



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

Aeronautical Study No.
 2022-AWP-6562-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing North East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.68N NAD 83
Longitude:	111-55-17.09W
Heights:	1598 feet site elevation (SE) 120 feet above ground level (AGL) 1718 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6562-OE.

Signature Control No: 519799086-538896485

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6562-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

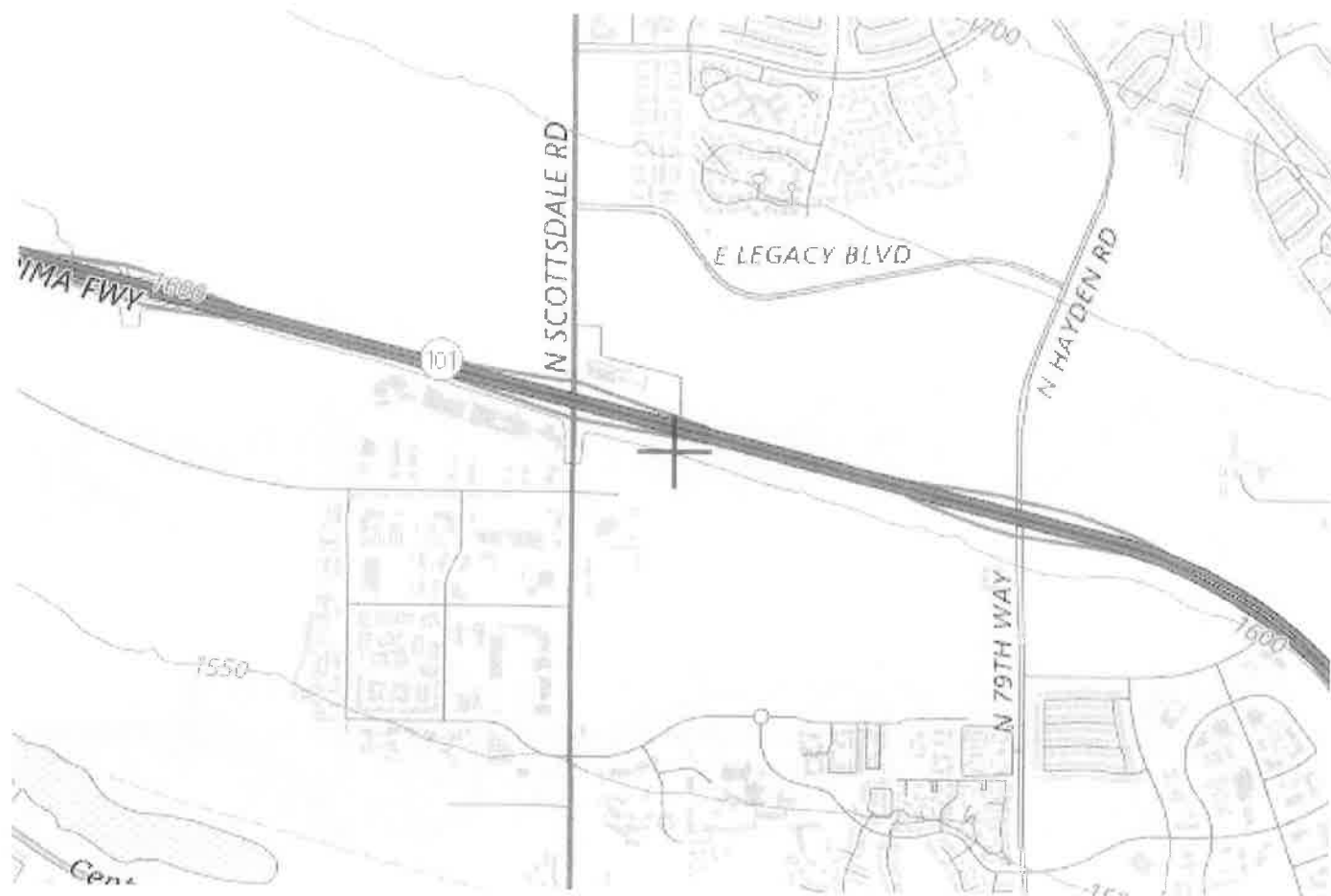
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

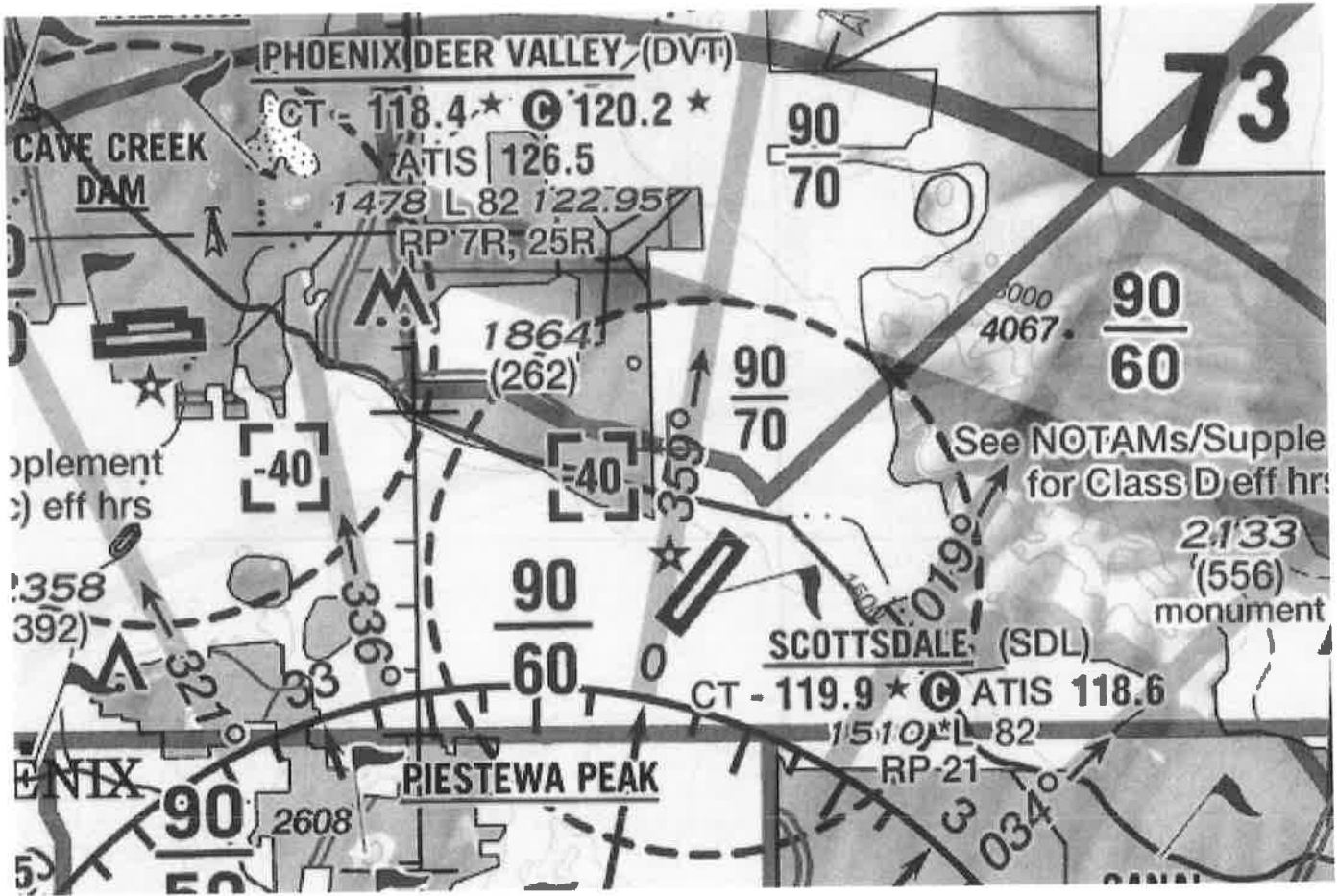
- 2022-AWP-6567-OE
- 2022-AWP-6571-OE
- 2022-AWP-6576-OE
- 2022-AWP-6580-OE
- 2022-AWP-6581-OE
- 2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6562-OE



Sectional Map for ASN 2022-AWP-6562-OE





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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: Multi-unit Housing North West Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-25.76N NAD 83
 Longitude: 111-55-27.97W
 Heights: 1598 feet site elevation (SE)
 120 feet above ground level (AGL)
 1718 feet above mean sea level (AMSL)

This aeronautical study revealed that the structure does not exceed obstruction standards and would not be a hazard to air navigation provided the following condition(s), if any, is(are) met:

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

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 12/23/2023 unless:

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If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6563-OE.

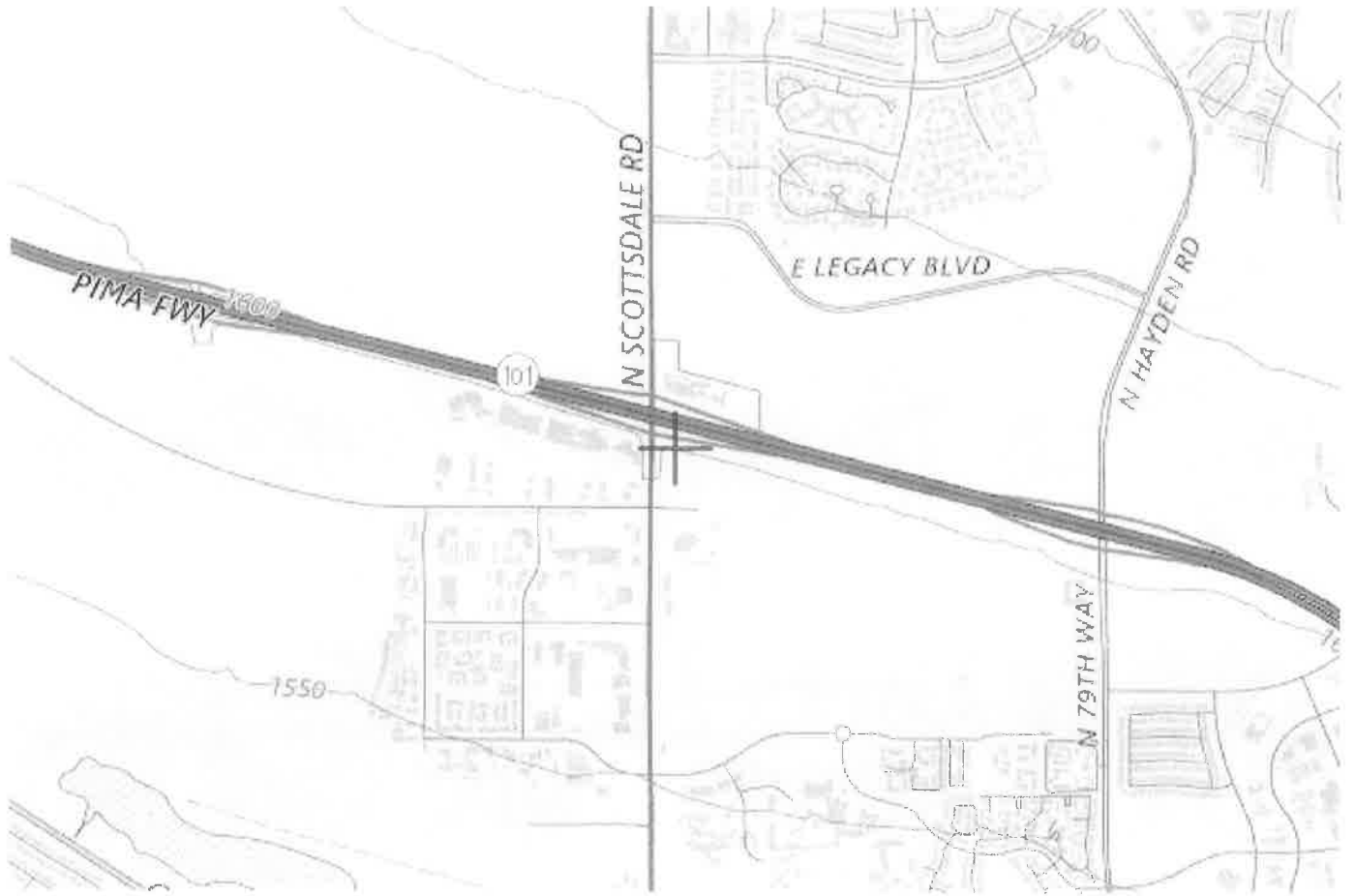
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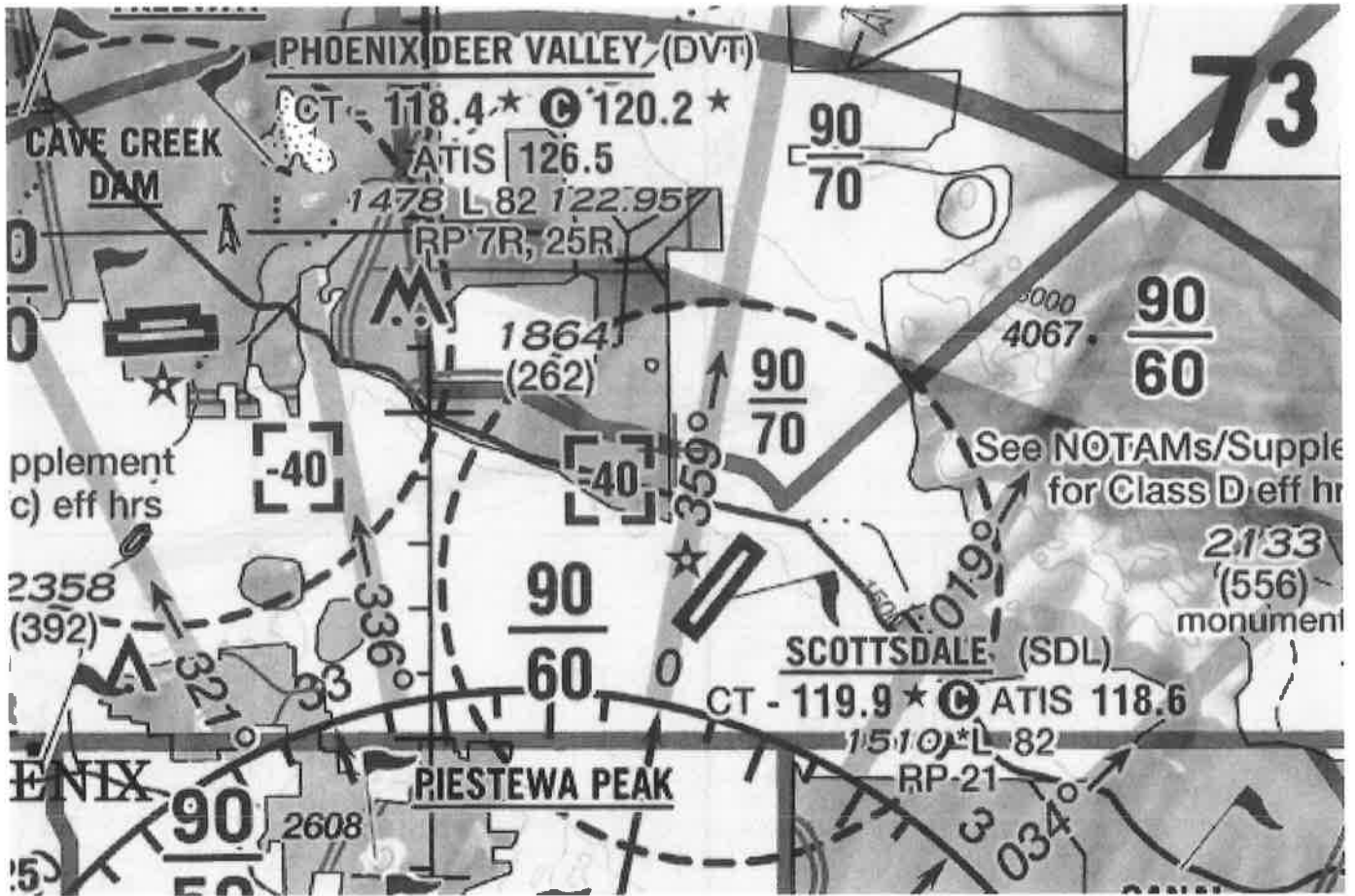
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Attachment(s)
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Structure:	Multi-unit Housing South west corner
Location:	Scottsdale, AZ
Latitude:	33-39-19.92N NAD 83
Longitude:	111-55-29.03W
Heights:	1598 feet site elevation (SE)
	120 feet above ground level (AGL)
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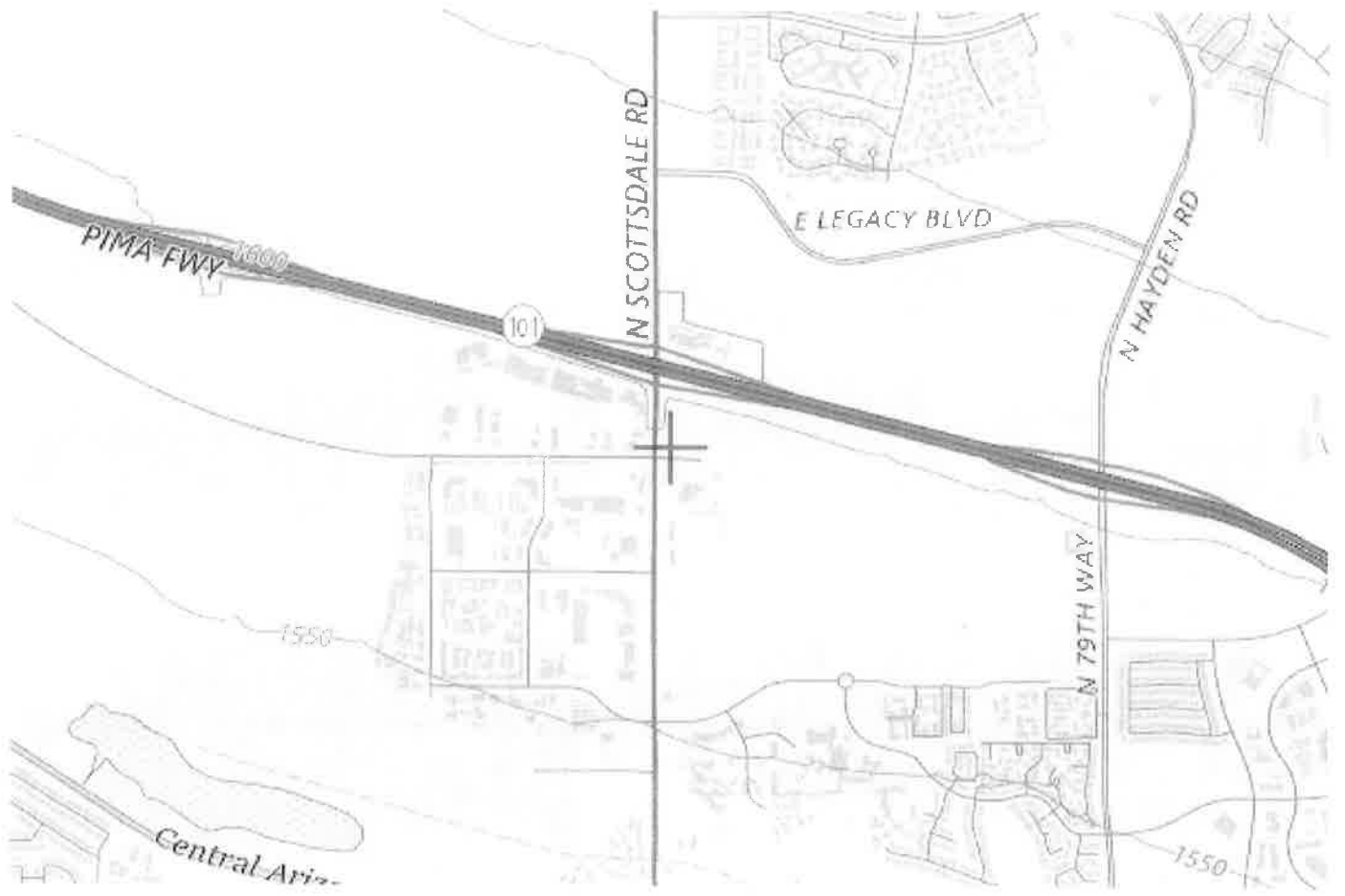
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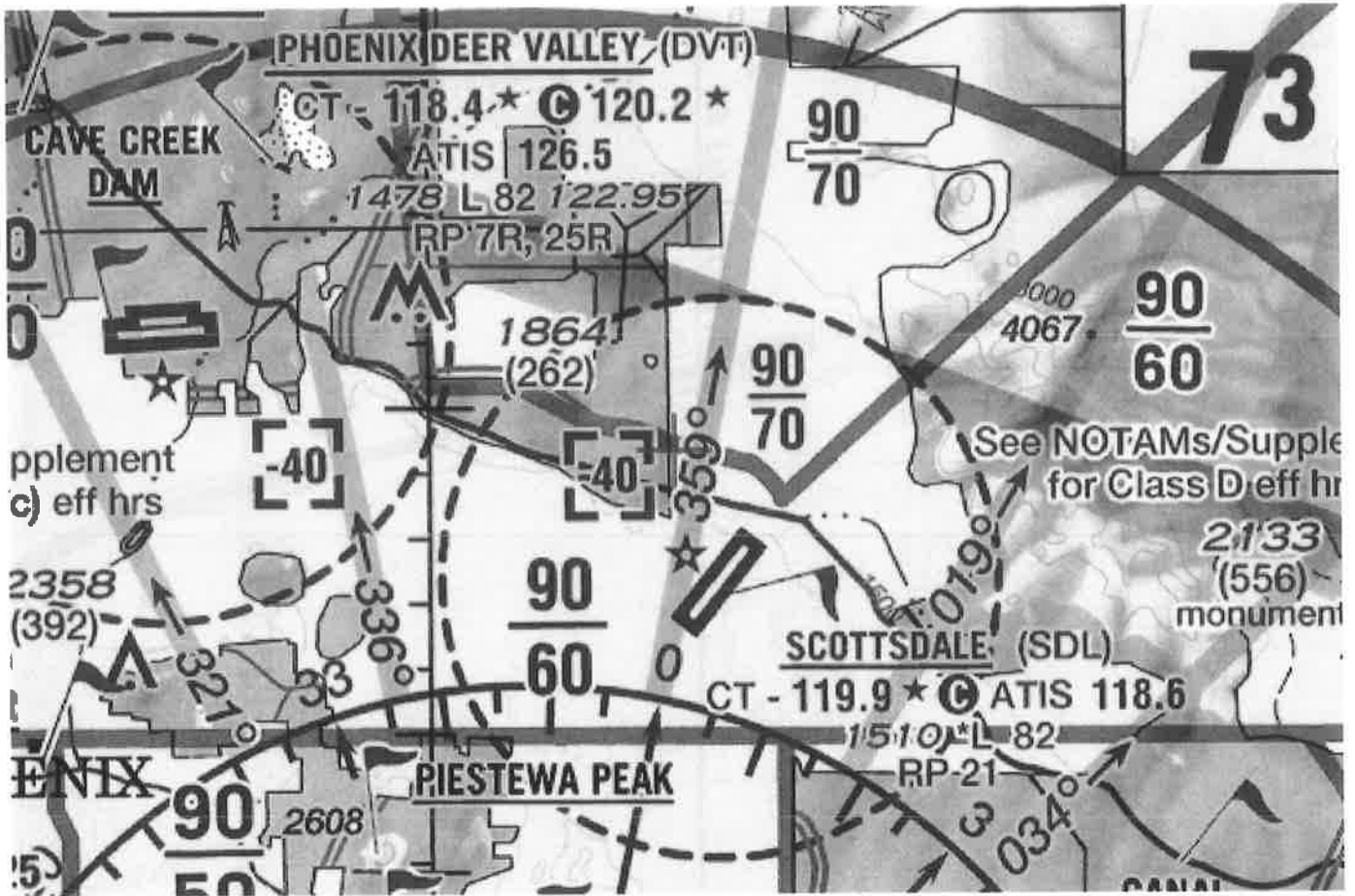
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This determination concerns the effect of this structure on the safe and efficient use of navigable airspace by aircraft and does not relieve the sponsor of compliance responsibilities relating to any law, ordinance, or regulation of any Federal, State, or local government body.

