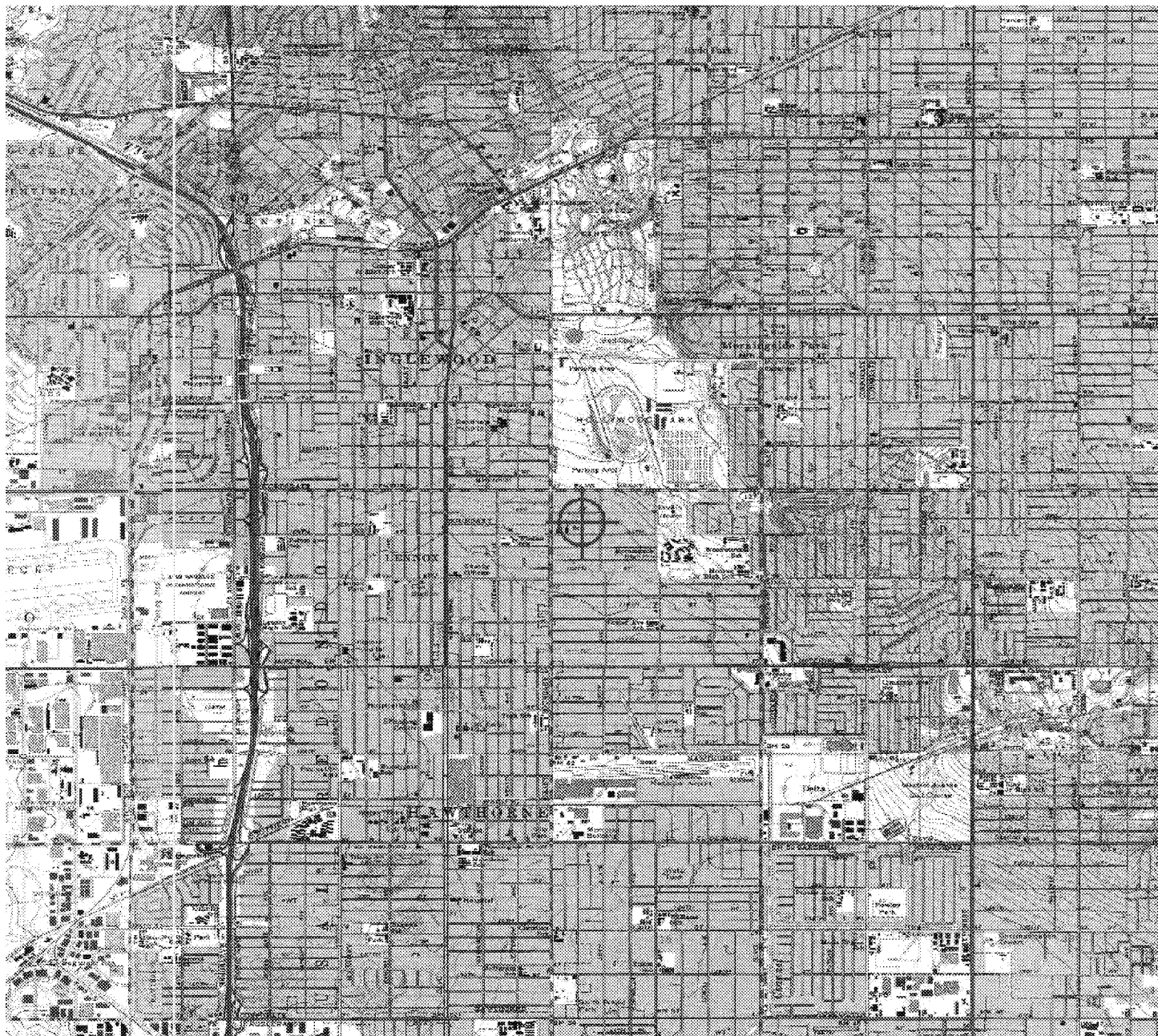
Signature Control No: 415209197-420636933

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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-9861-OE.

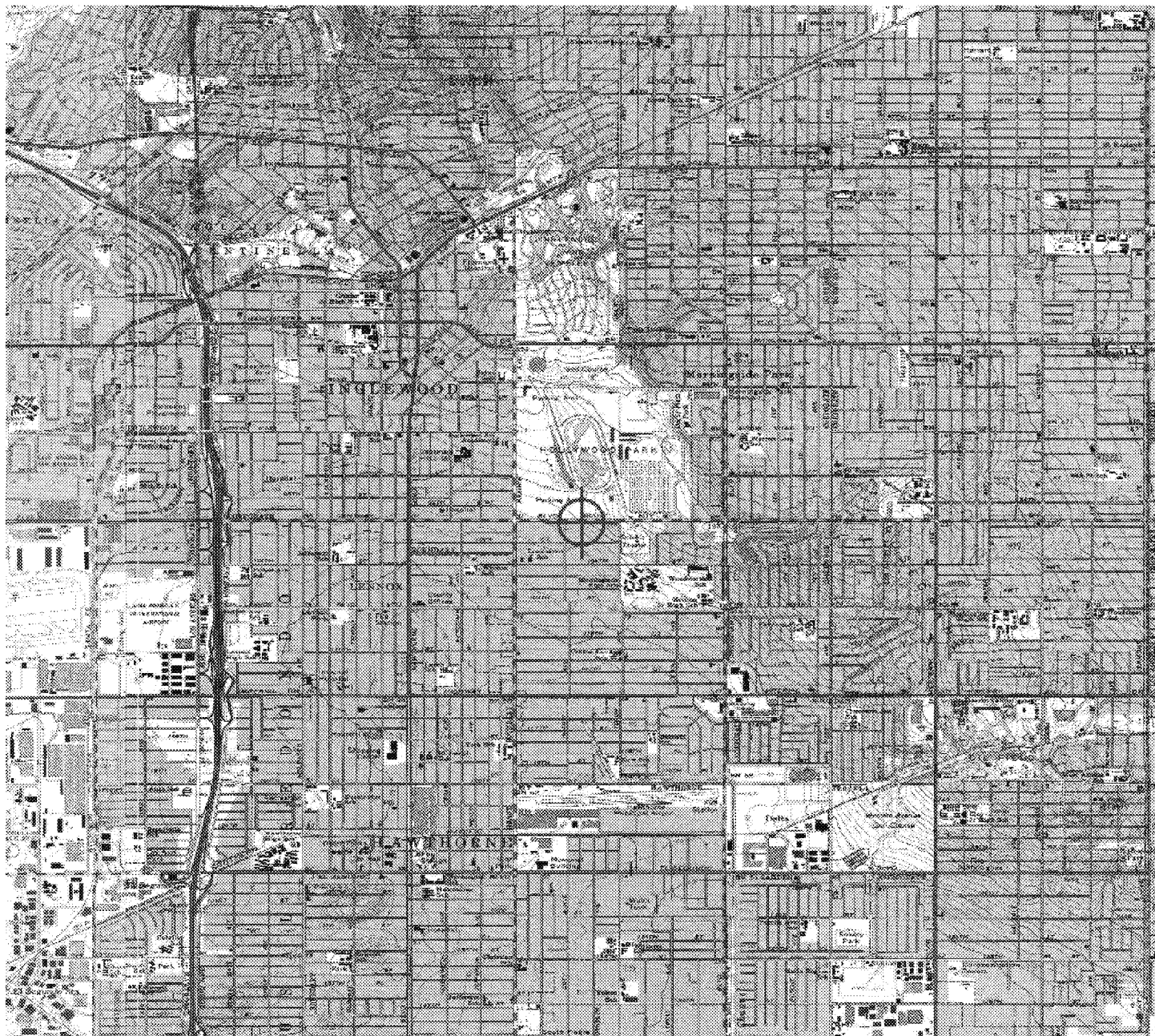
Signature Control No: 415209207-420640775

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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-9862-OE.

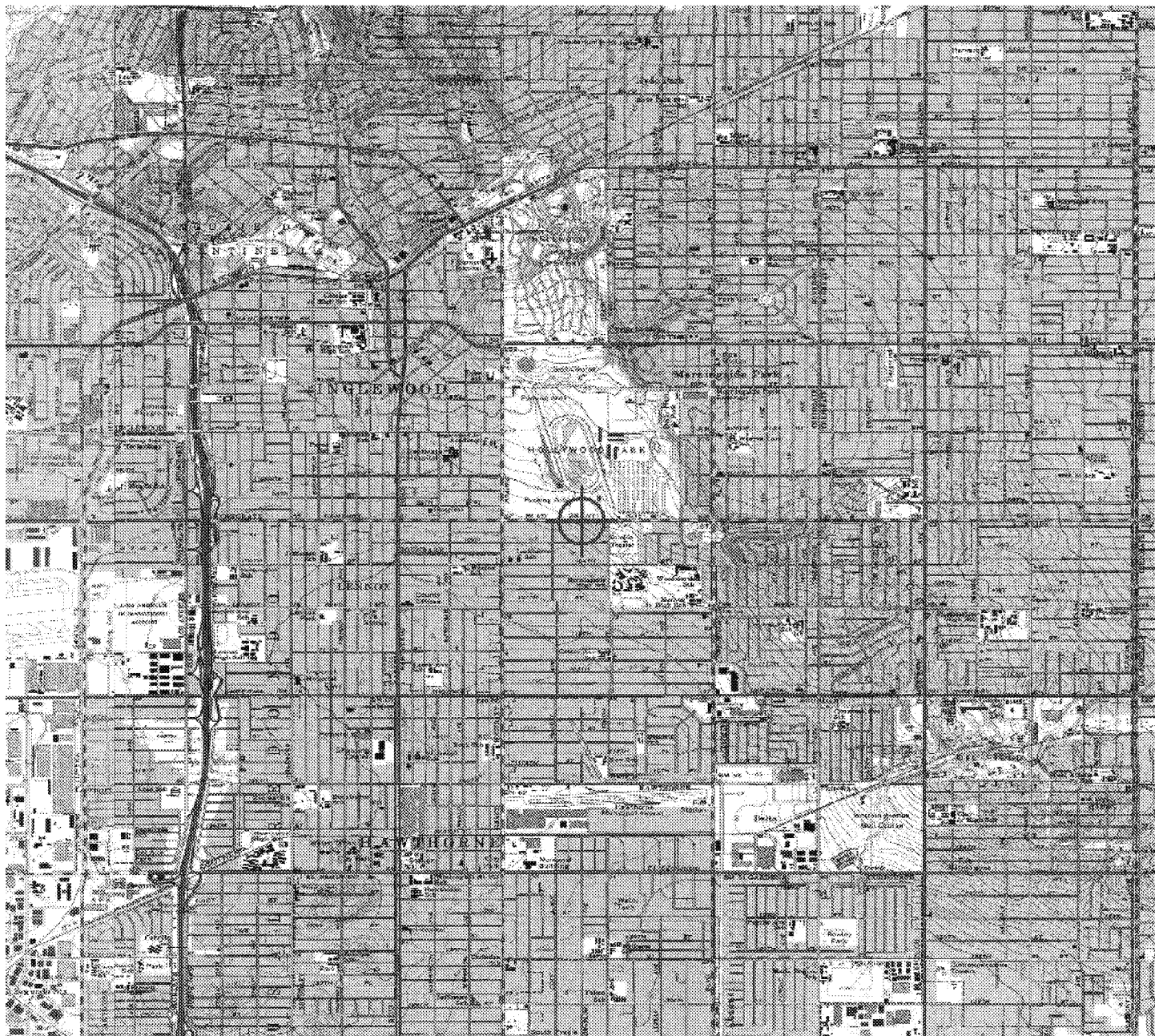
Signature Control No: 415209208-420640774