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6565-OE.

Signature Control No: 519800145-538896497

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6565-OE

Abbreviations

AGL - above ground level
VFR - visual flight rules
ASN- Aeronautical Study Number
MDA - minimum descent altitude
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

AMSL - above mean sea level
IFR - instrument flight rules
CAT - category aircraft
DER - departure end of runway

RWY - runway
NM - nautical mile
NEH No Effect Height

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet);
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

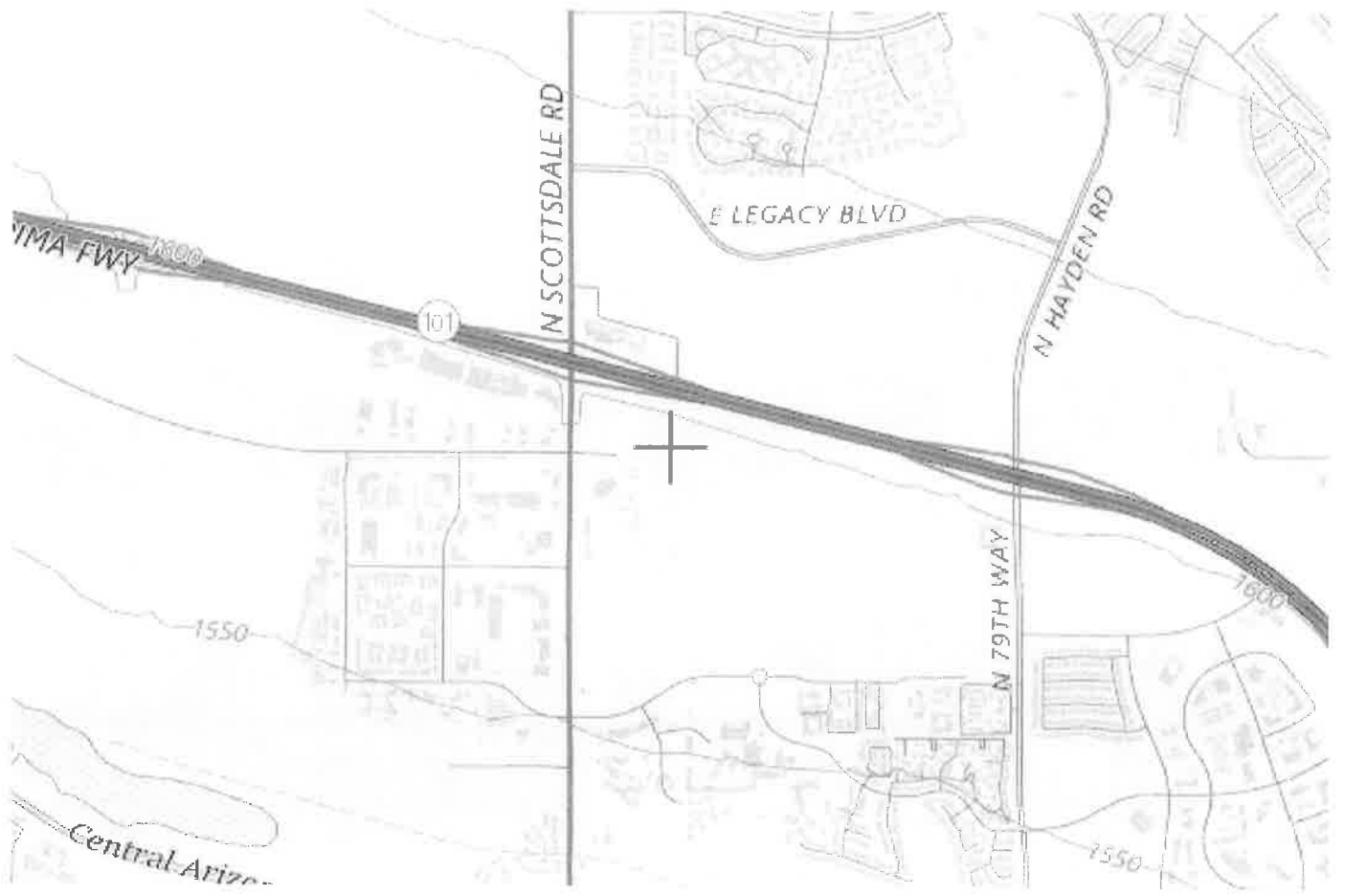
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

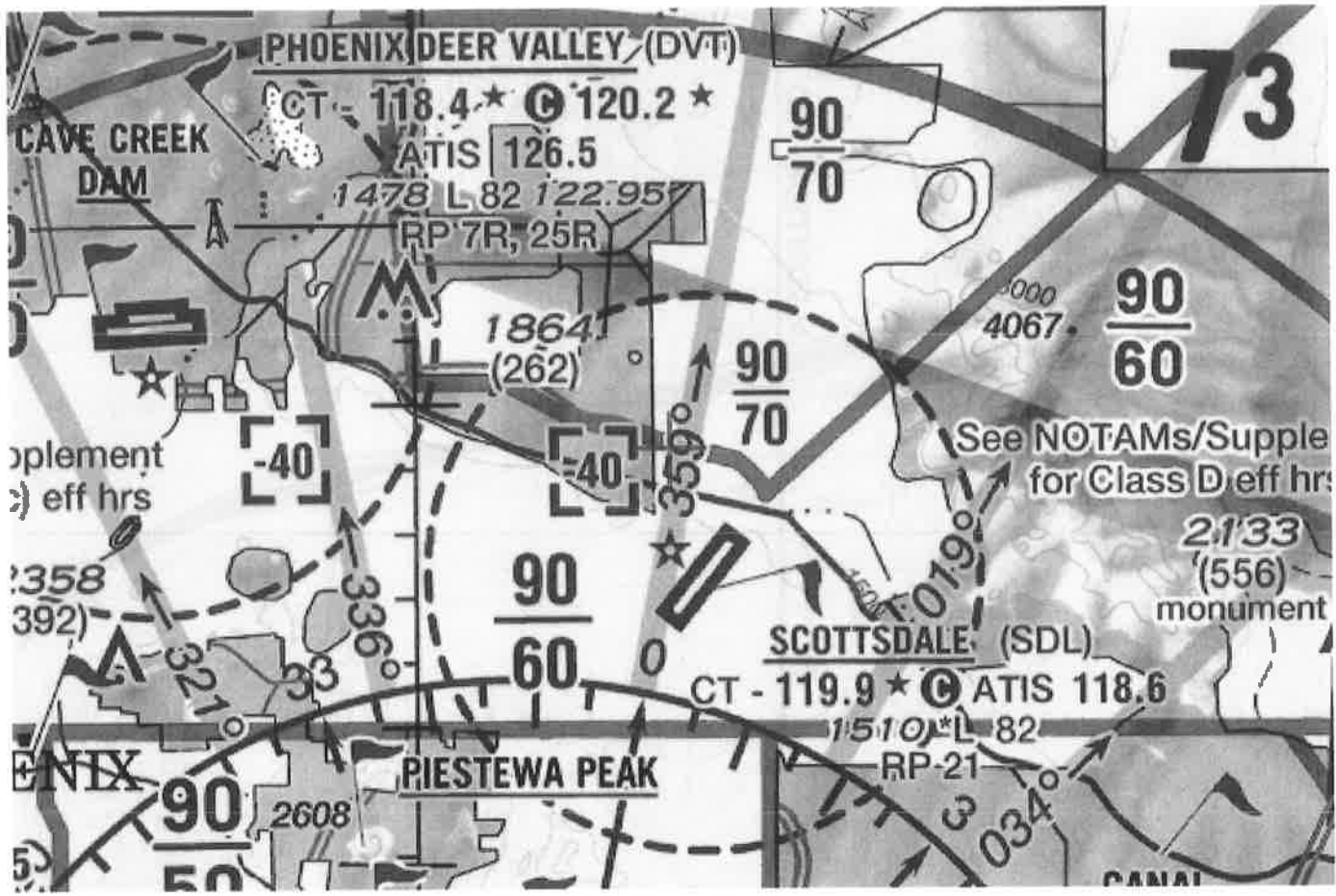
- 2022-AWP-6567-OE
- 2022-AWP-6571-OE
- 2022-AWP-6576-OE
- 2022-AWP-6580-OE
- 2022-AWP-6581-OE
- 2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6565-OE



Sectional Map for ASN 2022-AWP-6565-OE





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

Aeronautical Study No.
 2022-AWP-6566-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 1 Elevator North West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.14N NAD 83
Longitude:	111-55-27.85W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 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 M.

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 12/23/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
- (b) extended, revised, or terminated by the issuing office.

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

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

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

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

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

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

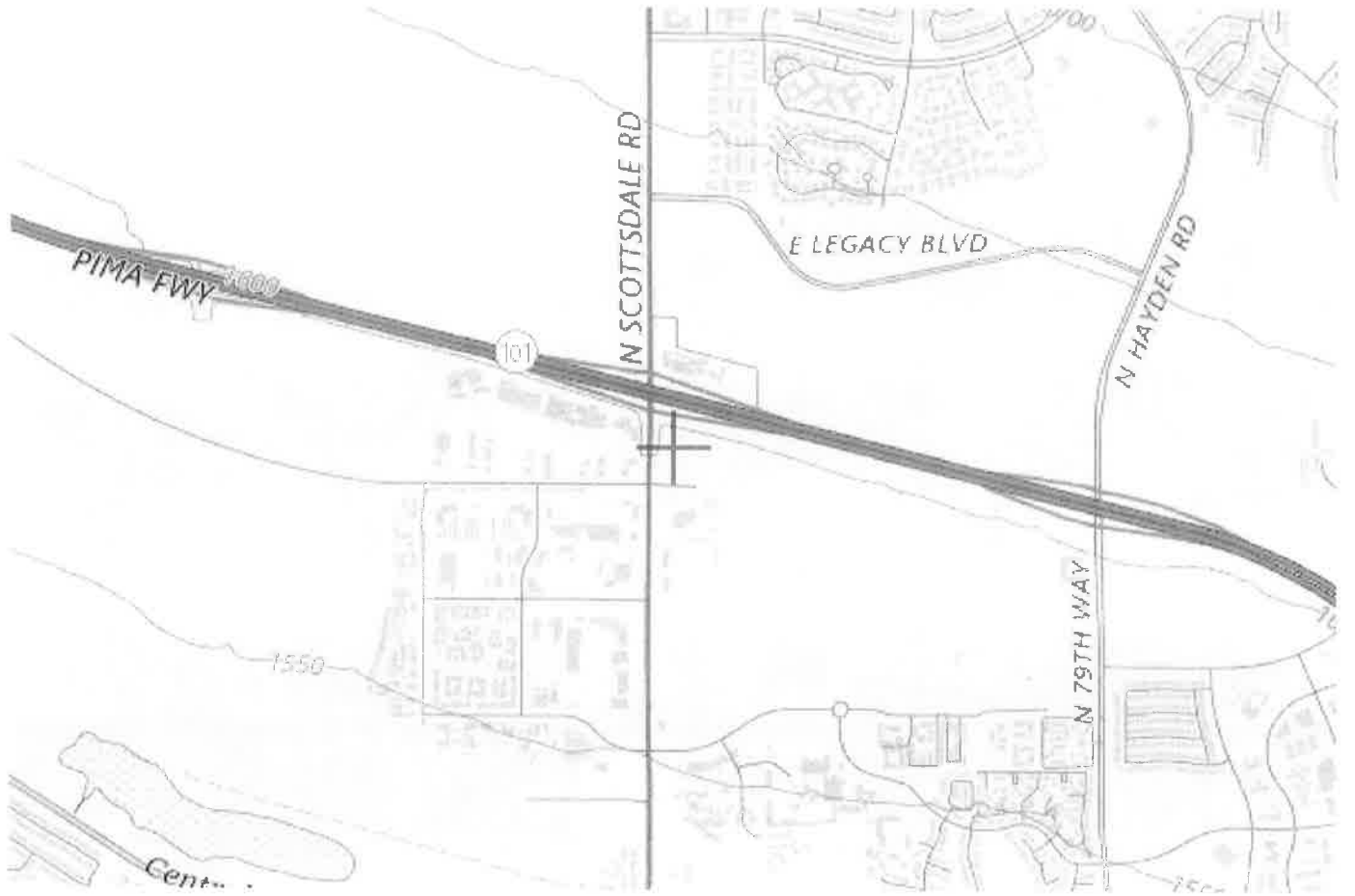
If we can be of further assistance, please contact our office at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6566-OE.

Signature Control No: 519800265-538898160
Paul Holmquist
Specialist

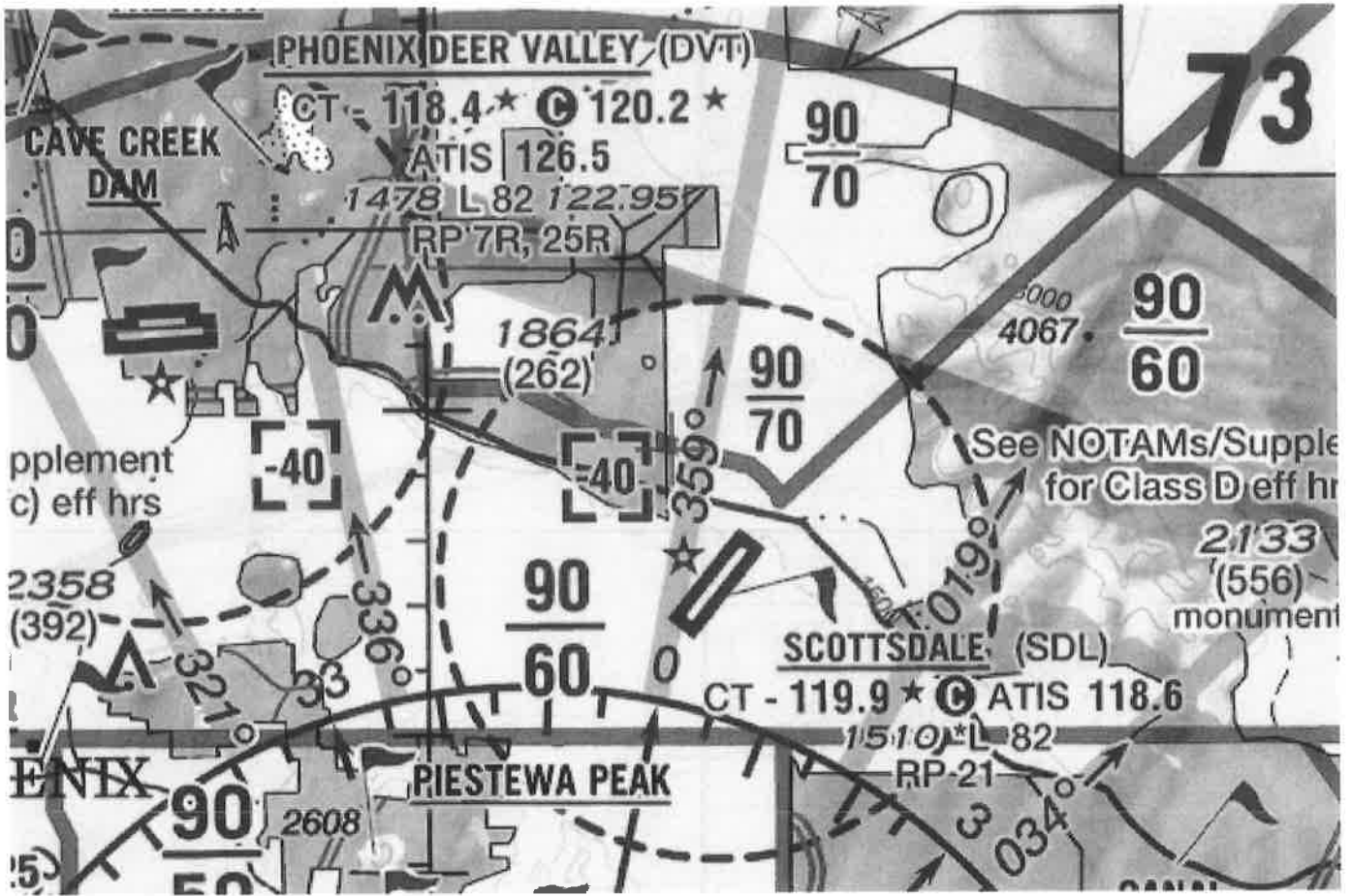
(DNE)

Attachment(s)
Map(s)

TOPO Map for ASN 2022-AWP-6566-OE



Sectional Map for ASN 2022-AWP-6566-OE





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

Aeronautical Study No.
 2022-AWP-6567-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 1 Elevator South West Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-22.84N NAD 83
 Longitude: 111-55-27.85W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6567-OE.

Signature Control No: 519800387-538894372

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6567-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
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2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
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2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

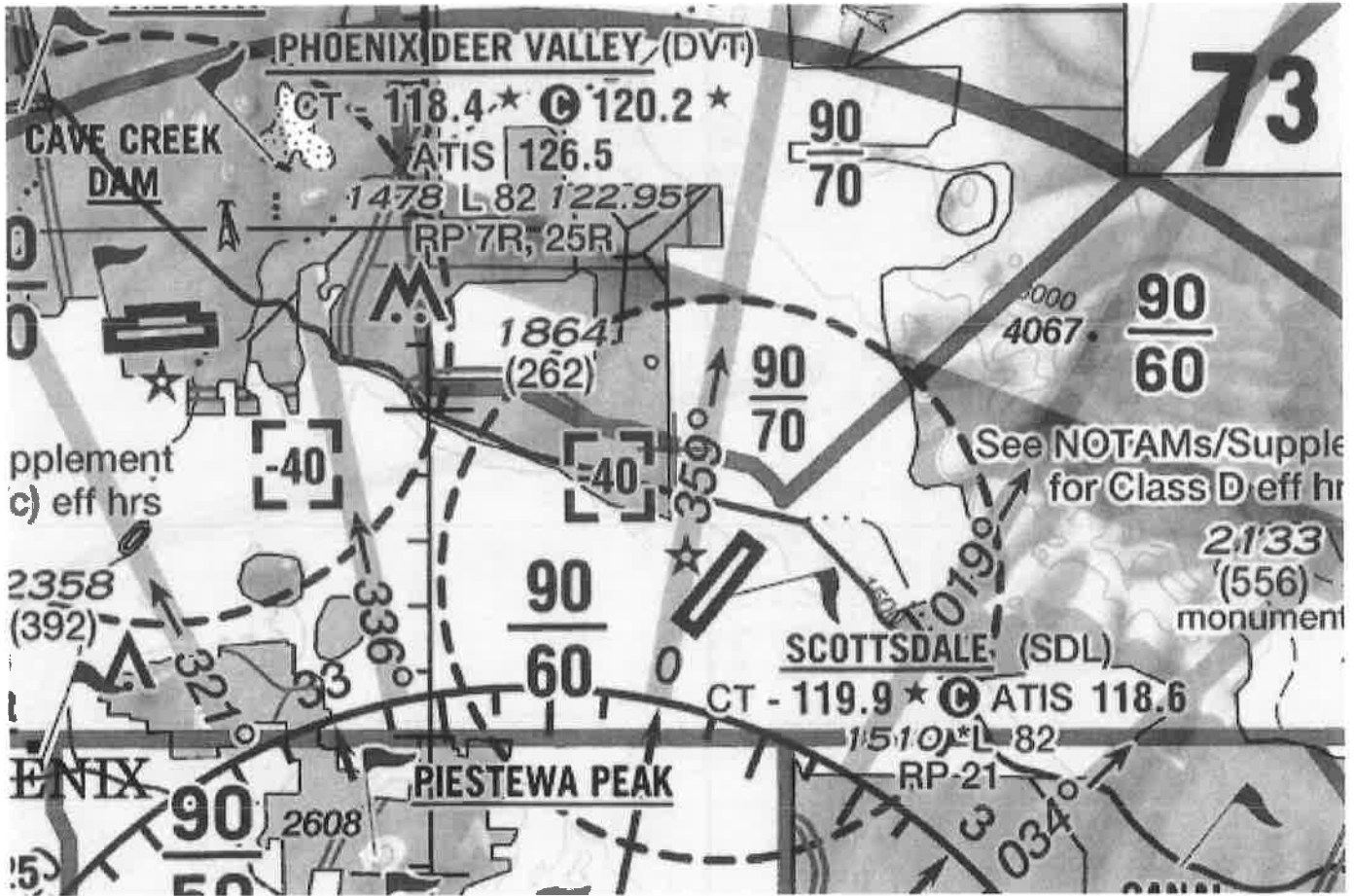
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6567-OE



Sectional Map for ASN 2022-AWP-6567-OE





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

Aeronautical Study No.
 2022-AWP-6568-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 1 Elevator South East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-22.84N NAD 83
Longitude:	111-55-27.59W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6568-OE.

Signature Control No: 519800486-538896483

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6568-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
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2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

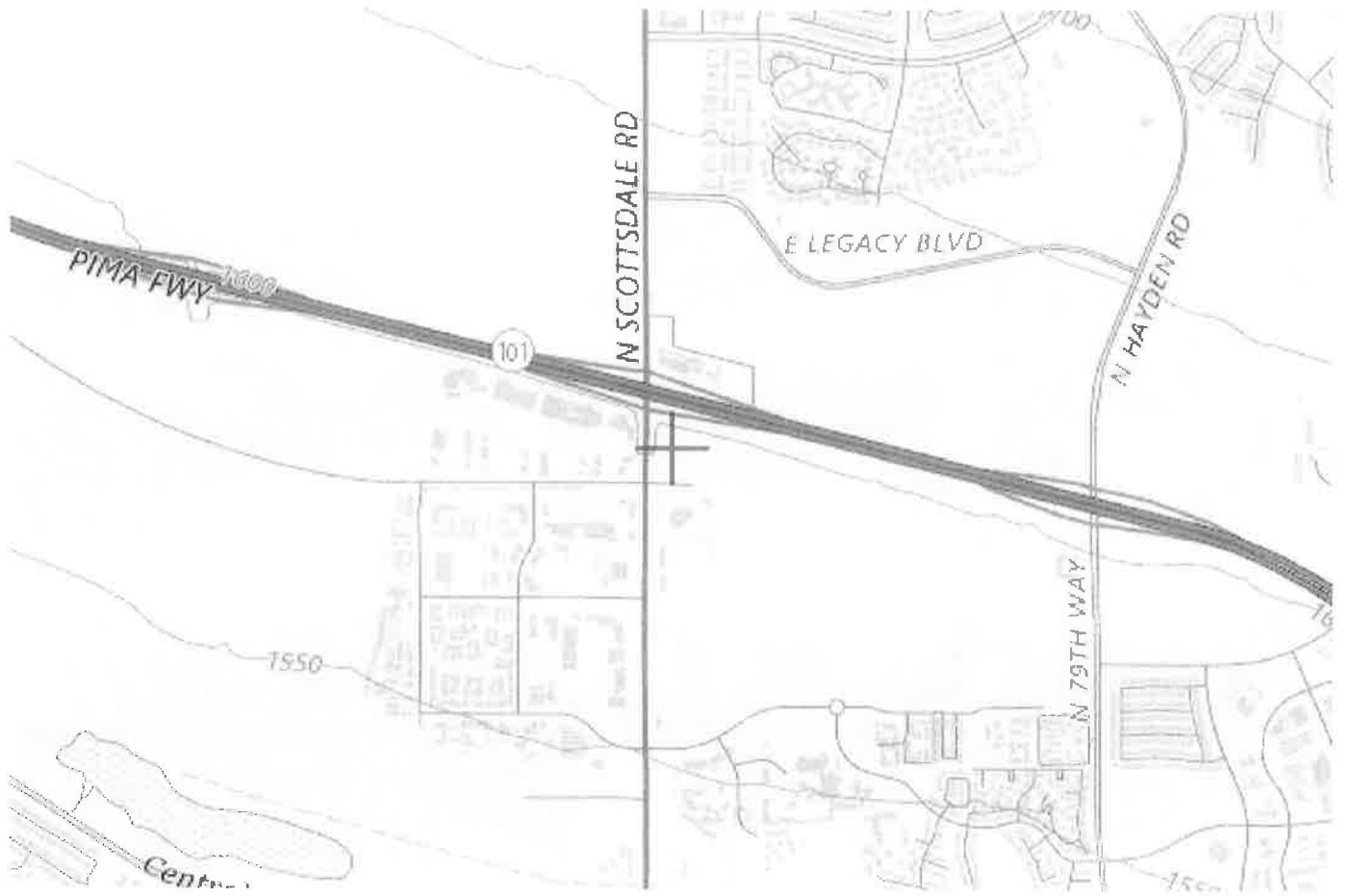
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

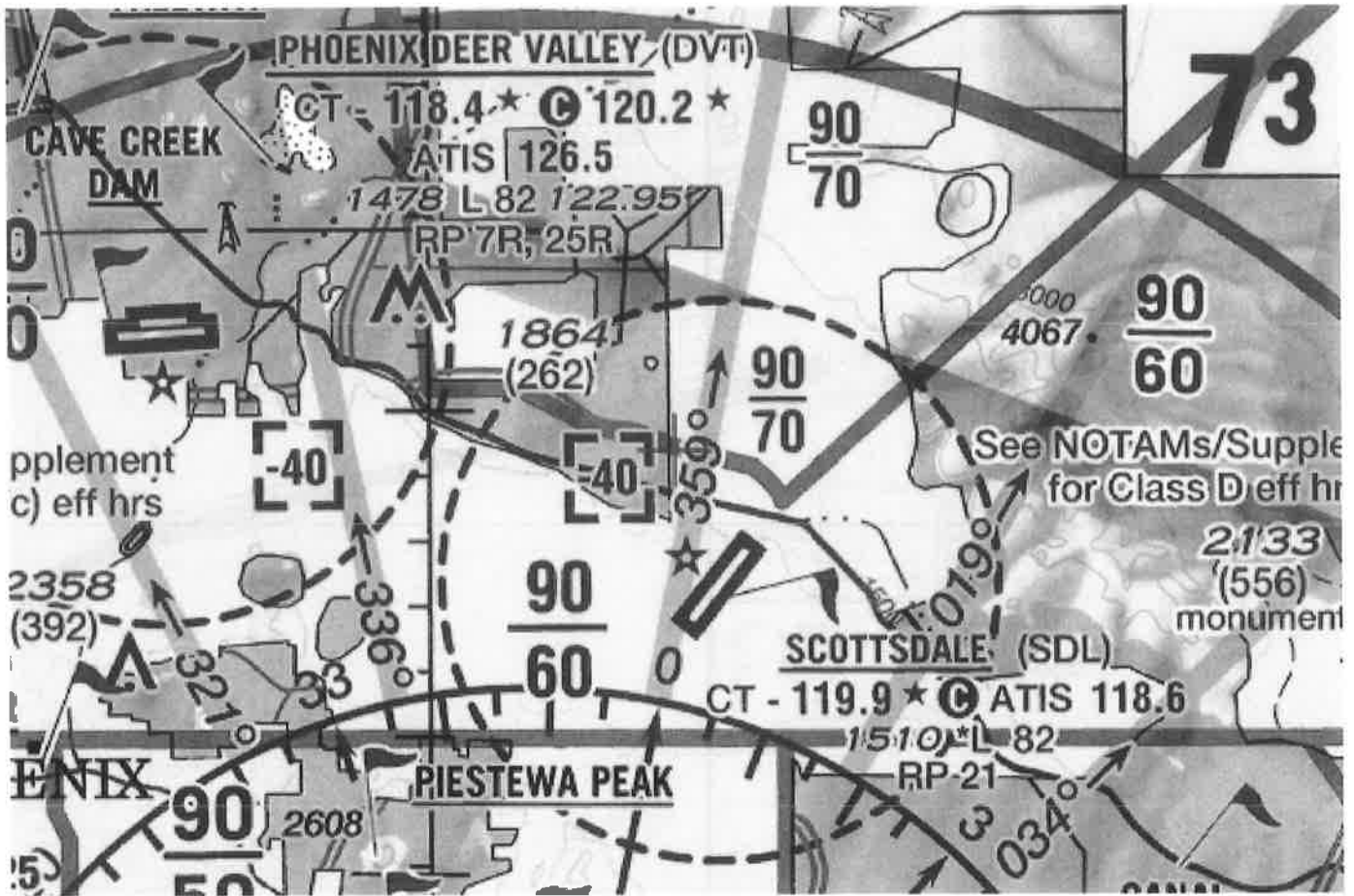
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6568-OE



Sectional Map for ASN 2022-AWP-6568-OE





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

Aeronautical Study No.
 2022-AWP-6569-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
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Structure:	Multi-unit Housing Building 1 Elevator North East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.14N NAD 83
Longitude:	111-55-27.59W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

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This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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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.

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6569-OE.

Signature Control No: 519800661-538896481

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6569-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
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2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
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2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
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2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

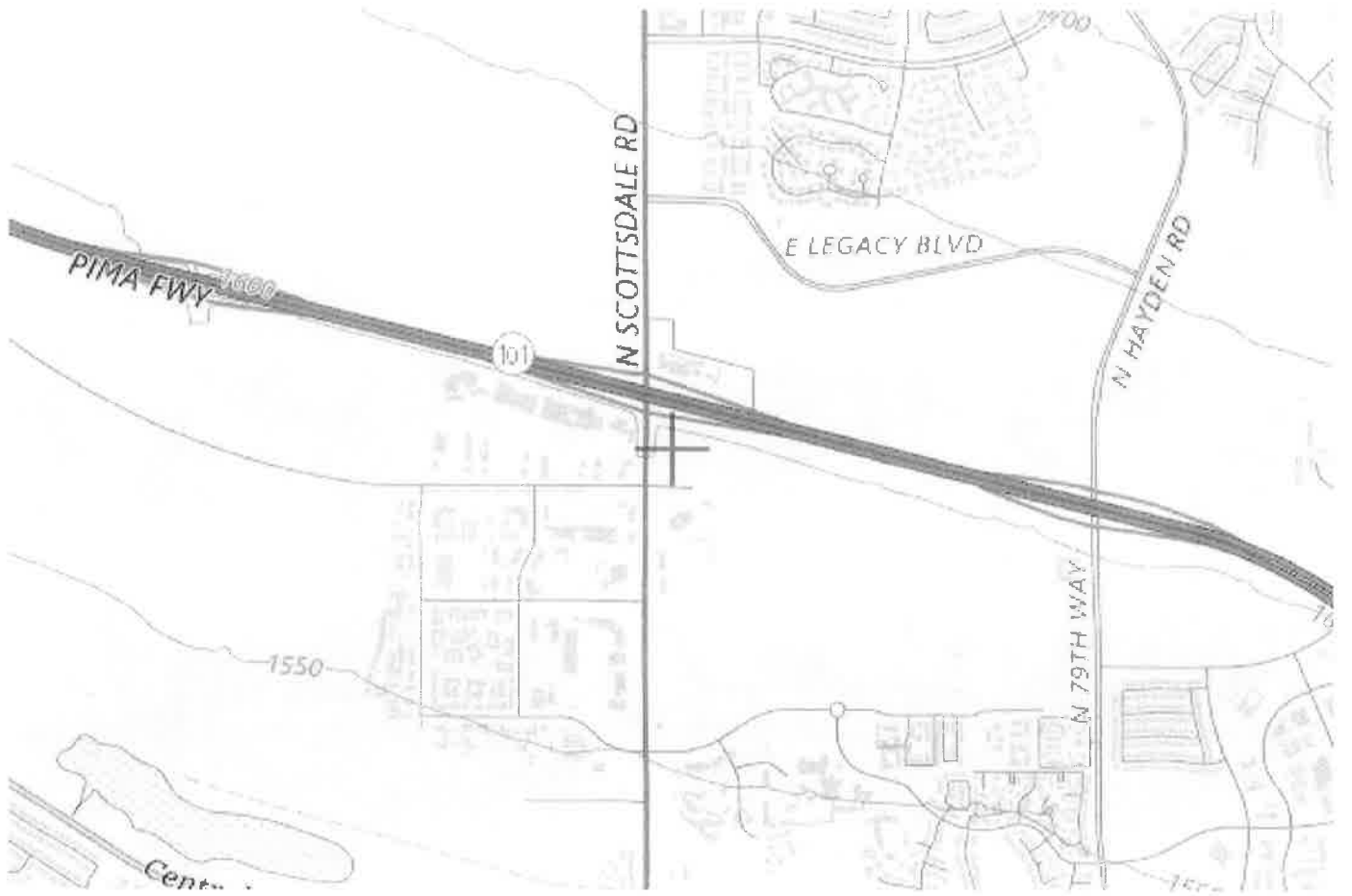
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

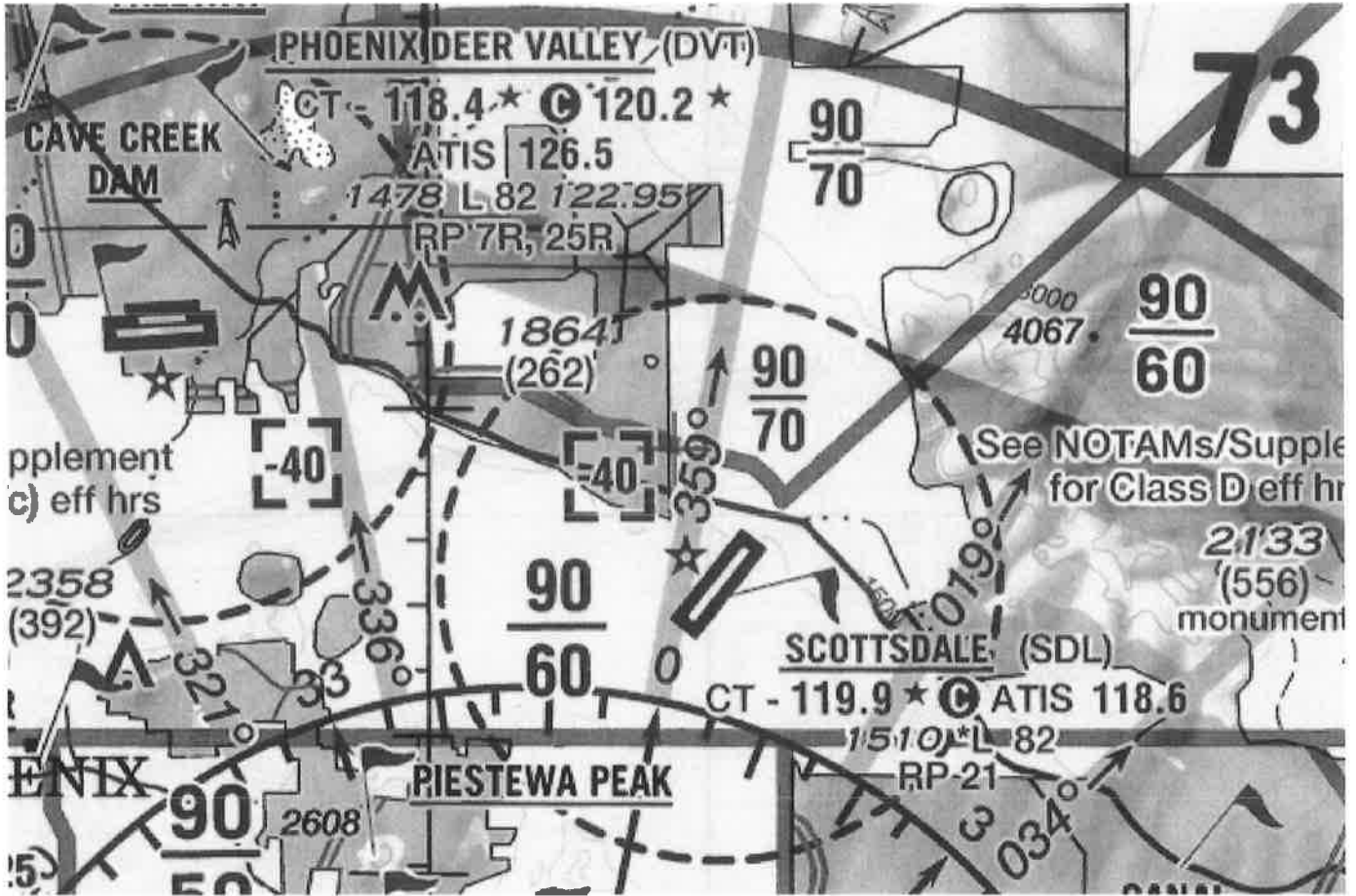
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6569-OE



Sectional Map for ASN 2022-AWP-6569-OE





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

Aeronautical Study No.
 2022-AWP-6570-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 2 Elevator North West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-20.54N NAD 83
Longitude:	111-55-26.61W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6570-OE.

Signature Control No: 519800699-538896493

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6570-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

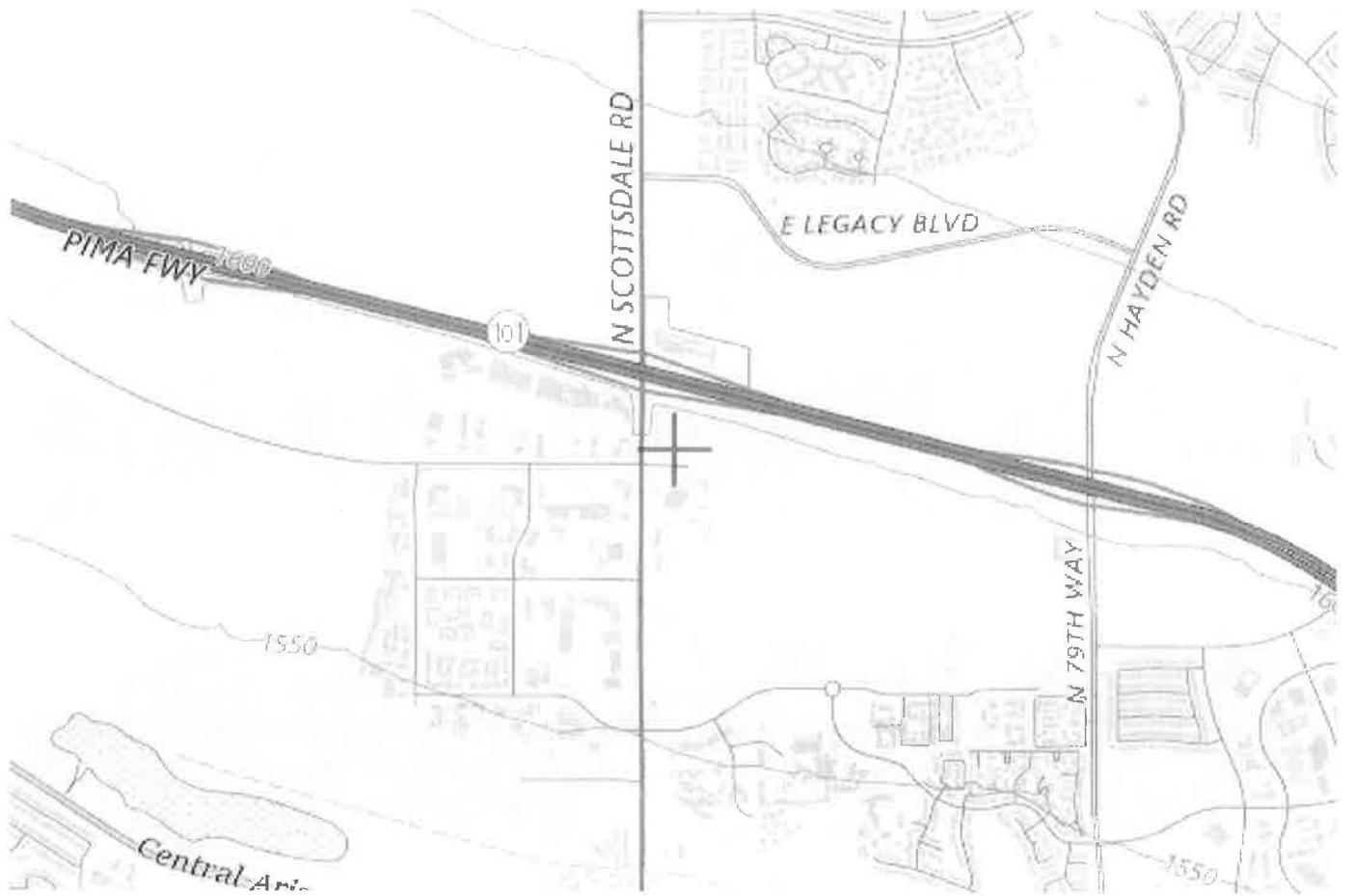
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

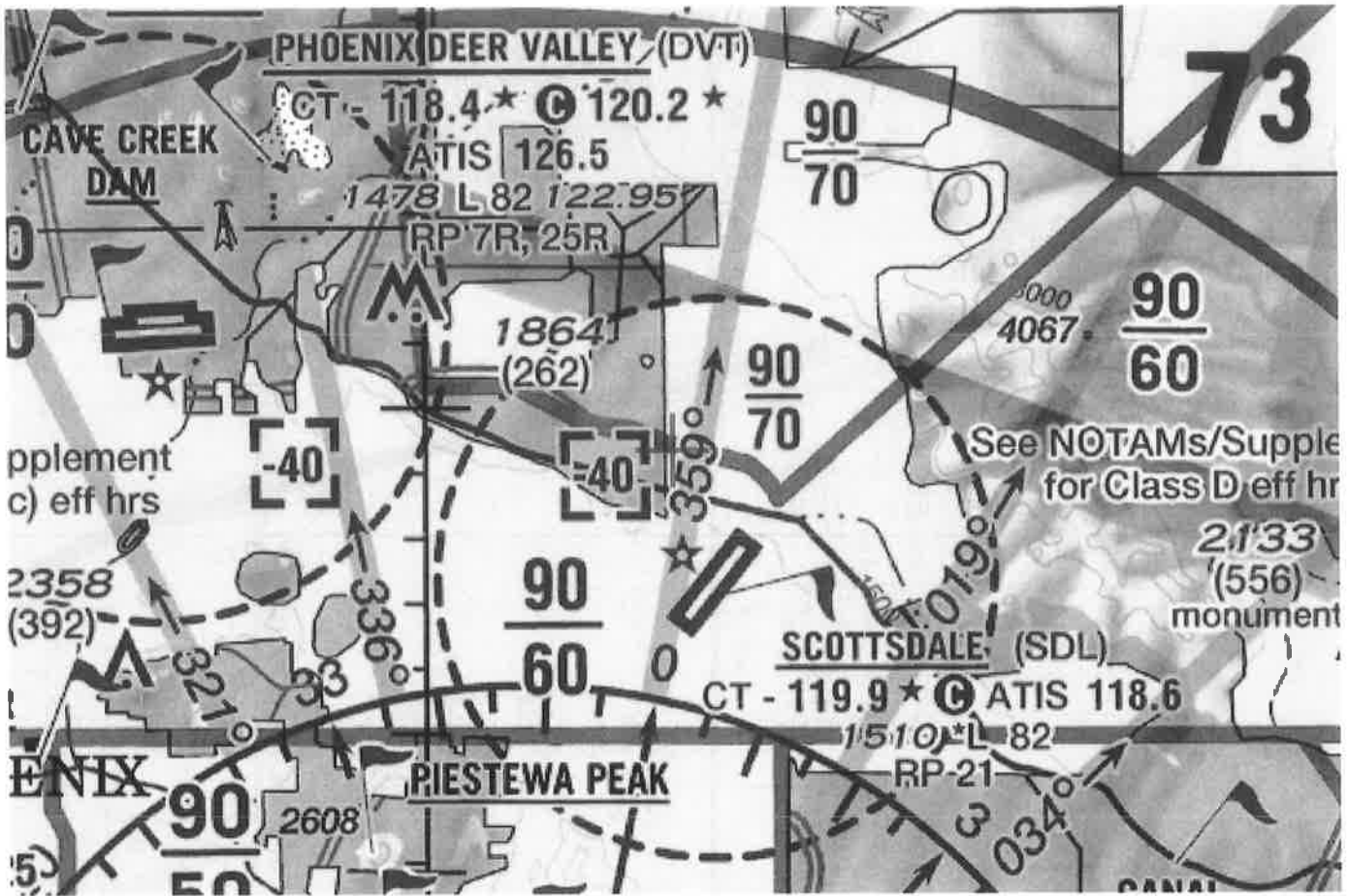
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6570-OE



Sectional Map for ASN 2022-AWP-6570-OE





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

Aeronautical Study No.
 2022-AWP-6571-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 2 Elevator South West Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-20.32N NAD 83
 Longitude: 111-55-26.61W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6571-OE.

Signature Control No: 519800846-538894370

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6571-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN Exceeds the SDL Section 77.19(b) Surface By (feet):

2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

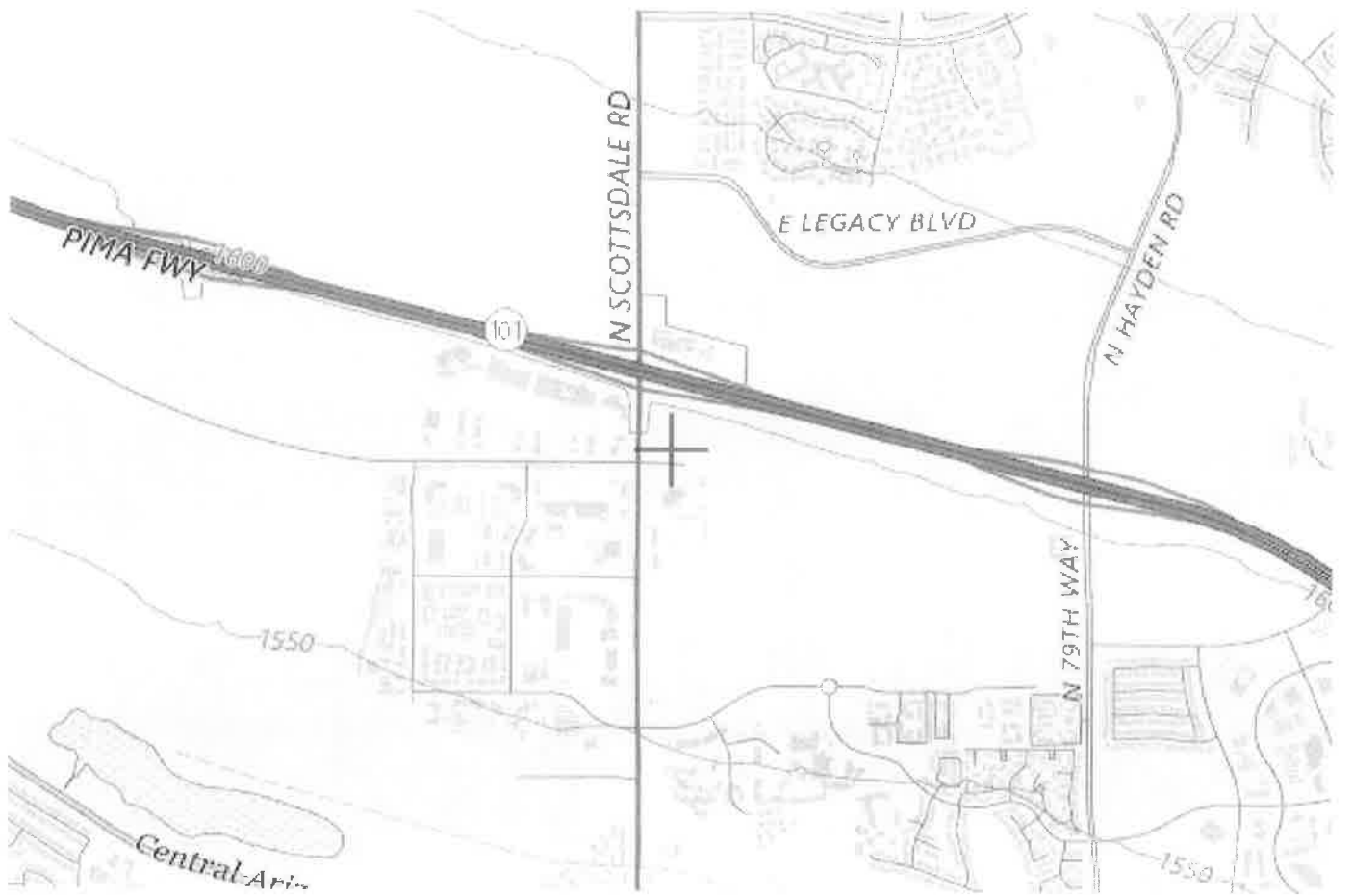
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6571-OE





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

Aeronautical Study No.
 2022-AWP-6572-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 2 Elevator South East Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-20.32N NAD 83
 Longitude: 111-55-26.26W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6572-OE.