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

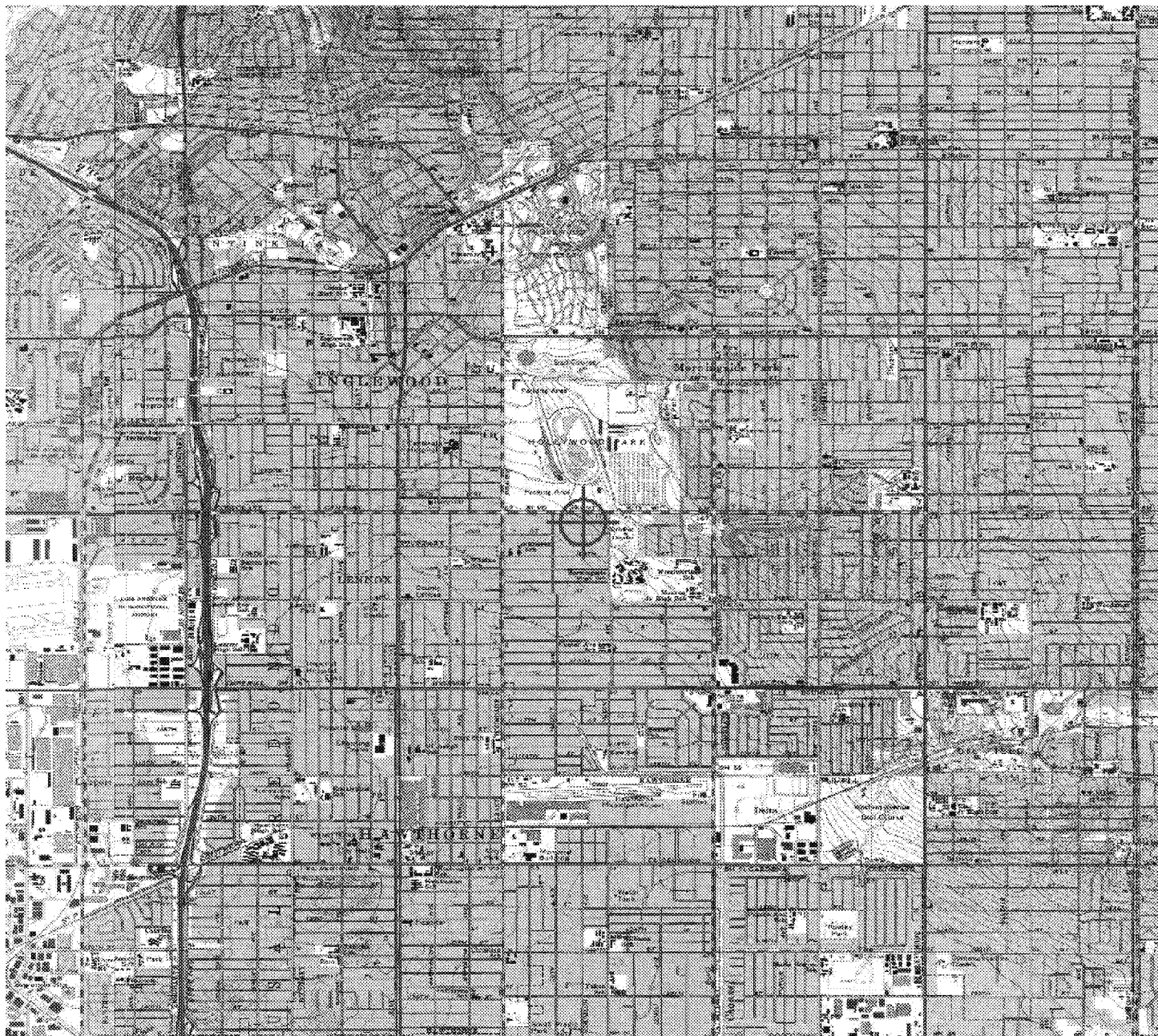
Signature Control No: 415209209-420640773

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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-9864-OE.

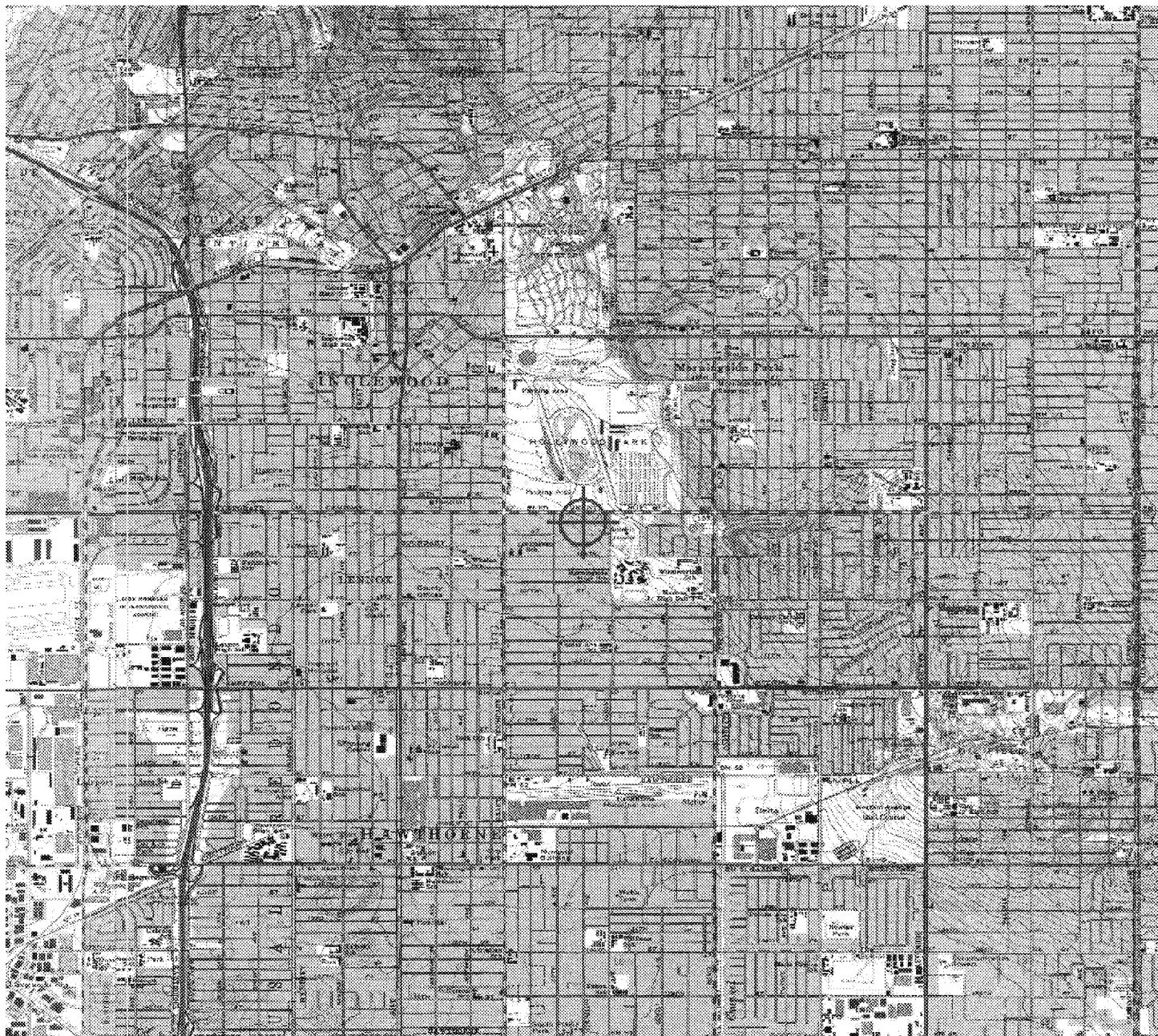
Signature Control No: 415209210-420640778

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





Mail Processing Center
 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)
- 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-9865-OE.

Signature Control No: 415209211-420640777

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





Mail Processing Center
 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)
- 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-9866-OE.