Signature Control No: 519801194-538896482

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6572-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

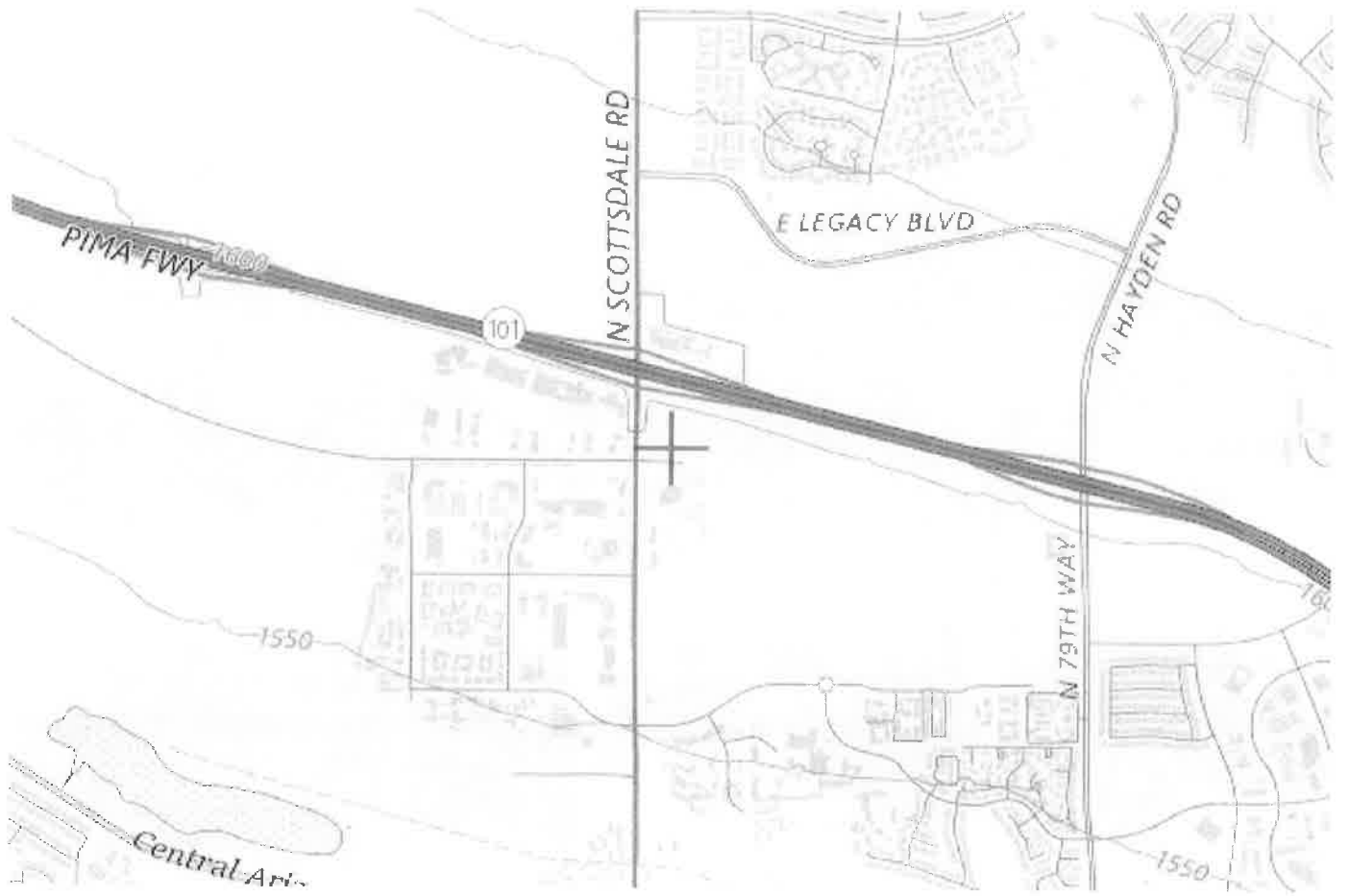
7. CONDITIONS

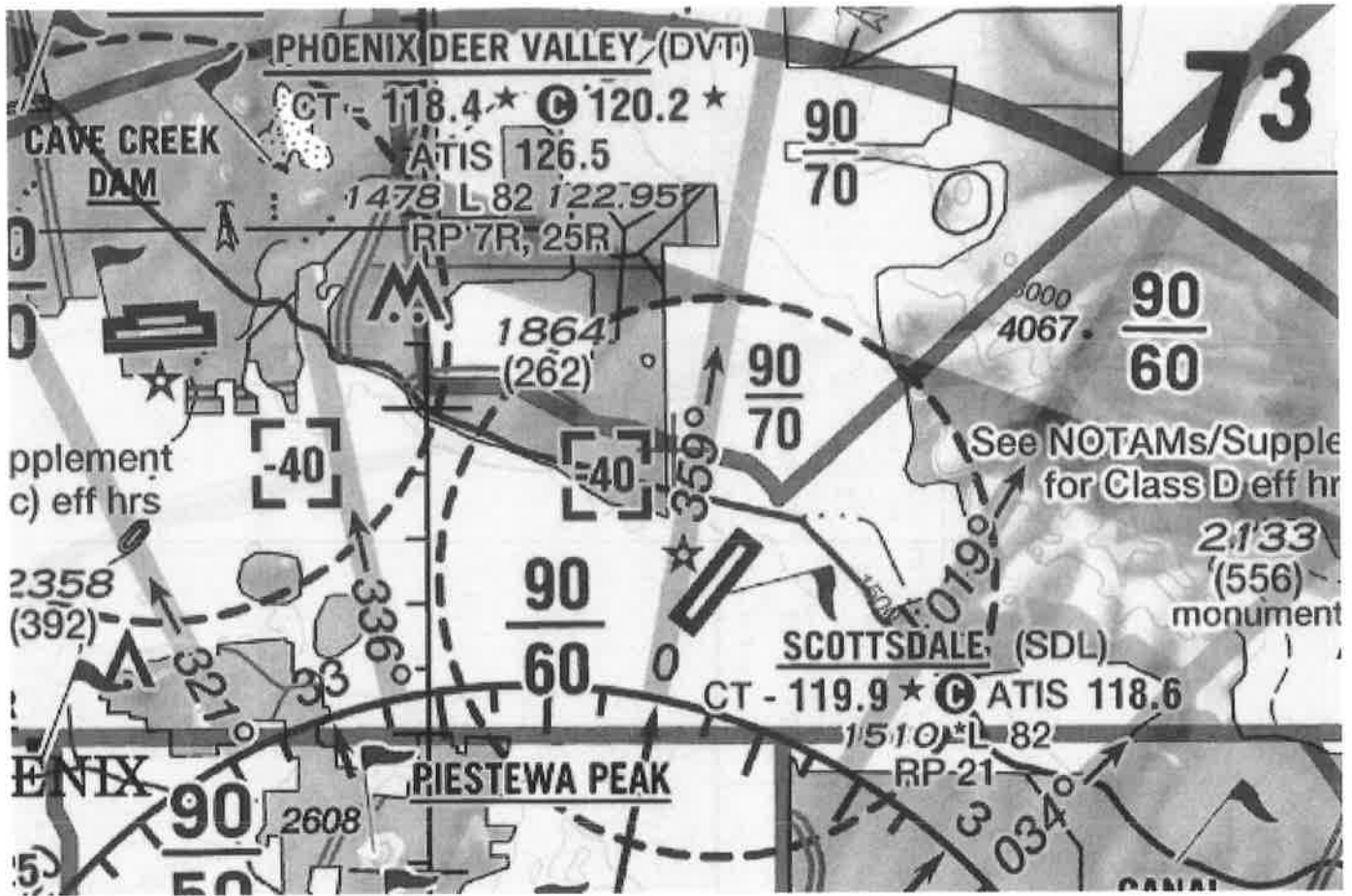
The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6572-OE







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

Aeronautical Study No.
 2022-AWP-6573-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 2 Elevator North East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-20.54N NAD 83
Longitude:	111-55-26.25W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6573-OE.

Signature Control No: 519801263-538896496

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6573-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
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Mail Processing Center
 Federal Aviation Administration
 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-AWP-6574-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 3 Elevator North West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-20.54N NAD 83
Longitude:	111-55-22.35W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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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.

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6574-OE.

Signature Control No: 519801312-538896490

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6574-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

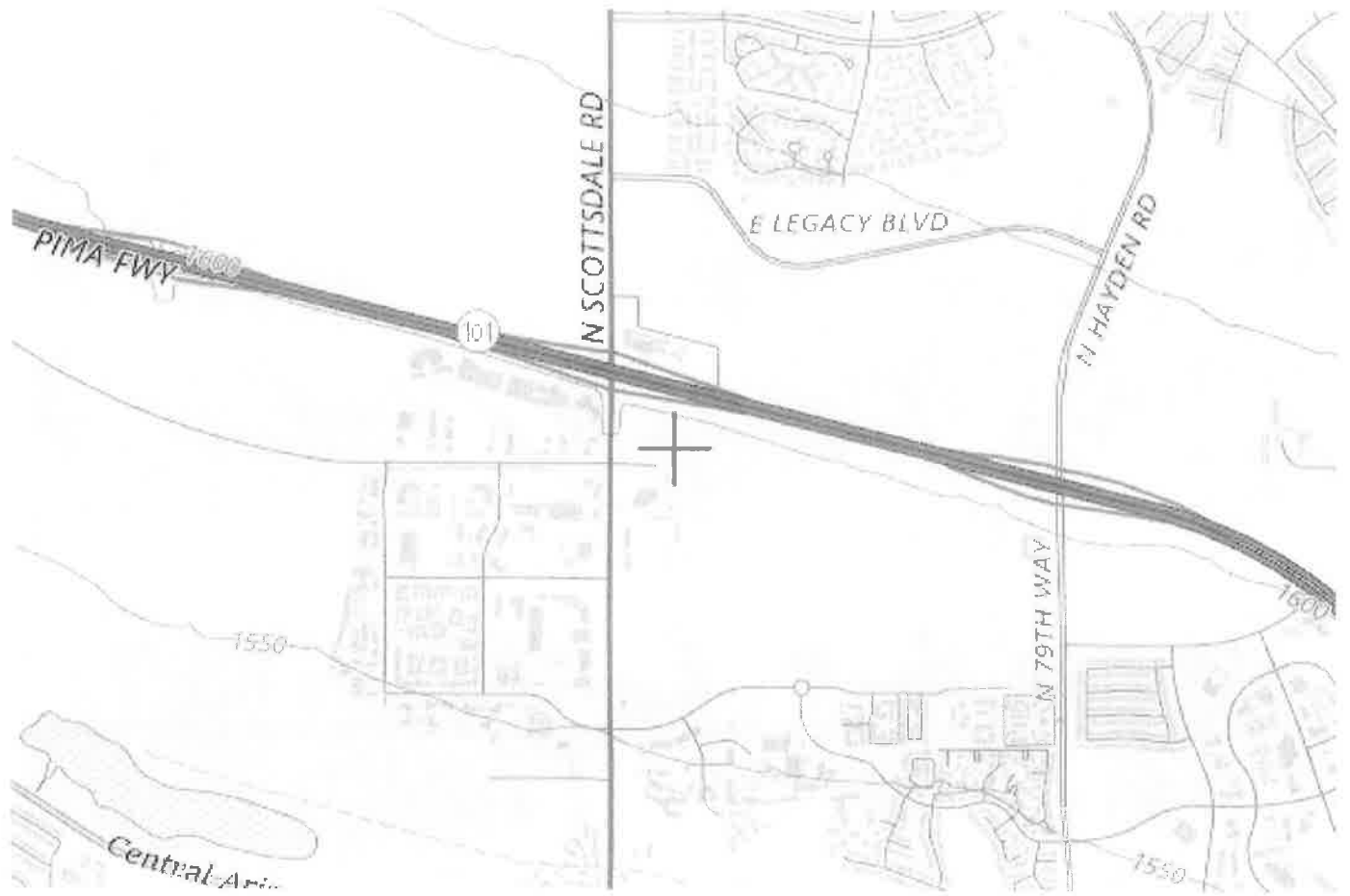
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

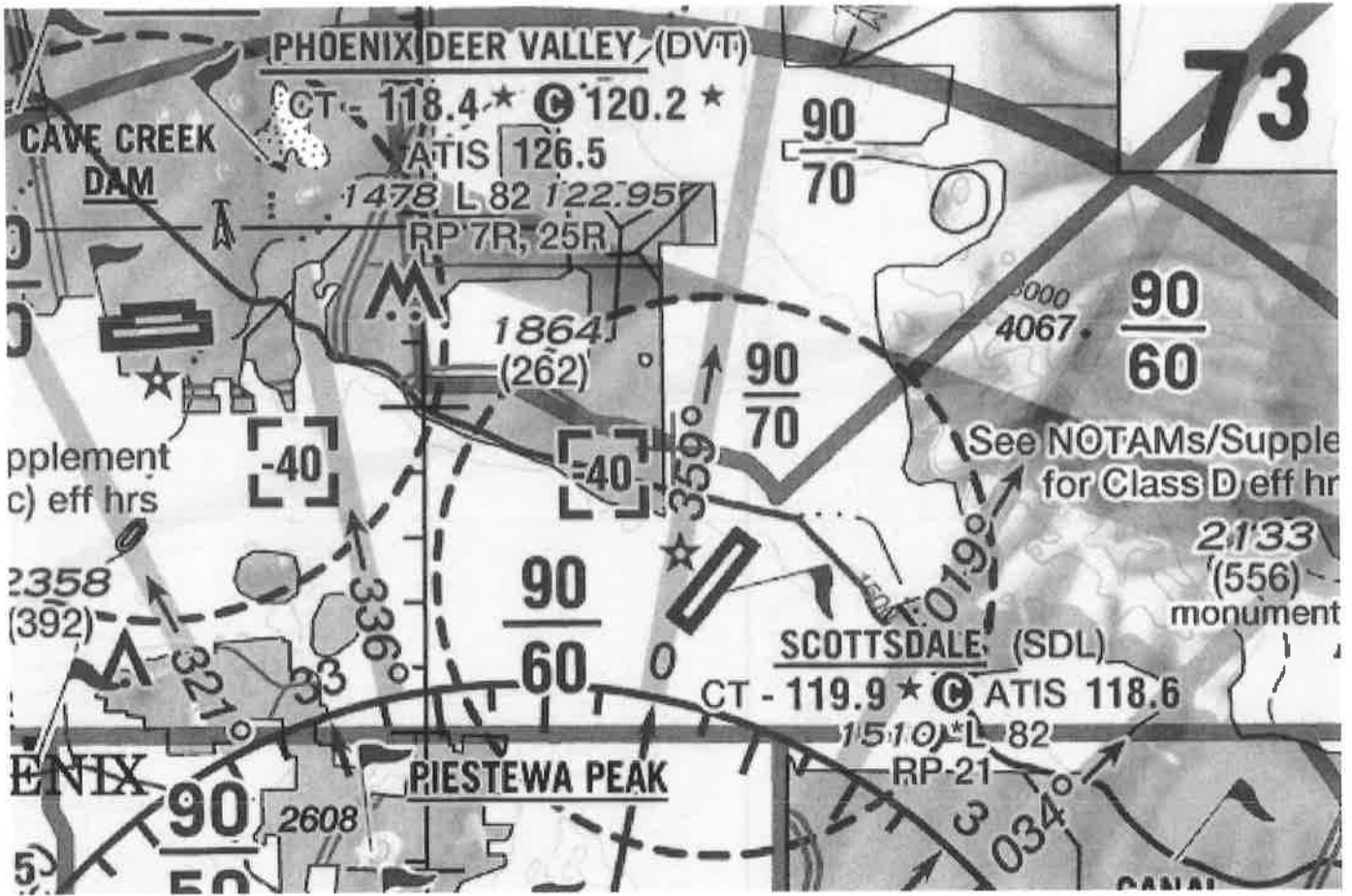
- 2022-AWP-6567-OE
- 2022-AWP-6571-OE
- 2022-AWP-6576-OE
- 2022-AWP-6580-OE
- 2022-AWP-6581-OE
- 2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6574-OE



Sectional Map for ASN 2022-AWP-6574-OE





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

Aeronautical Study No.
 2022-AWP-6575-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

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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:

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Location:	Scottsdale, AZ
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Longitude:	111-55-22.35W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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- At least 10 days prior to start of construction (7460-2, Part 1)
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See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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Signature Control No: 519801327-538896498

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6575-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

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2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

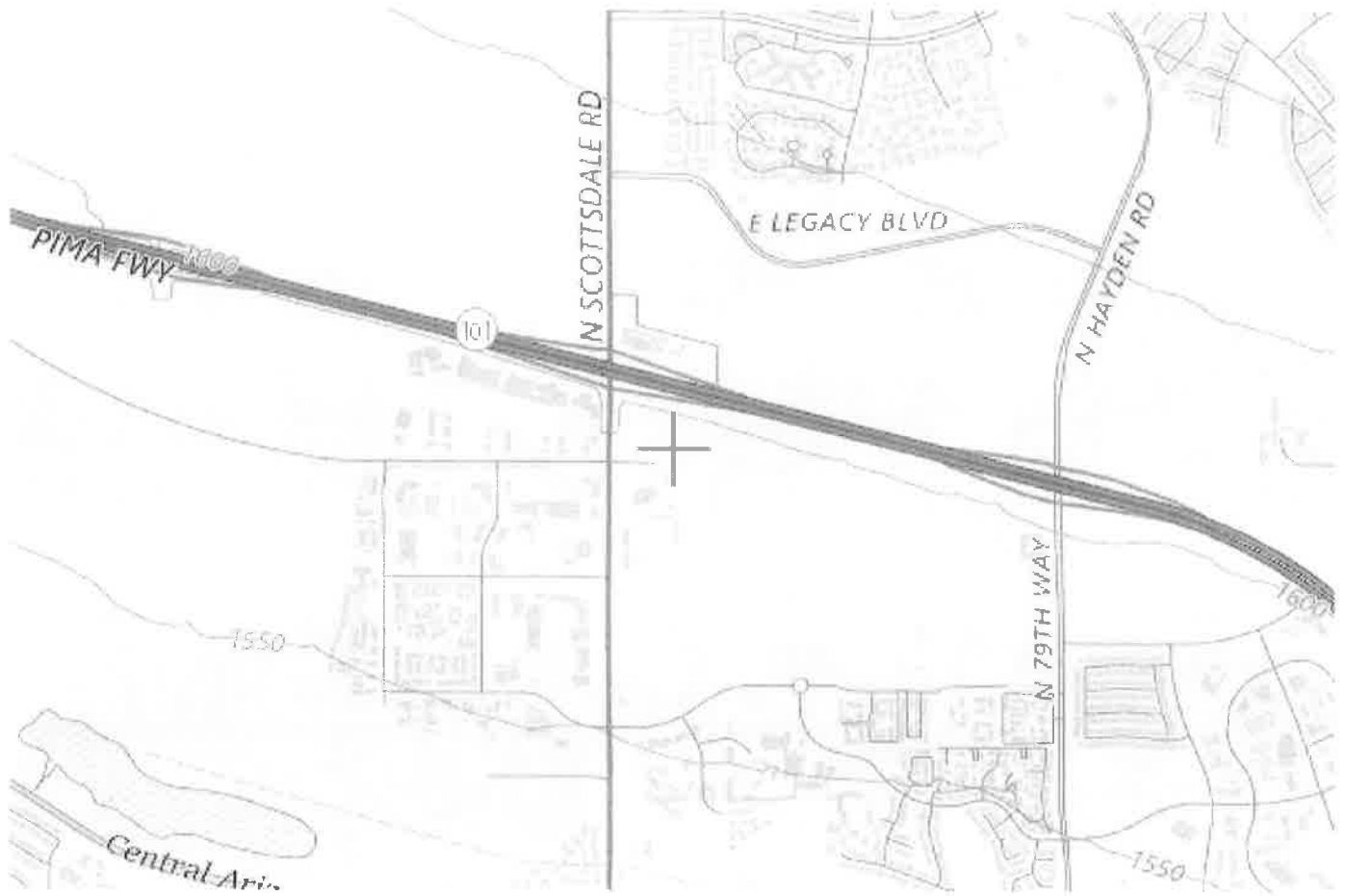
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

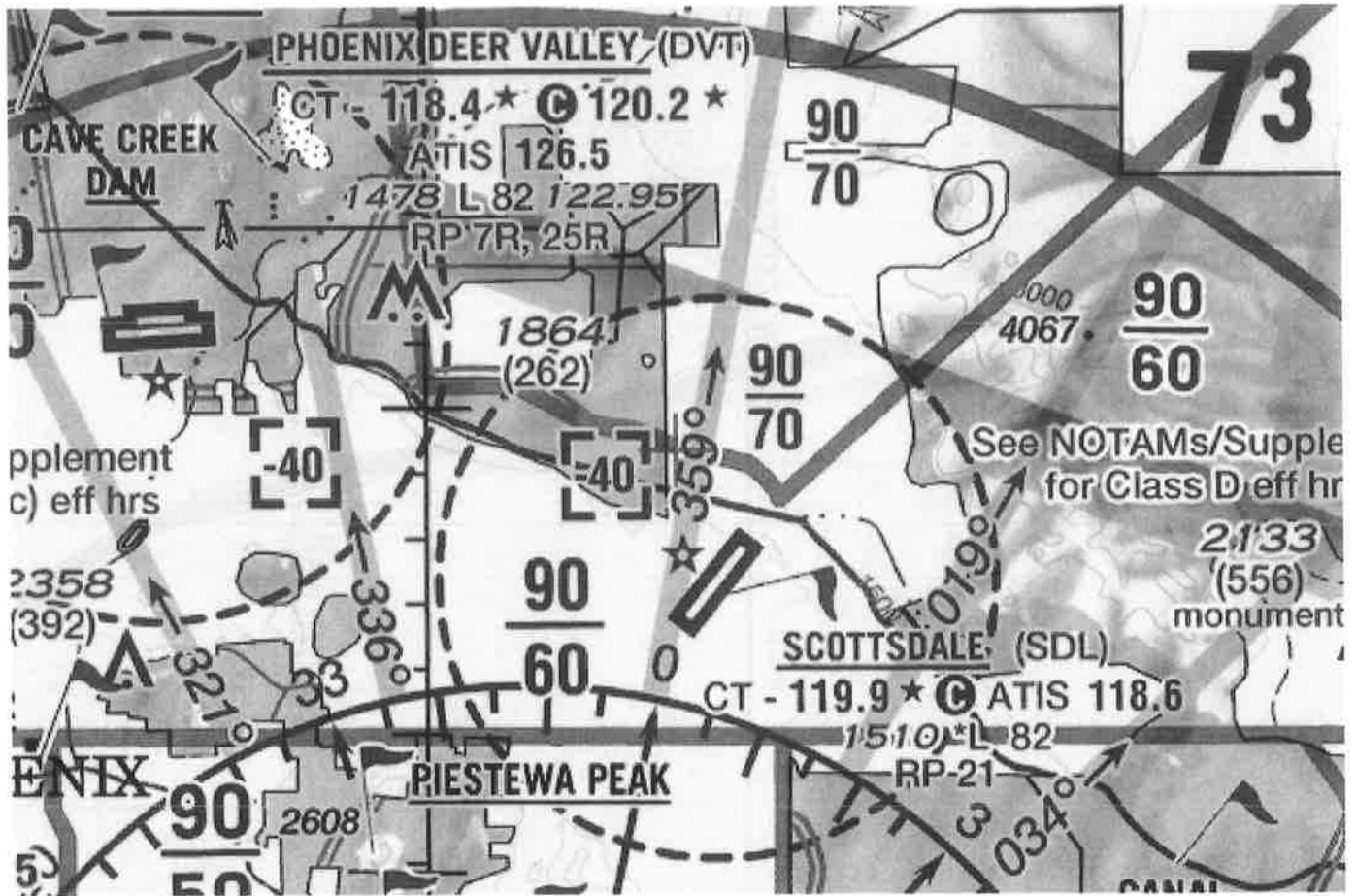
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6575-OE



Sectional Map for ASN 2022-AWP-6575-OE





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

Aeronautical Study No.
 2022-AWP-6576-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 3 Elevator South East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-20.32N NAD 83
Longitude:	111-55-21.99W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6576-OE.