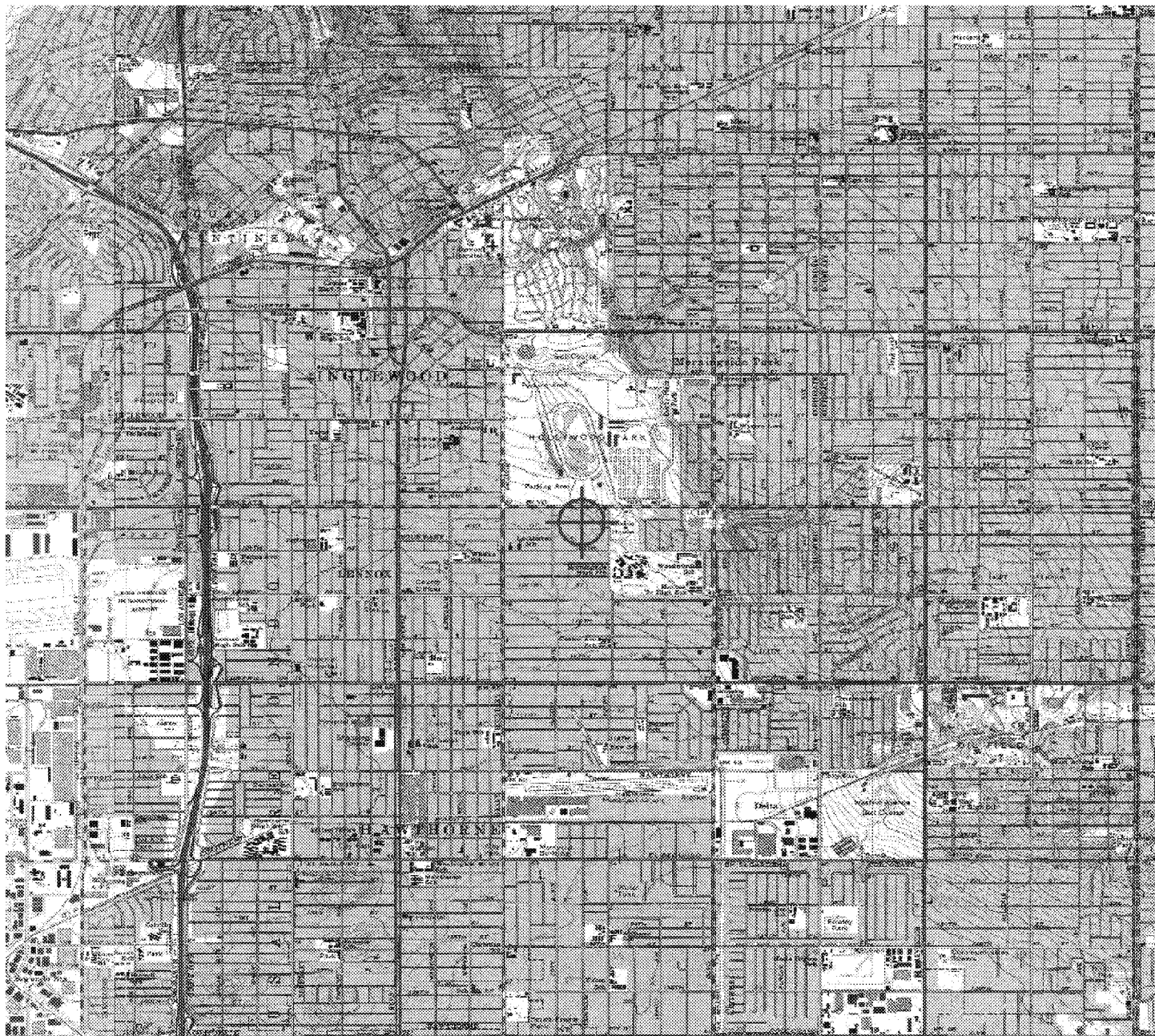
Signature Control No: 415209212-420640776

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)





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)
- 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.

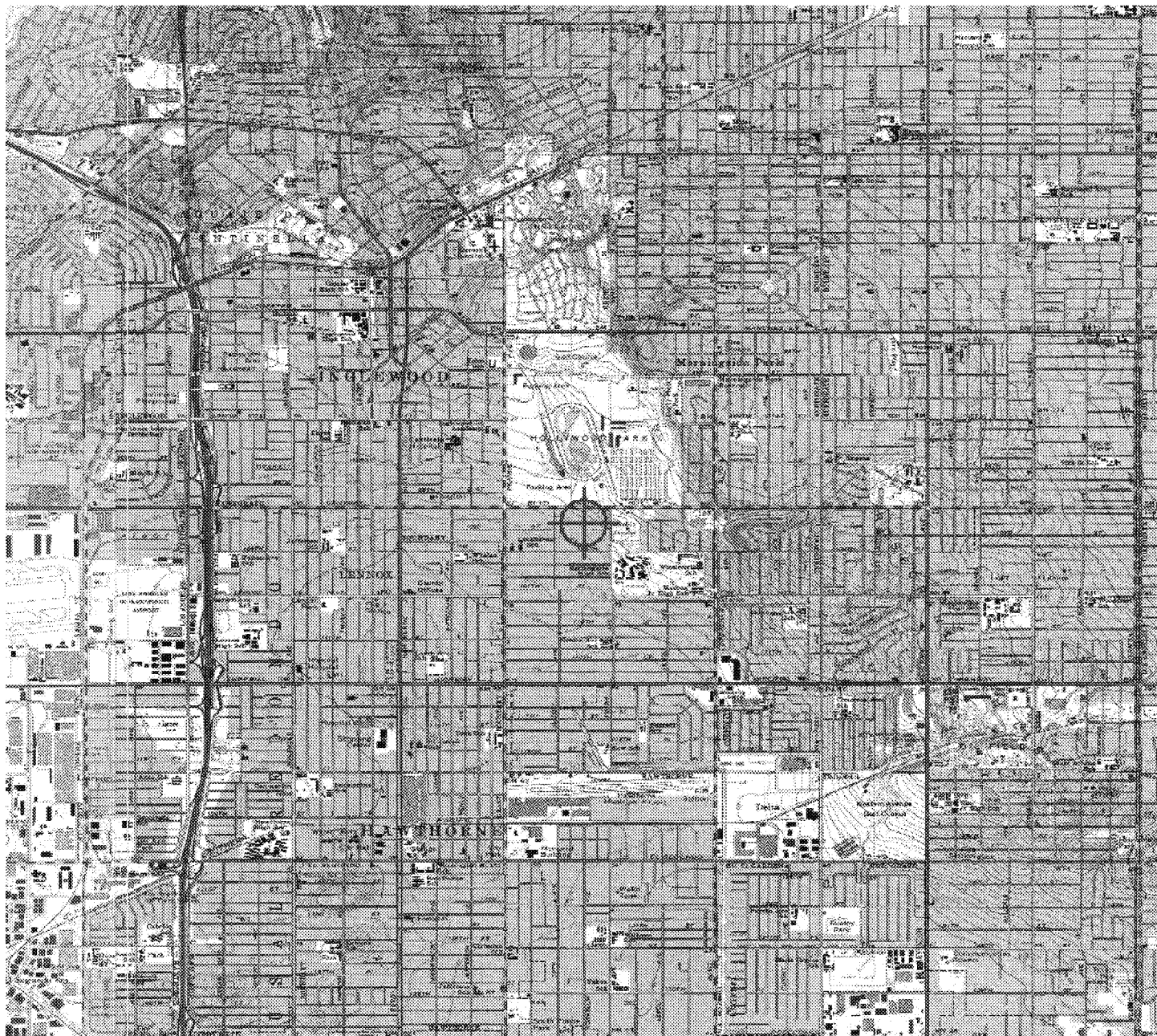
Signature Control No: 415209213-420640779

Karen McDonald
Specialist

(DNE)

Attachment(s)

Map(s)



ATTACHMENT G
SENSORY INTERACTIVE MEMORANDUM



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 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 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 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 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.

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)

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

Date:
June 17, 2019

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

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

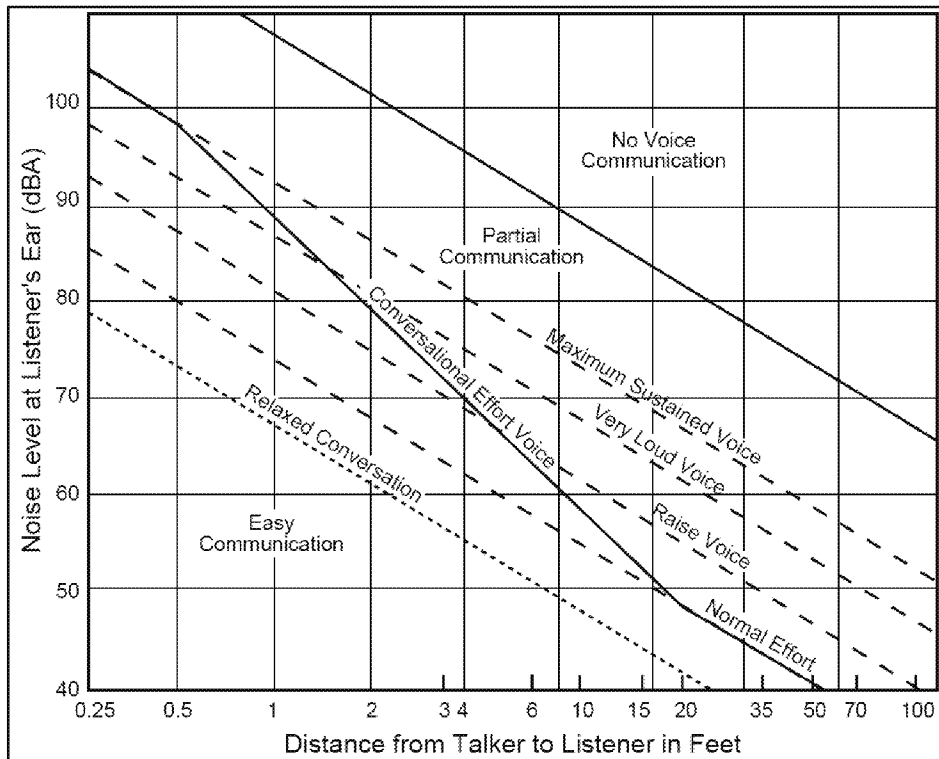
Although aircraft noise is regulated through several federal, state, and local standards, very few regulatory bodies stipulate requirements for the specific type of short-term aircraft noise exposure the patrons and employees in the Plaza will experience. For example, academic land uses are the primary 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