Signature Control No: 519801334-538894371

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6576-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN Exceeds the SDL Section 77.19(b) Surface By (feet):

2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

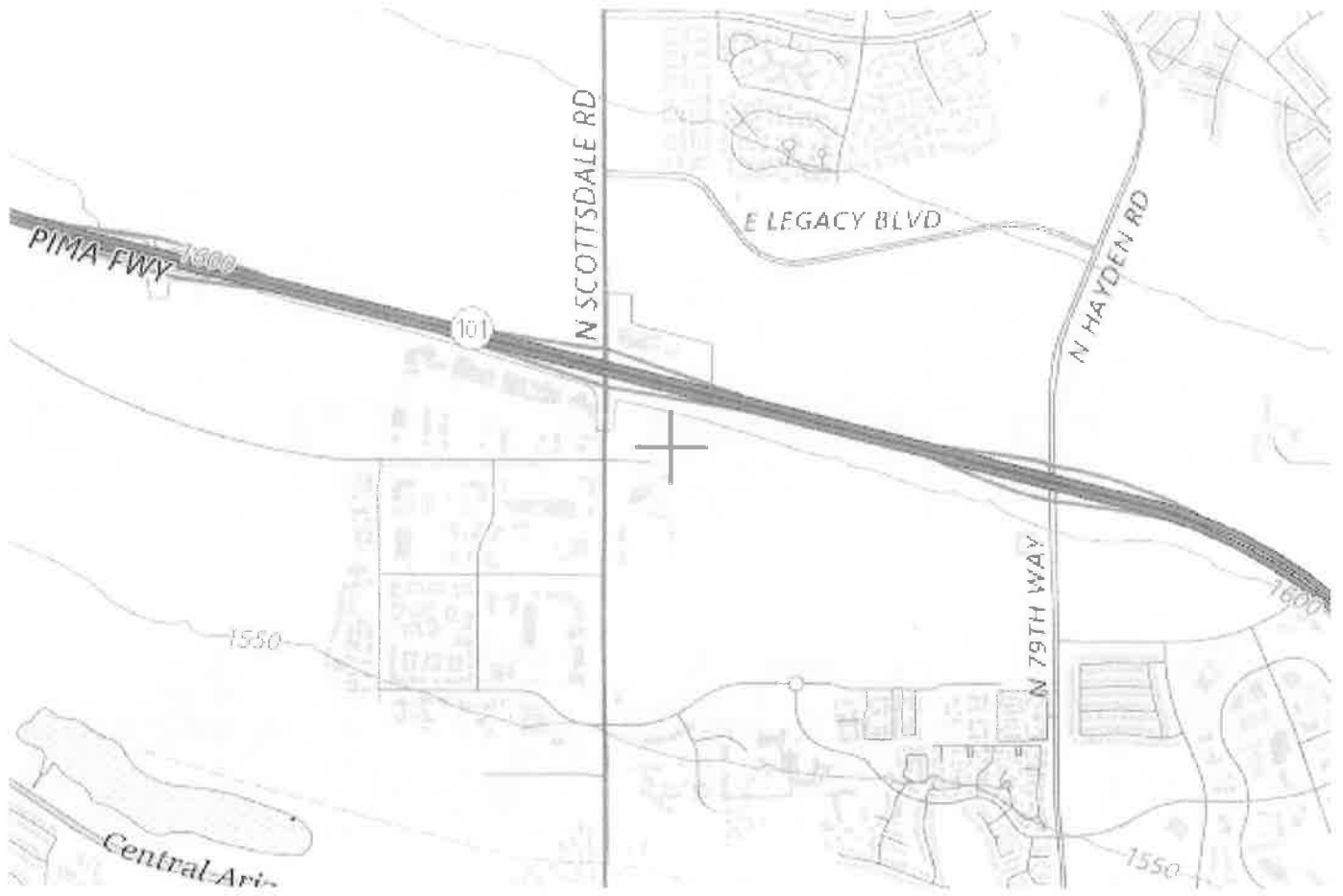
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

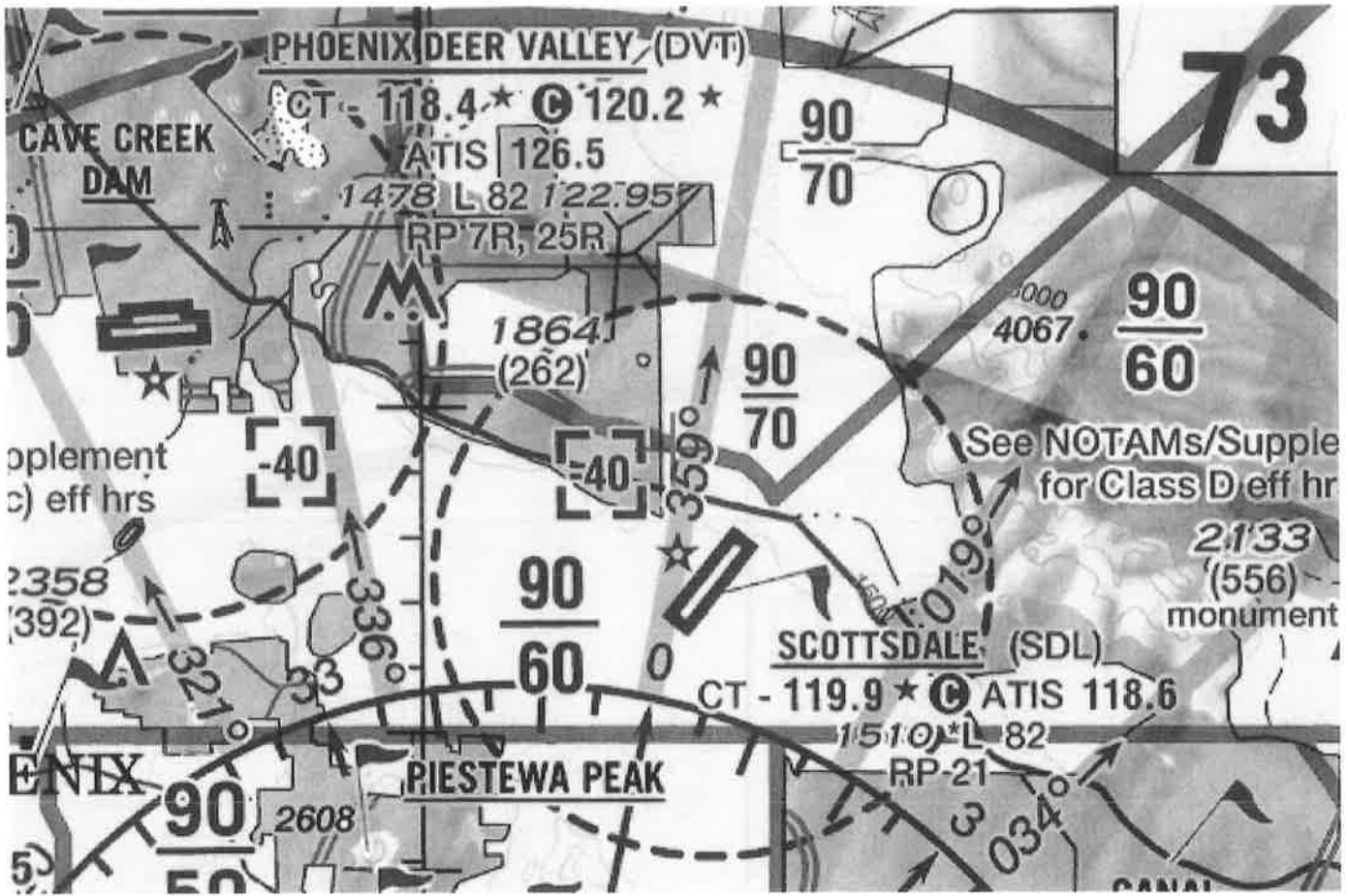
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6576-OE



Sectional Map for ASN 2022-AWP-6576-OE





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

Aeronautical Study No.
 2022-AWP-6577-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 3 Elevator North East Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-20.54N NAD 83
 Longitude: 111-55-21.99W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6577-OE.

Signature Control No: 519801339-538896484

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6577-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

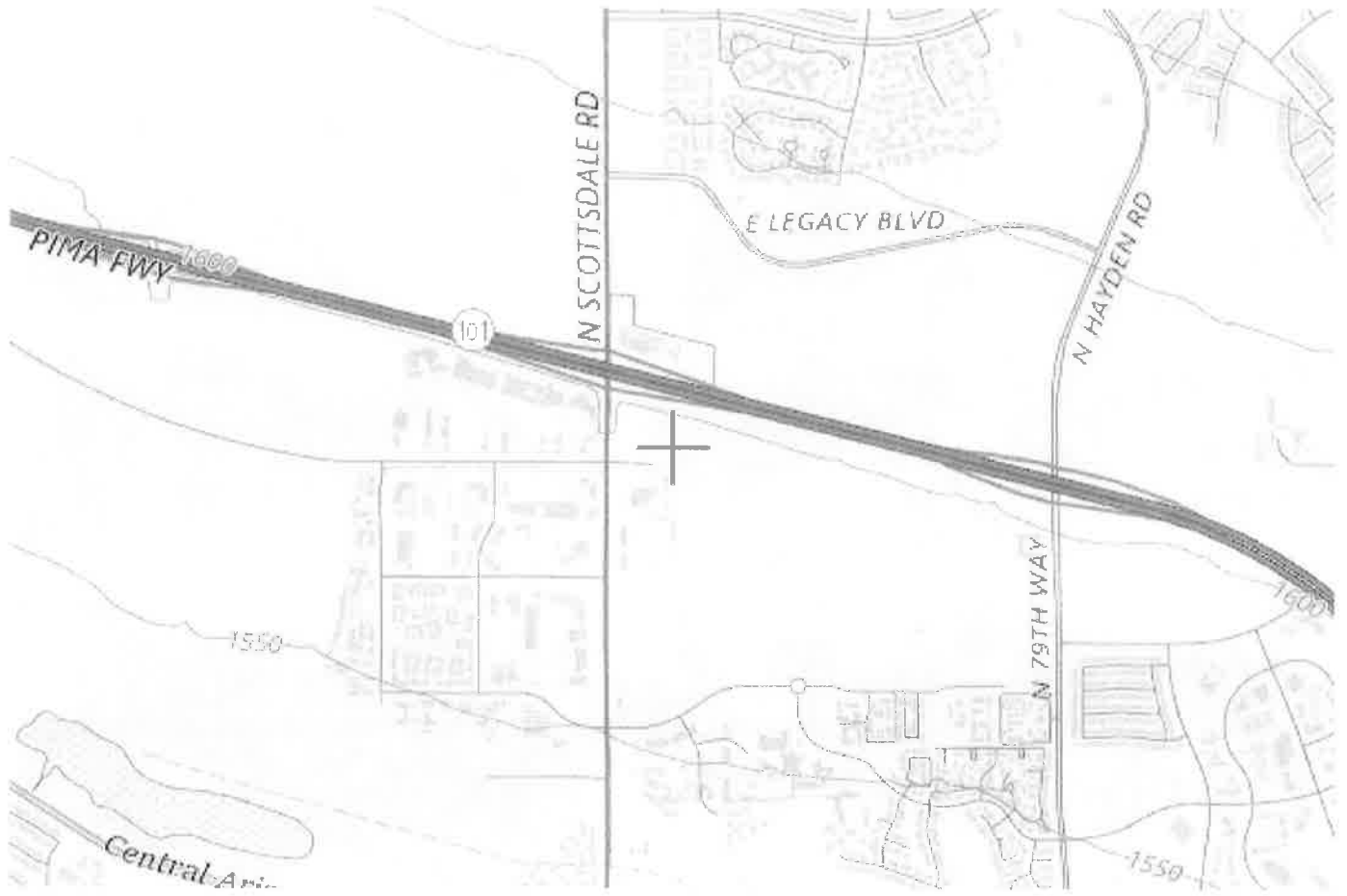
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

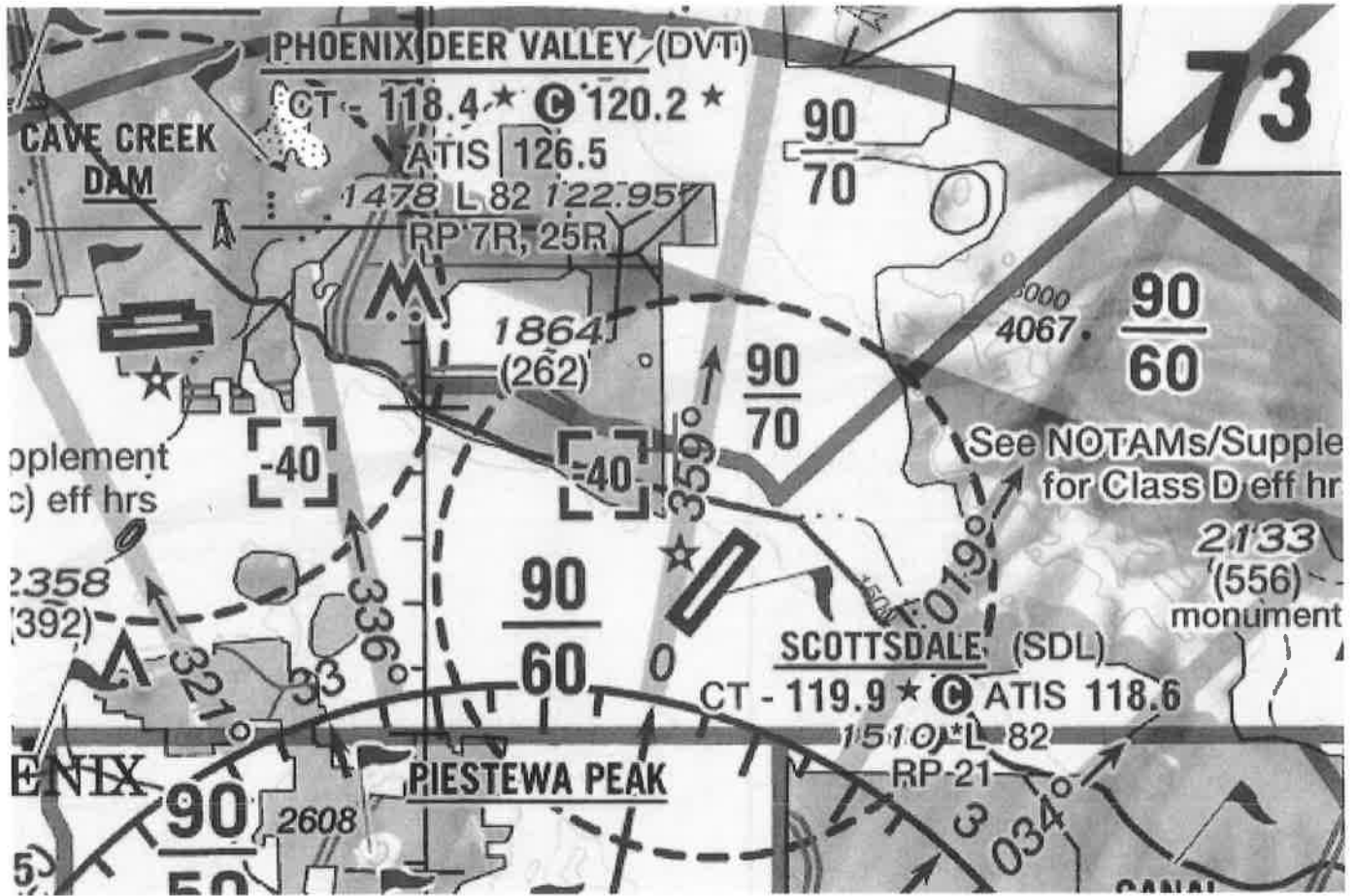
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6577-OE



Sectional Map for ASN 2022-AWP-6577-OE





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

Aeronautical Study No.
 2022-AWP-6578-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 4 Elevator North West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-21.95N NAD 83
Longitude:	111-55-17.82W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6578-OE.

Signature Control No: 519801355-538896491

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6578-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
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2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
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2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
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2022-AWP-6572-OE	15
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2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet. There are no effects on the VFR traffic pattern. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.
- c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

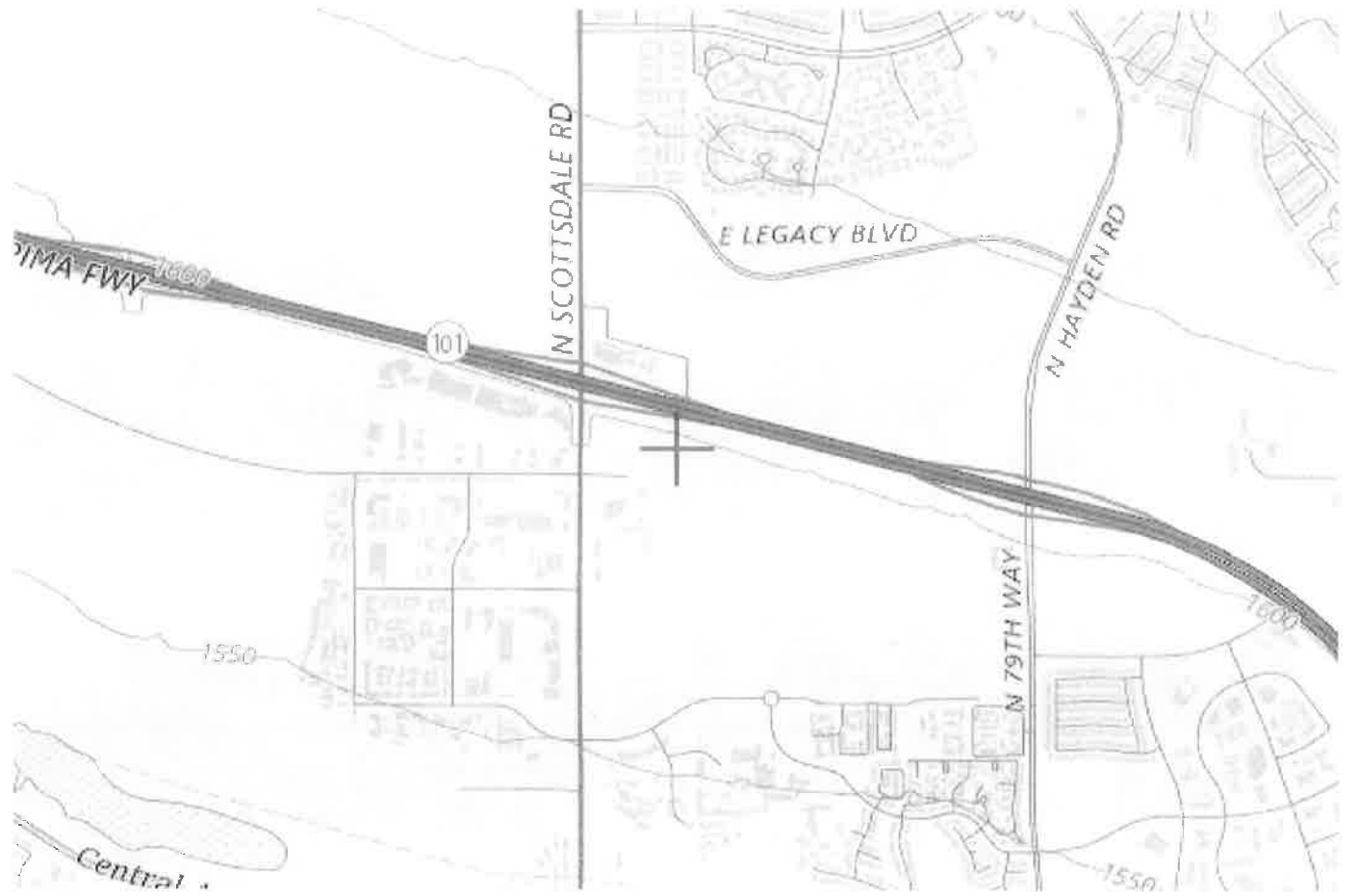
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

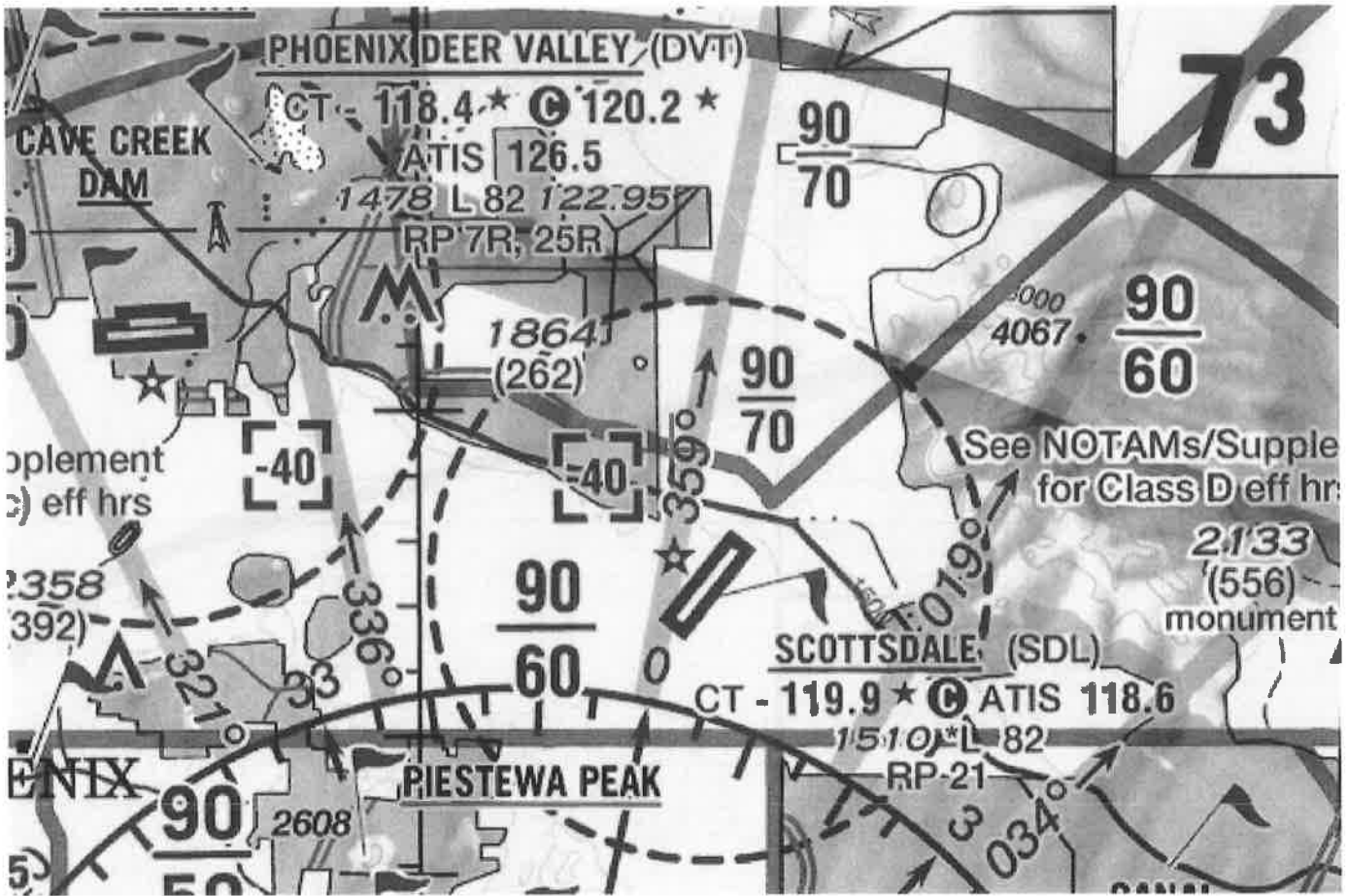
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6578-OE



Sectional Map for ASN 2022-AWP-6578-OE





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

Aeronautical Study No.
 2022-AWP-6579-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 4 Elevator South West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-21.65N NAD 83
Longitude:	111-55-17.82W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6579-OE.