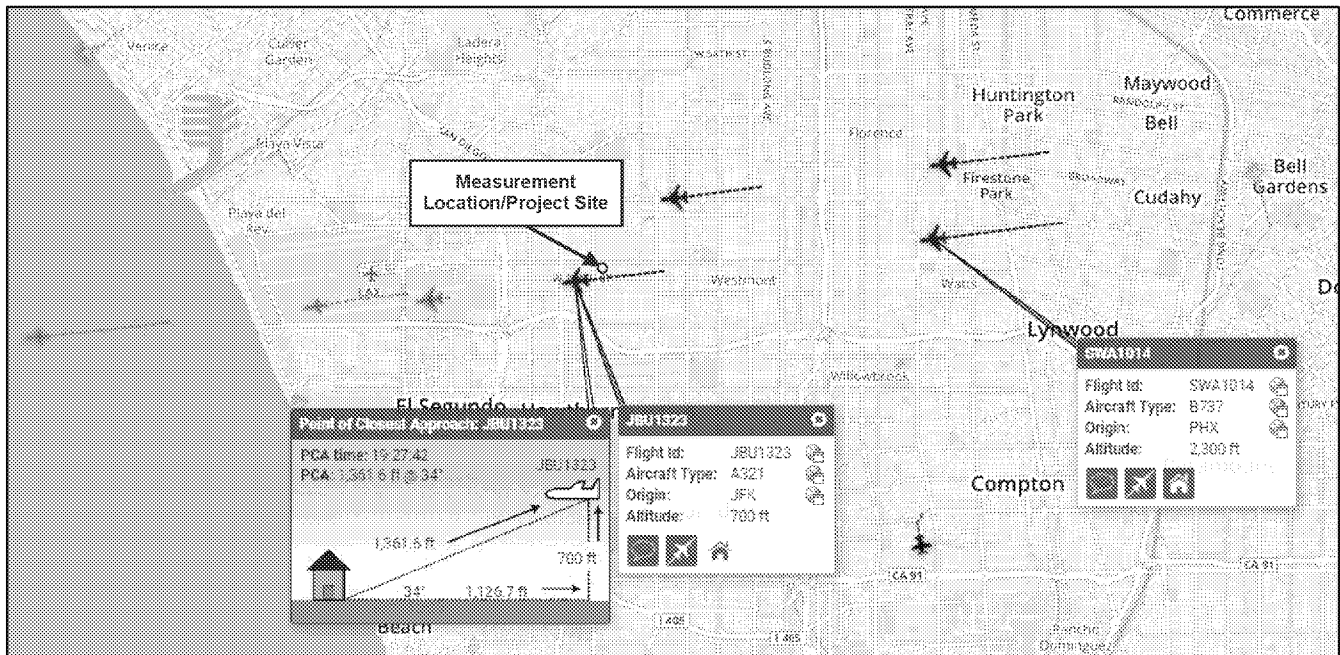
Presuming that most patrons will be within 3 to 4 feet of one another within the Plaza, this figure suggests conversations would be partially disrupted at steady-state noise levels of 80 to 81 dBA, and conversations would be fully incompatible with steady-state noise levels of 96 to 97 dBA.

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.

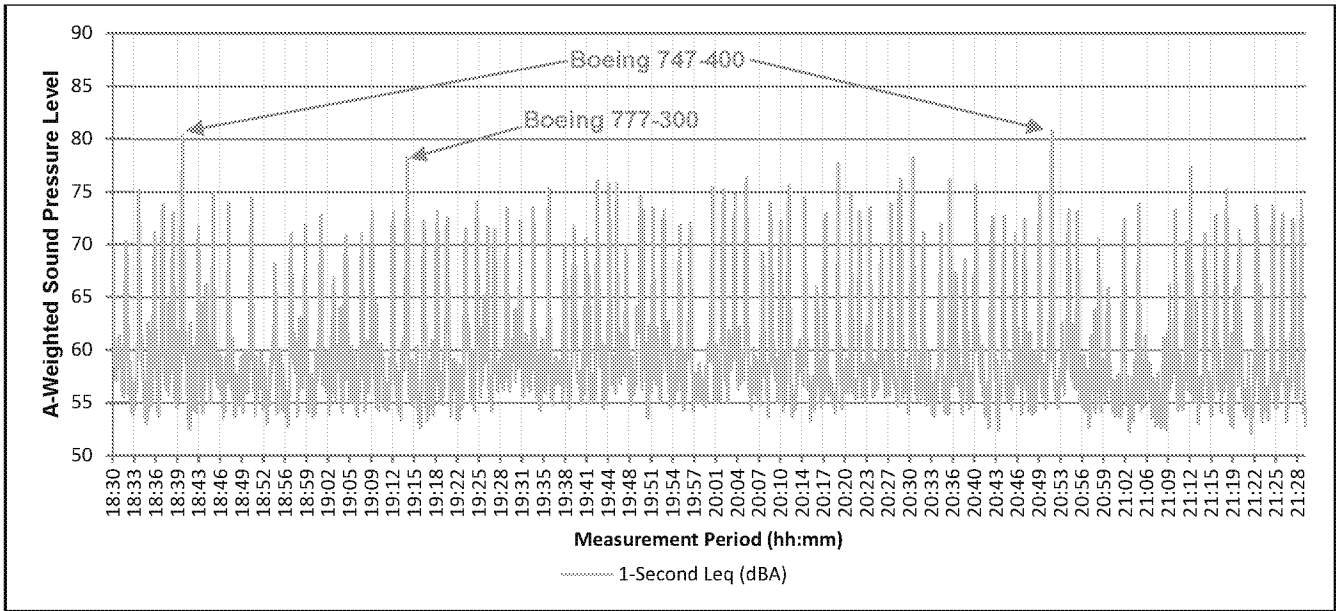


Figure 4. Summary of Measured 1-Second Sound Pressure Levels over 3-Hour Measurement Period (Leq, dBA)

Aircraft overflights can be observed in Figure 4 as regular, distinct spikes, typically reaching 70 to 80 dBA SPL ($L_{eq(1-sec)}$). 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.