Signature Control No: 519801422-538896486

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6579-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN Exceeds the SDL Section 77.19(b) Surface By (feet):

2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

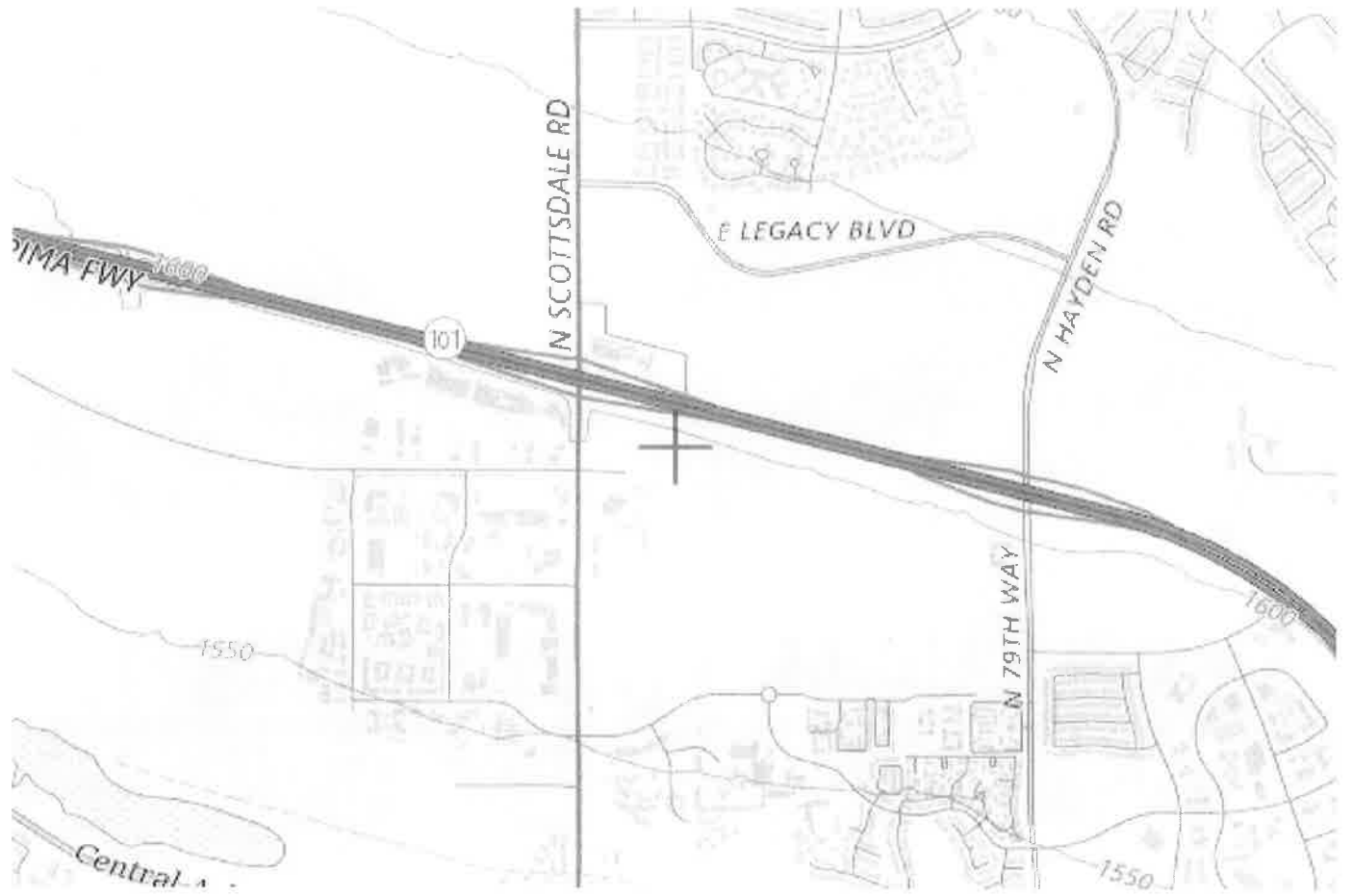
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

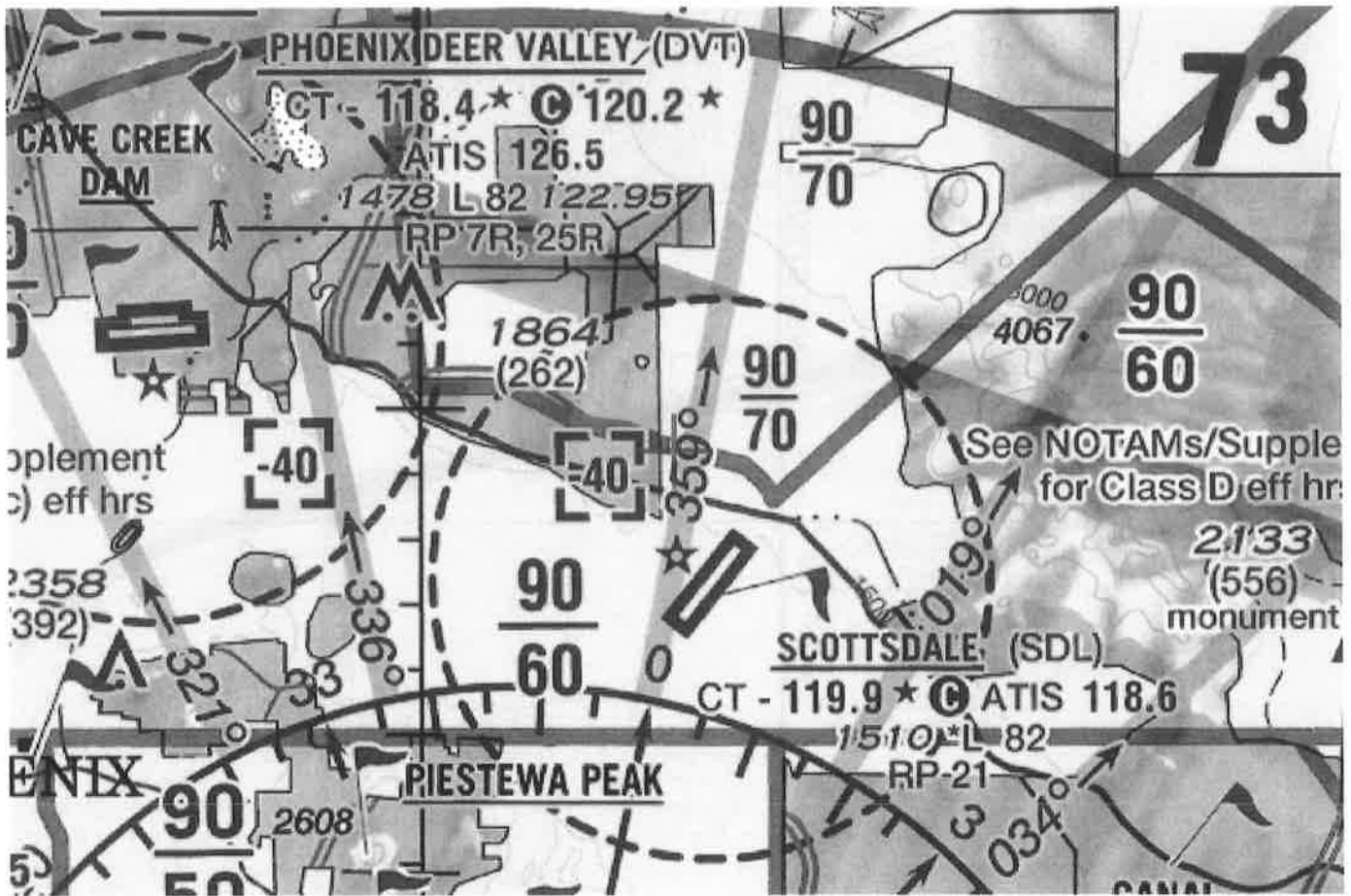
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6579-OE



Sectional Map for ASN 2022-AWP-6579-OE





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

Aeronautical Study No.
 2022-AWP-6580-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 4 Elevator South East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-21.65N NAD 83
Longitude:	111-55-17.56W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6580-OE.

Signature Control No: 519801458-538894375

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6580-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	
Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace		

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
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2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
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2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
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2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

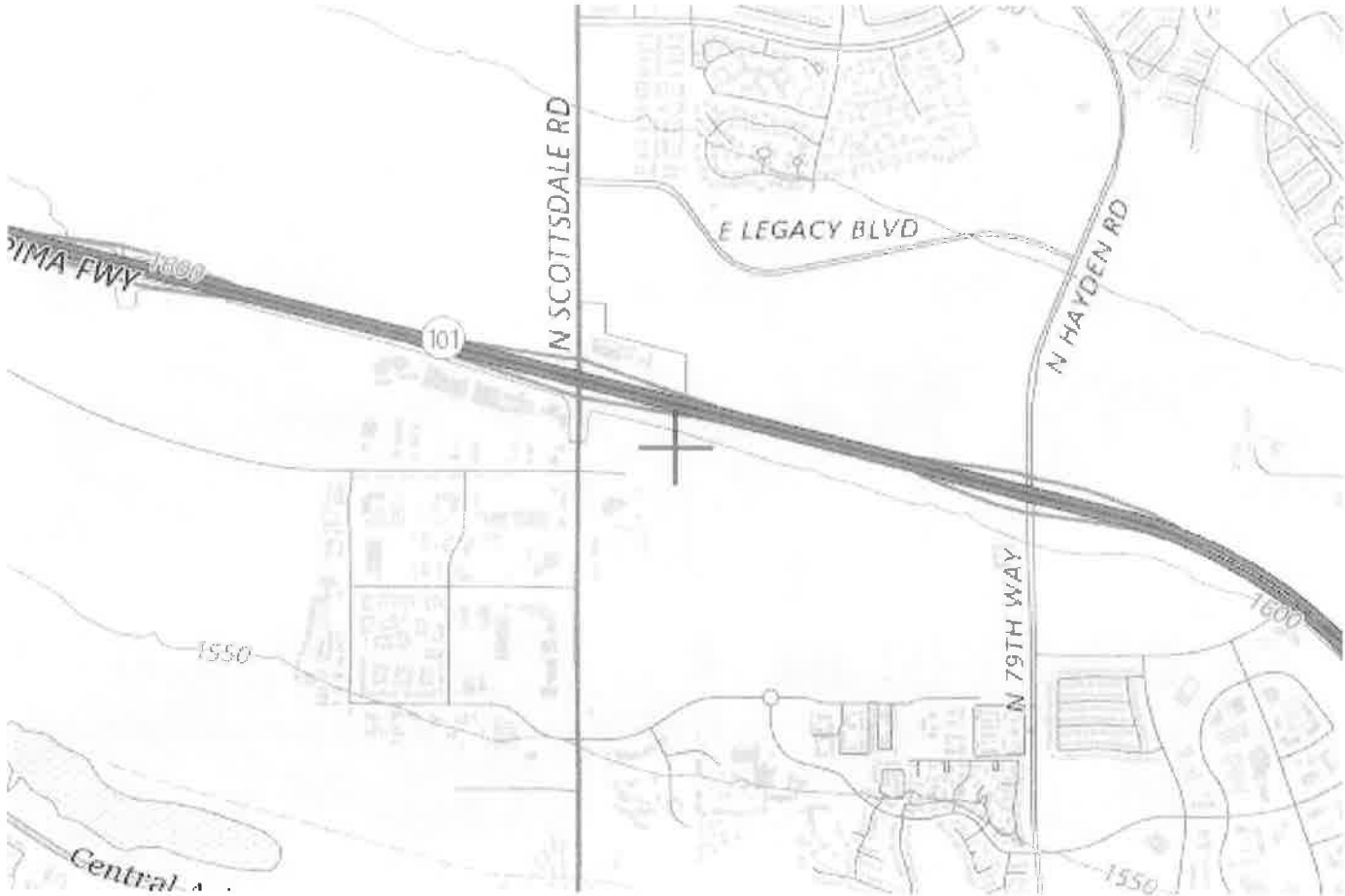
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

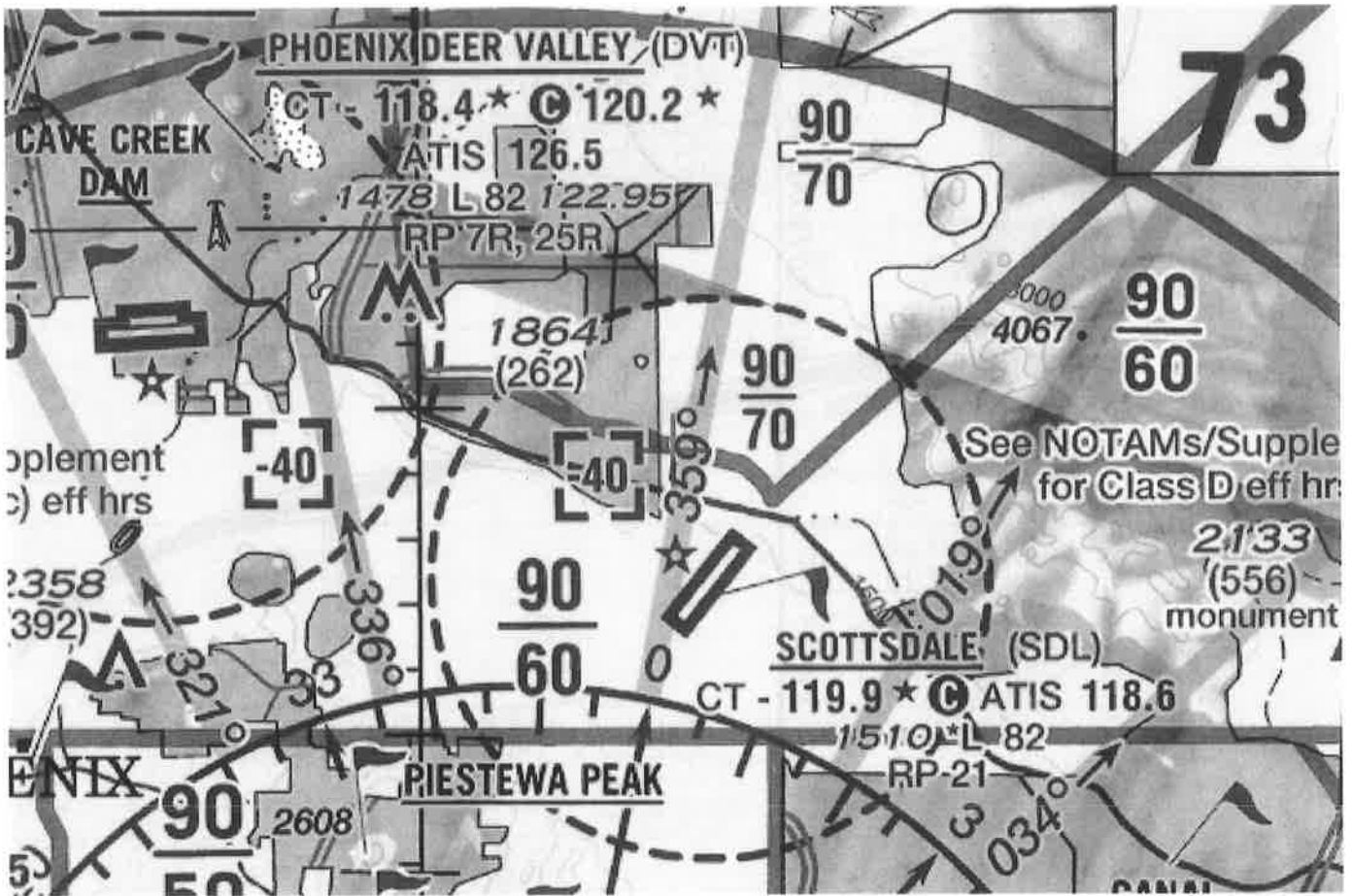
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6580-OE



Sectional Map for ASN 2022-AWP-6580-OE





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

Aeronautical Study No.
 2022-AWP-6581-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 4 Elevator North East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-21.95N NAD 83
Longitude:	111-55-17.56W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6581-OE.

Signature Control No: 519801511-538894373

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6581-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
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2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
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2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
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2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet. There are no effects on the VFR traffic pattern. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.
- c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

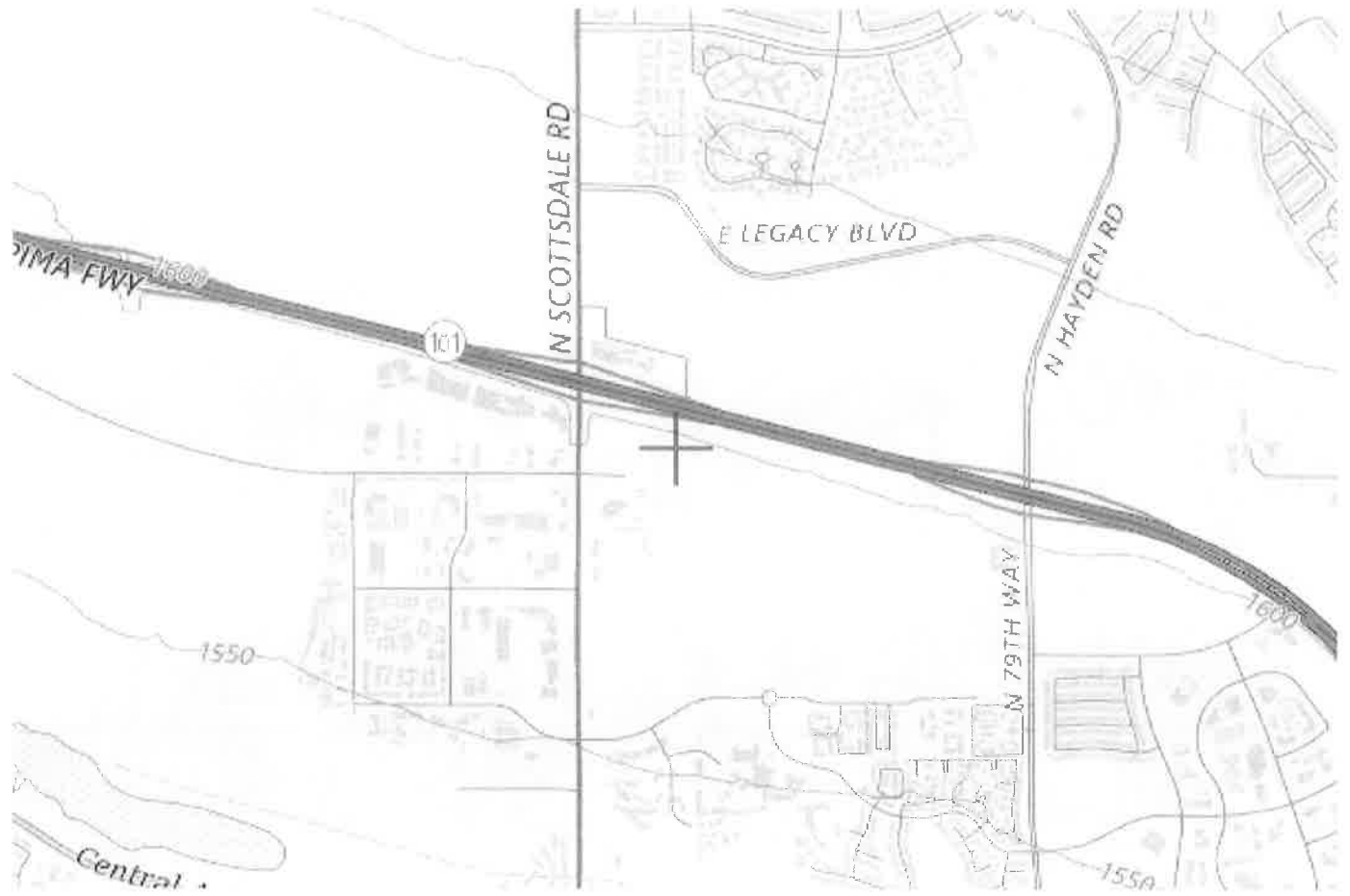
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

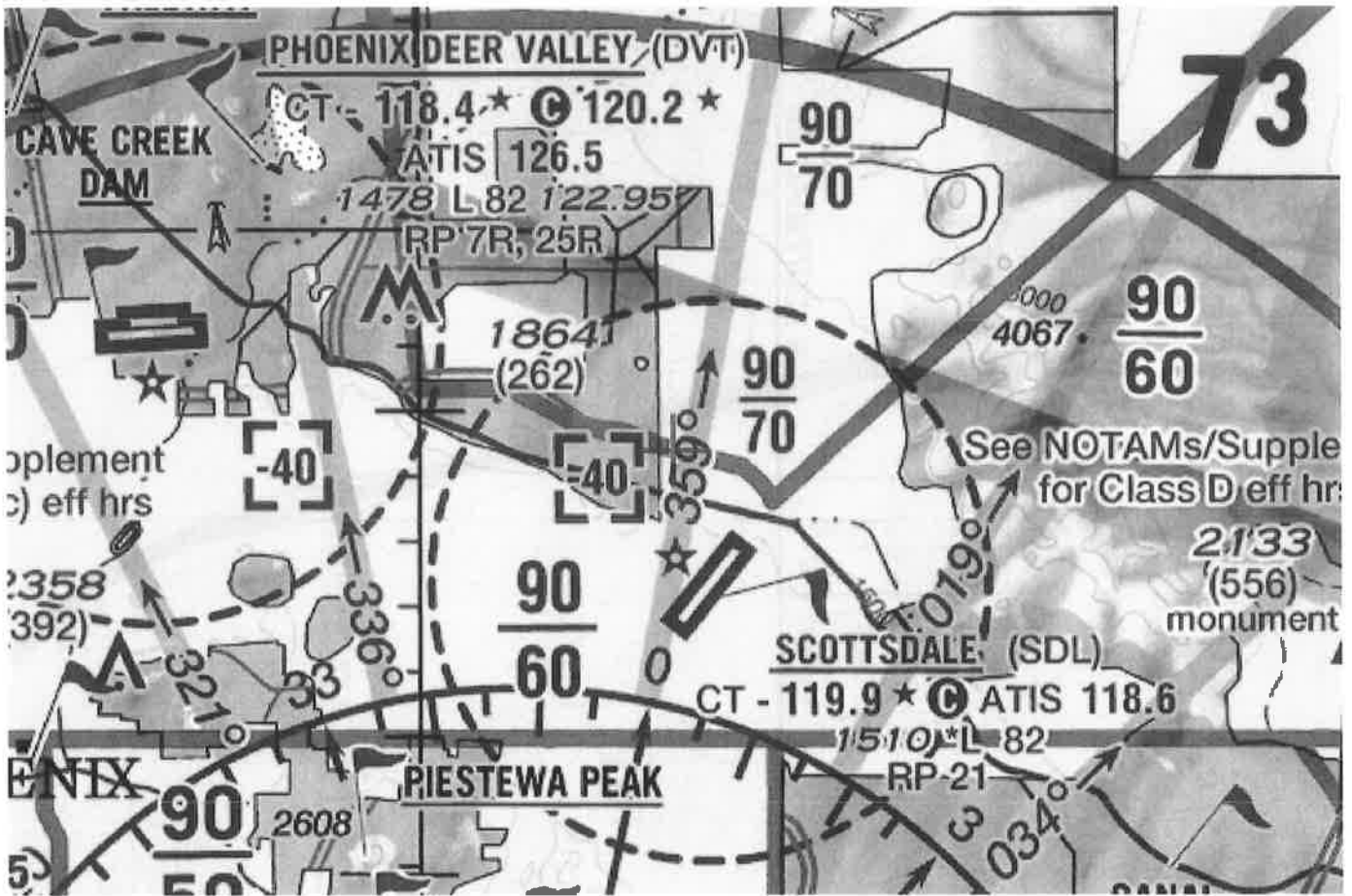
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6581-OE



Sectional Map for ASN 2022-AWP-6581-OE





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

Aeronautical Study No.
 2022-AWP-6582-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 5 Elevator North West Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-23.29N NAD 83
 Longitude: 111-55-21.64W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6582-OE.

Signature Control No: 519801538-538896489

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6582-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
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2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
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2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

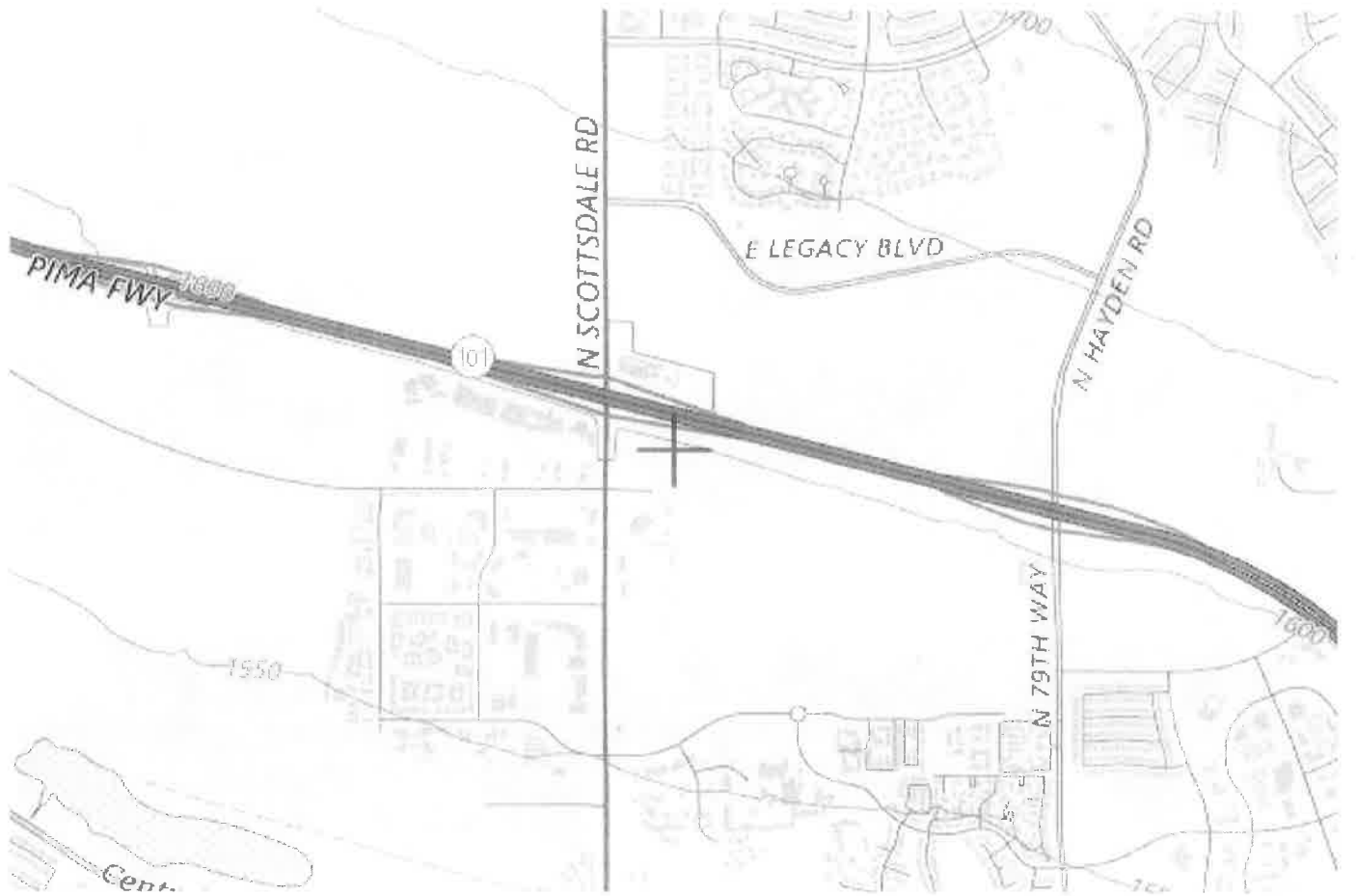
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

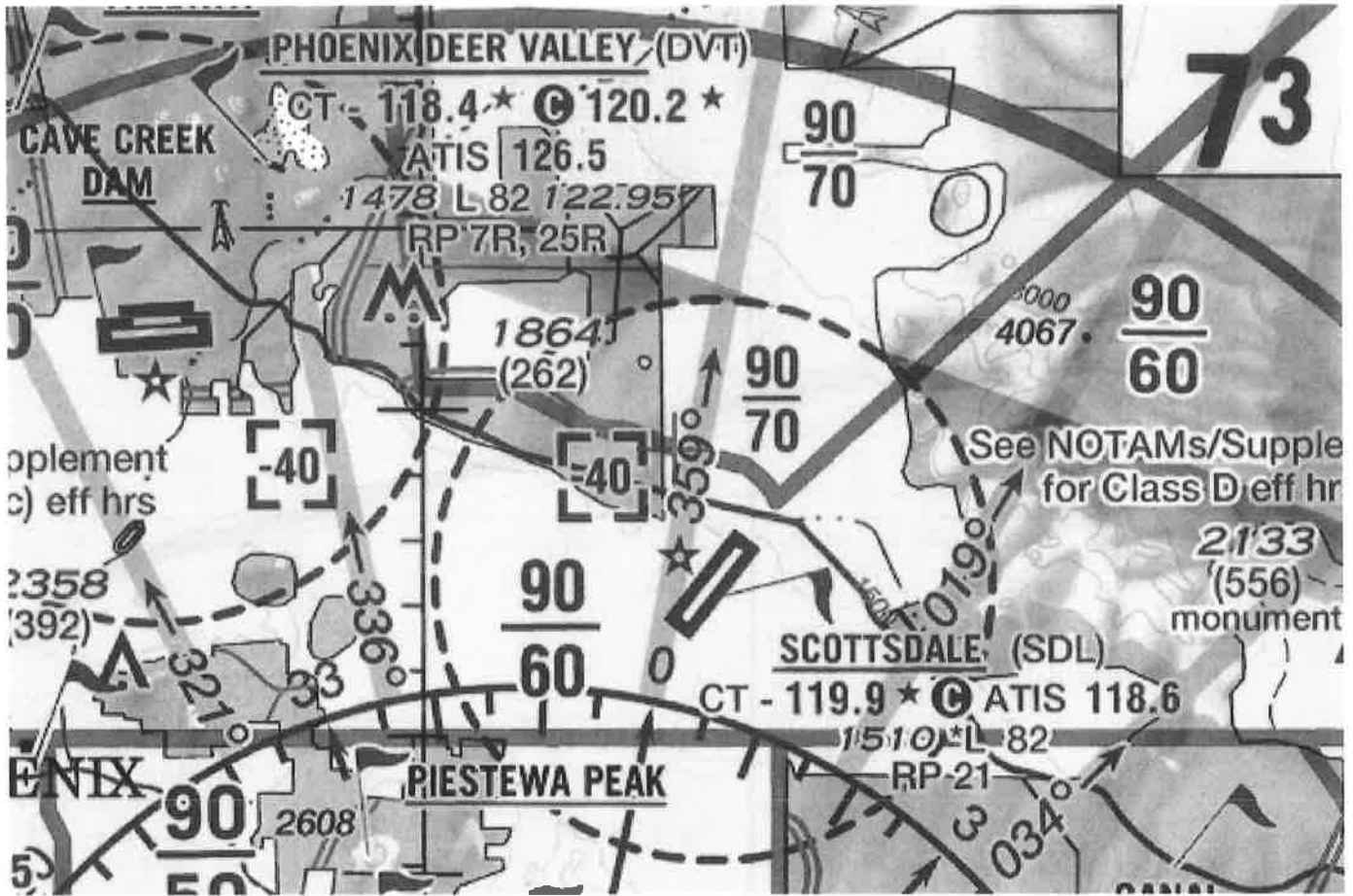
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2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6582-OE



Sectional Map for ASN 2022-AWP-6582-OE





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

Aeronautical Study No.
 2022-AWP-6583-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 5 Elevator South West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.06N NAD 83
Longitude:	111-55-21.64W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6583-OE.

Signature Control No: 519801549-538896494

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6583-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

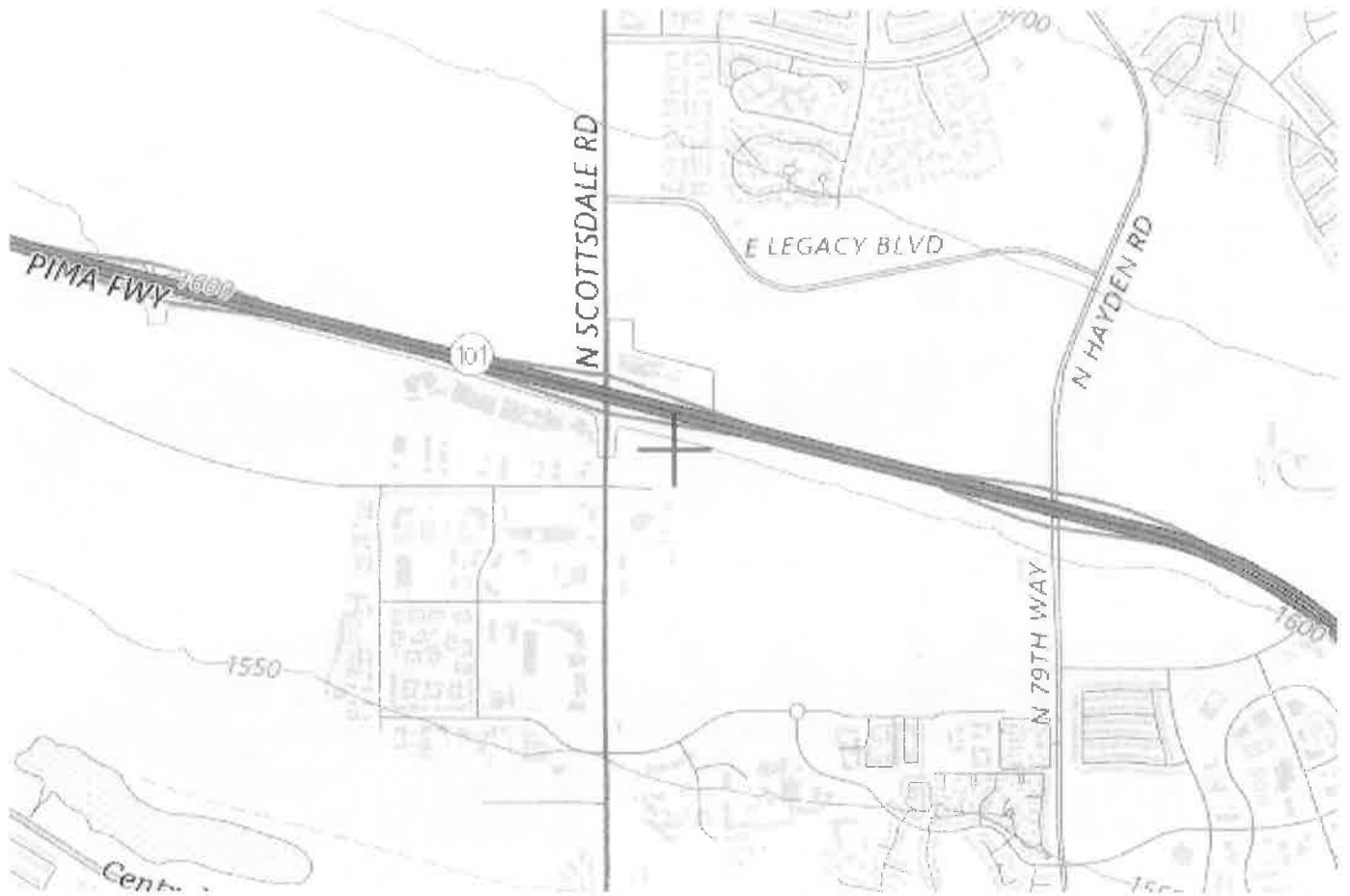
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

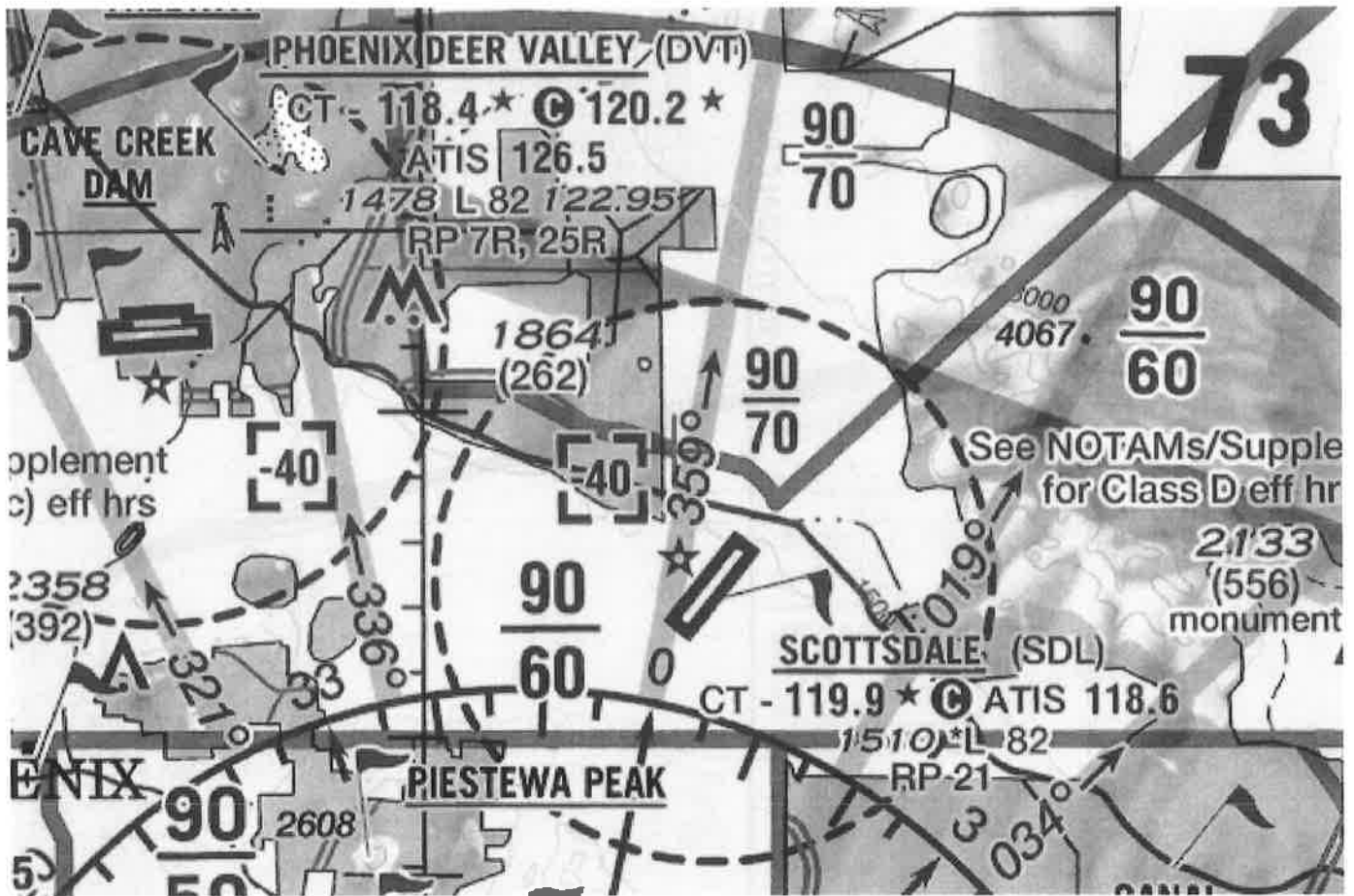
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6583-OE



Sectional Map for ASN 2022-AWP-6583-OE





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

Aeronautical Study No.
 2022-AWP-6584-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 5 Elevator South East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.06N NAD 83
Longitude:	111-55-21.29W
Heights:	1598 feet site elevation (SE) 143 feet above ground level (AGL) 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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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.

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6584-OE.

Signature Control No: 519801602-538896495

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6584-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet. There are no effects on the VFR traffic pattern. There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.
- b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.
- c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

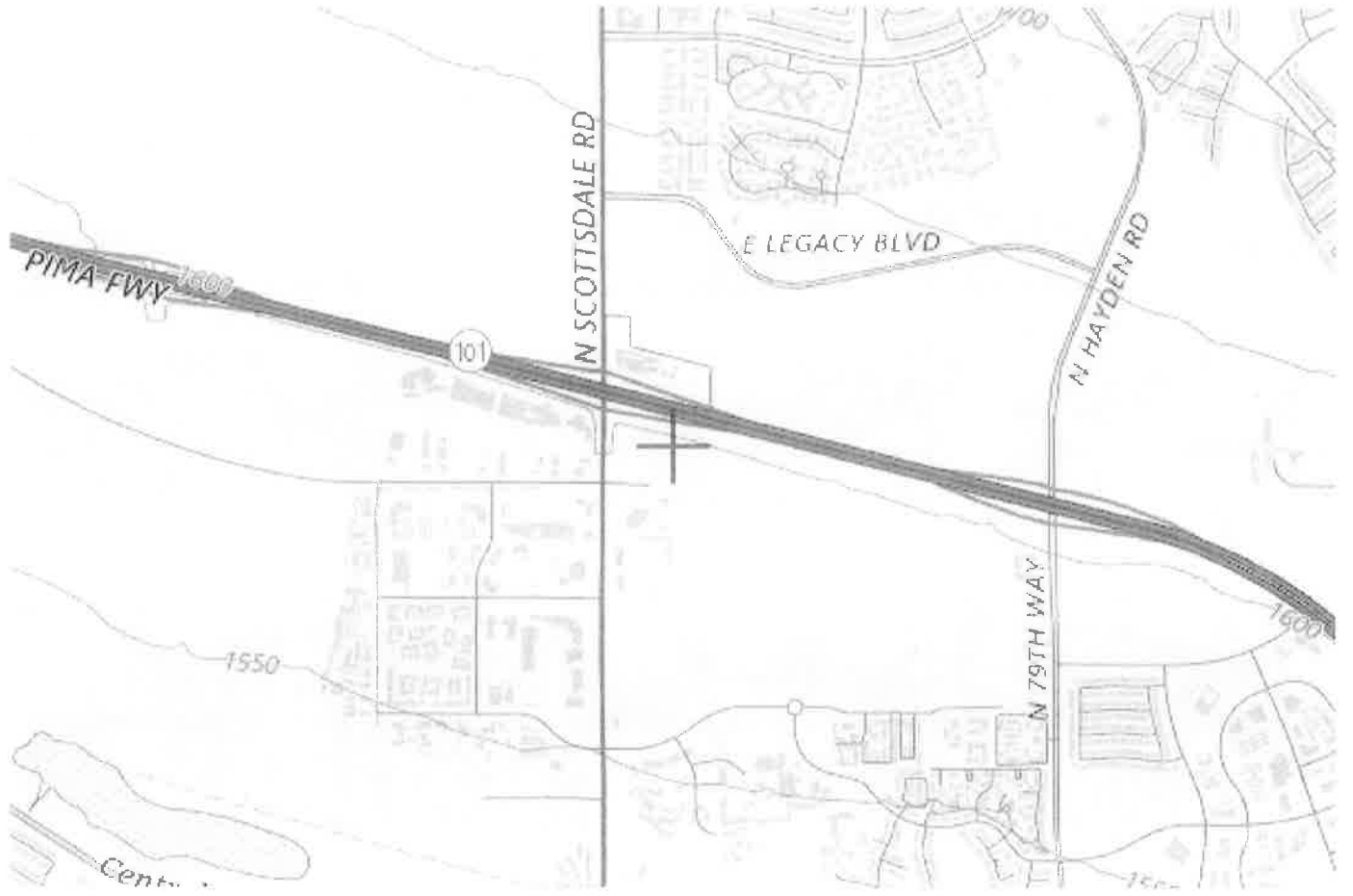
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6584-OE





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

Aeronautical Study No.
 2022-AWP-6585-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 5 Elevator North East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-23.29N NAD 83
Longitude:	111-55-21.29W
Heights:	1598 feet site elevation (SE) 143 feet above ground level (AGL) 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6585-OE.