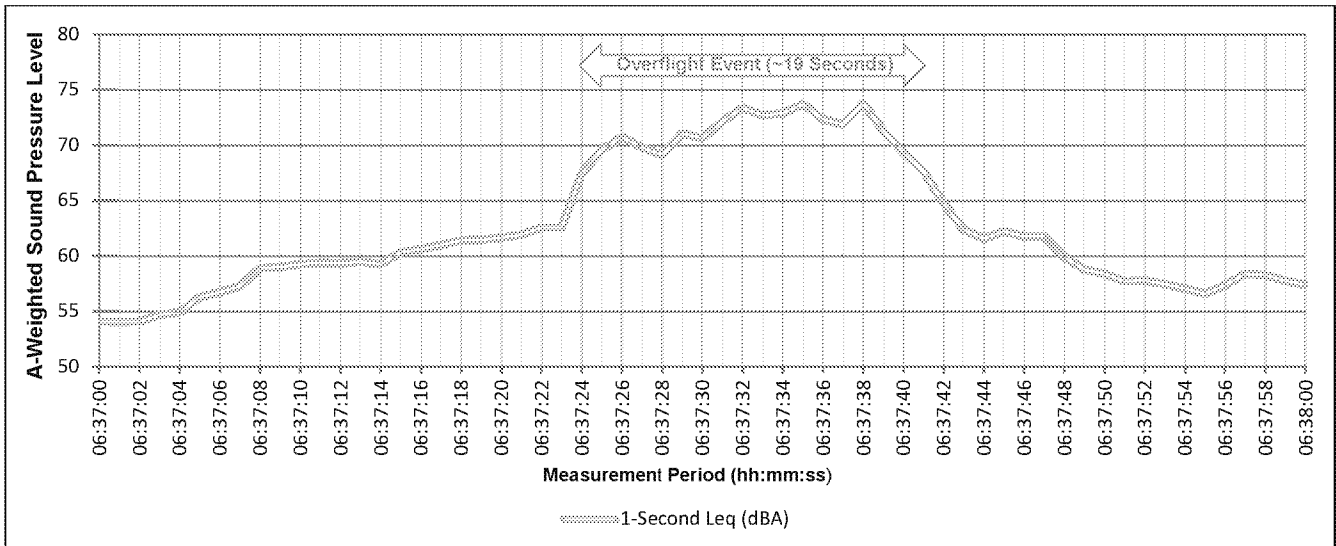


Figure 5. Sample Measurement Period Featuring Boeing 737 Aircraft Overflight (Flight AAL958 – B738)

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.

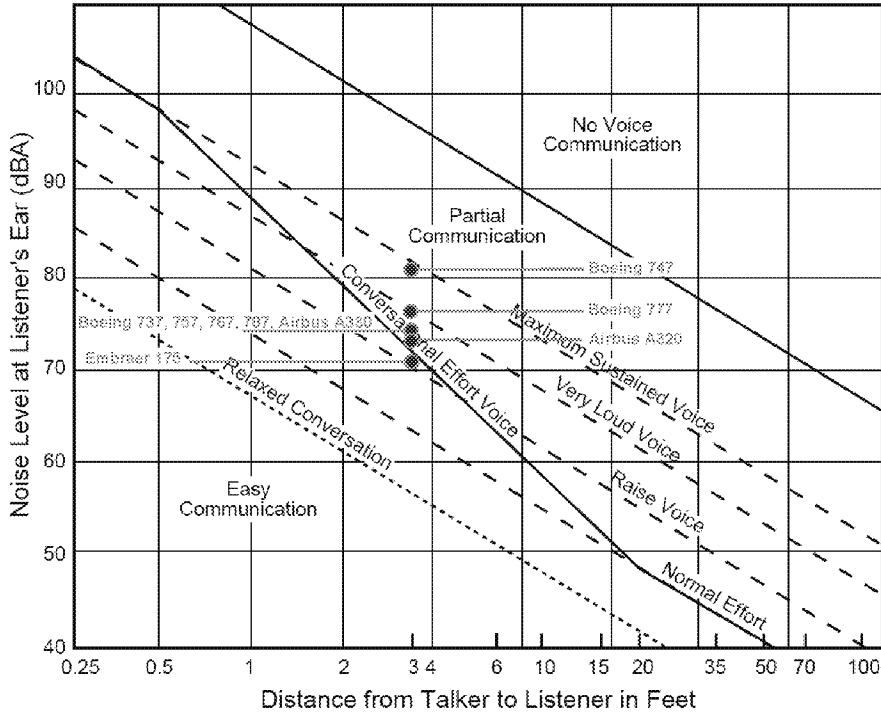


Figure 6. Average Maximum Sound Pressure Level (Leq-1s, dBA) of Notable Aircraft Transposed onto FICON/EPA Intelligibility Plot

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,

A handwritten signature in black ink, appearing to read "D. Cushing", with a long, sweeping horizontal line extending to the right.

David F. Cushing
Manager, Los Angeles Airports District Office