Signature Control No: 519801672-538896487

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6585-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

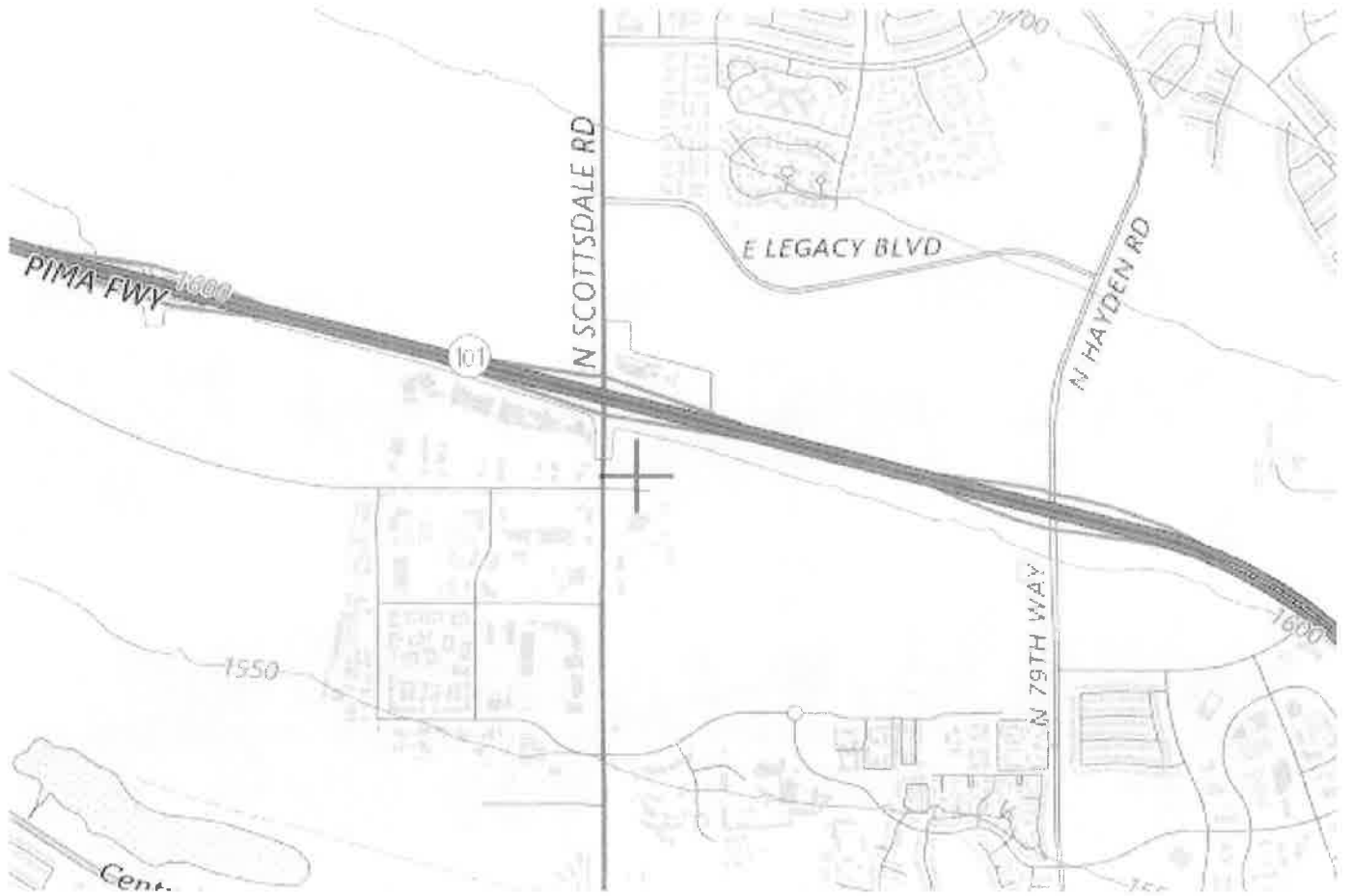
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

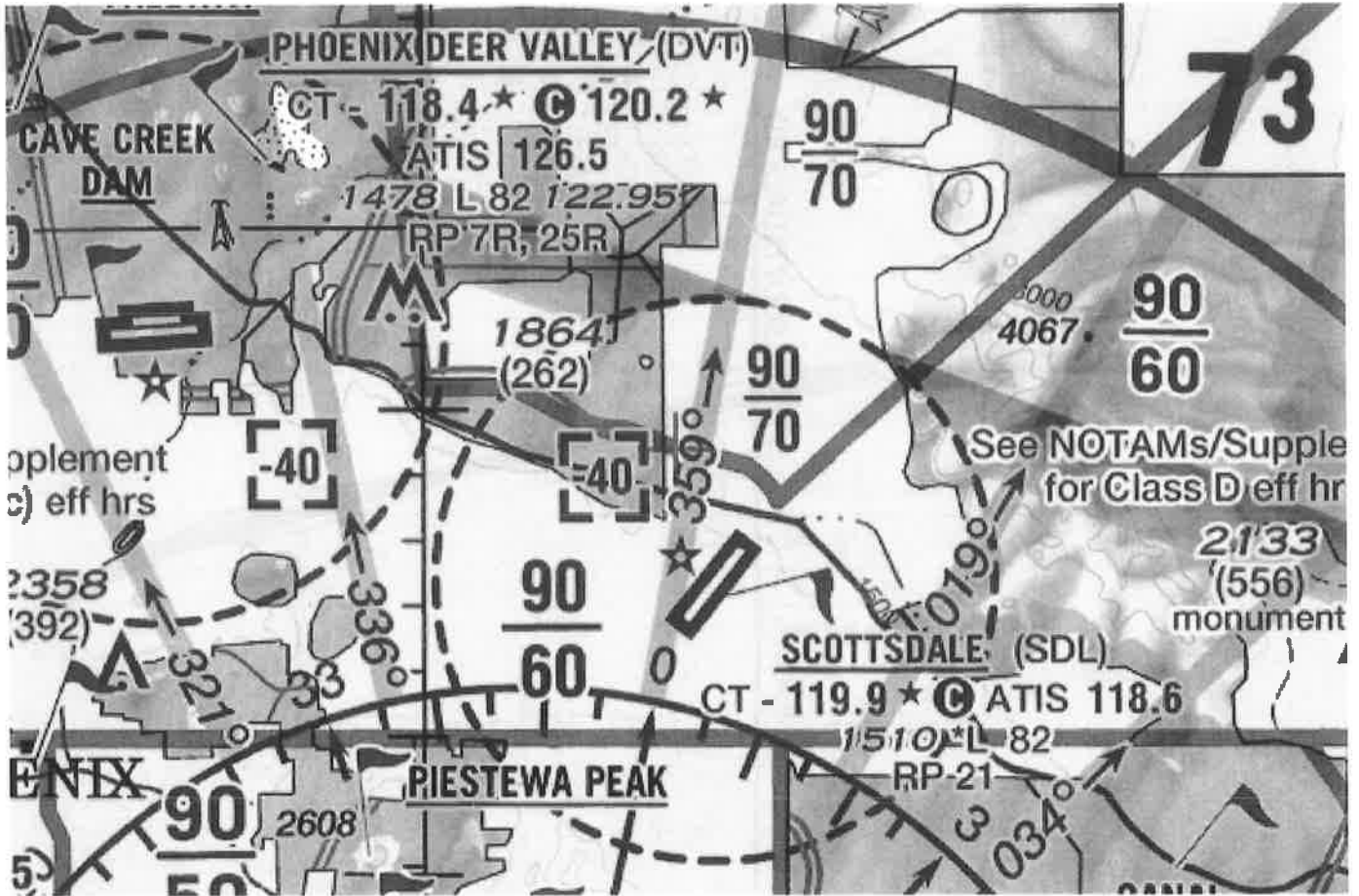
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6585-OE



Sectional Map for ASN 2022-AWP-6585-OE





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

Aeronautical Study No.
 2022-AWP-6586-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 6 Elevator North West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-24.47N NAD 83
Longitude:	111-55-25.54W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6586-OE.

Signature Control No: 519801686-538896499

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6586-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
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2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
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2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
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2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

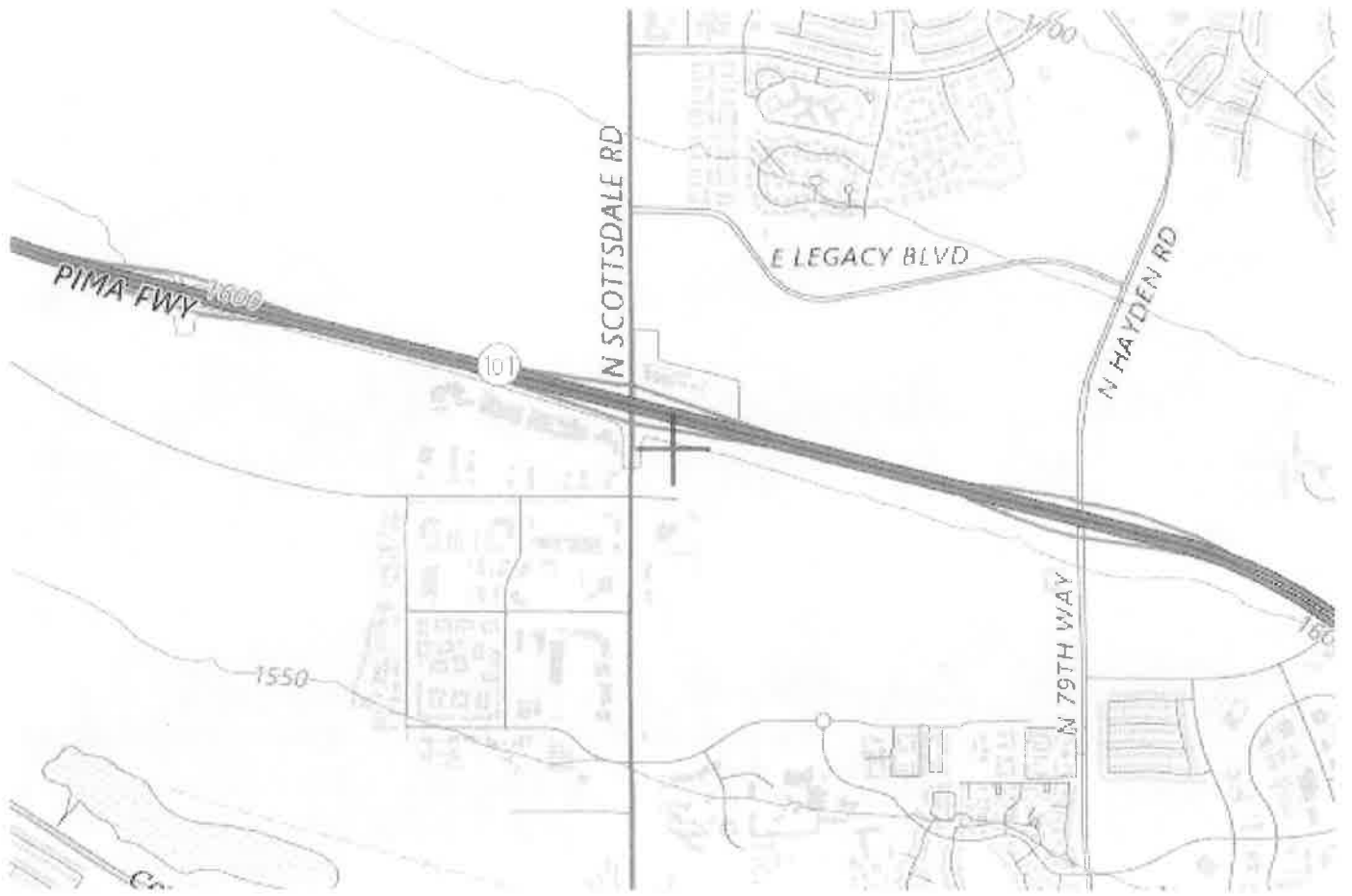
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

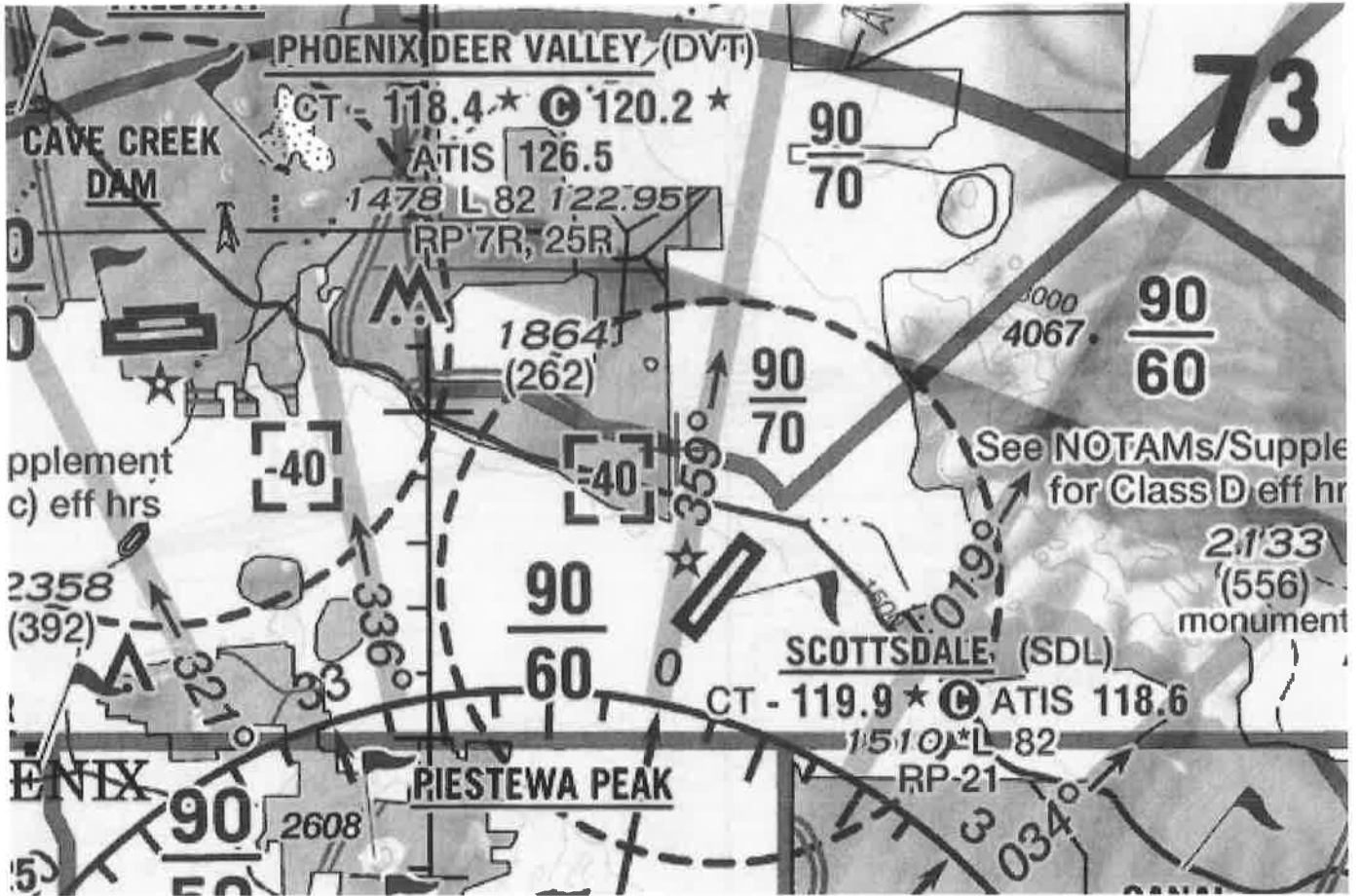
- 2022-AWP-6567-OE
- 2022-AWP-6571-OE
- 2022-AWP-6576-OE
- 2022-AWP-6580-OE
- 2022-AWP-6581-OE
- 2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6586-OE



Sectional Map for ASN 2022-AWP-6586-OE





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

Aeronautical Study No.
 2022-AWP-6587-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 6 Elevator South West Corner
Location:	Scottsdale, AZ
Latitude:	33-39-24.25N NAD 83
Longitude:	111-55-25.54W
Heights:	1598 feet site elevation (SE)
	143 feet above ground level (AGL)
	1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6587-OE.

Signature Control No: 519801700-538896488

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6587-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
2022-AWP-6584-OE	Building 5 Elevator South East Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.29W
2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
2022-AWP-6562-OE	1
2022-AWP-6565-OE	18
2022-AWP-6567-OE	1
2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
2022-AWP-6581-OE	31
2022-AWP-6582-OE	15
2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

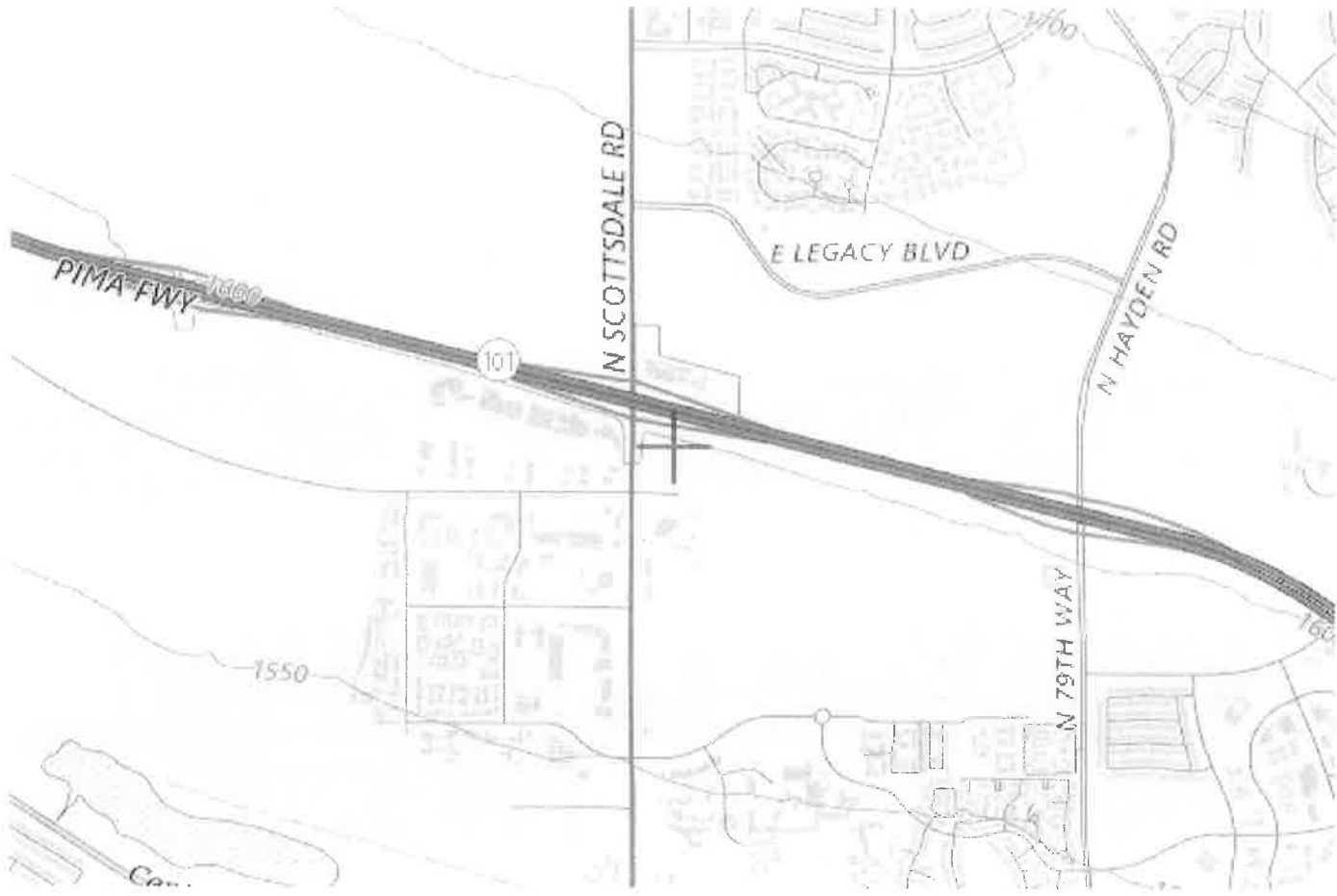
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

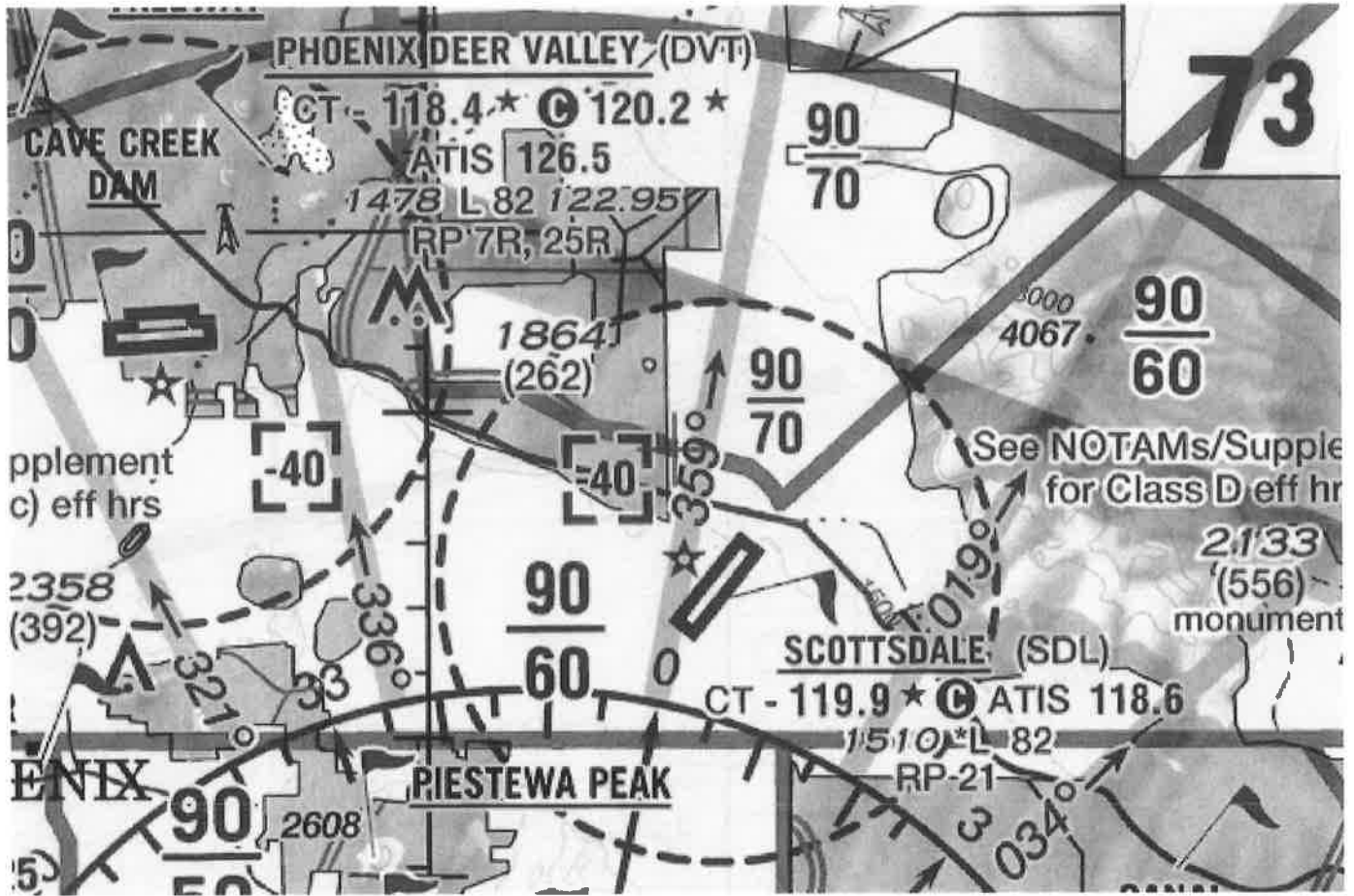
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6587-OE



Sectional Map for ASN 2022-AWP-6587-OE





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

Aeronautical Study No.
 2022-AWP-6588-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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:	Multi-unit Housing Building 6 Elevator South East Corner
Location:	Scottsdale, AZ
Latitude:	33-39-24.25N NAD 83
Longitude:	111-55-25.19W
Heights:	1598 feet site elevation (SE) 143 feet above ground level (AGL) 1741 feet above mean sea level (AMSL)

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

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)

See attachment for additional condition(s) or information.

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

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6588-OE.

Signature Control No: 519801760-538896492

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6588-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
2022-AWP-6577-OE	Building 3 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-21.99W
2022-AWP-6578-OE	Building 4 Elevator North West Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.82W
2022-AWP-6579-OE	Building 4 Elevator South West Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.82W
2022-AWP-6580-OE	Building 4 Elevator South East Corner	/ 143 / 1741	/ 33-39-21.65N / 111-55-17.56W
2022-AWP-6581-OE	Building 4 Elevator North East Corner	/ 143 / 1741	/ 33-39-21.95N / 111-55-17.56W
2022-AWP-6582-OE	Building 5 Elevator North West Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.64W
2022-AWP-6583-OE	Building 5 Elevator South West Corner	/ 143 / 1741	/ 33-39-23.06N / 111-55-21.64W
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2022-AWP-6585-OE	Building 5 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.29N / 111-55-21.29W
2022-AWP-6586-OE	Building 6 Elevator North West Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.54W
2022-AWP-6587-OE	Building 6 Elevator South West Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.54W
2022-AWP-6588-OE	Building 6 Elevator South East Corner	/ 143 / 1741	/ 33-39-24.25N / 111-55-25.19W
2022-AWP-6589-OE	Building 6 Elevator North East Corner	/ 143 / 1741	/ 33-39-24.47N / 111-55-25.19W

2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

ASN	Exceeds the SDL Section 77.19(b) Surface By (feet):
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2022-AWP-6568-OE	1
2022-AWP-6569-OE	1
2022-AWP-6570-OE	13
2022-AWP-6571-OE	14
2022-AWP-6572-OE	15
2022-AWP-6573-OE	14
2022-AWP-6574-OE	24
2022-AWP-6575-OE	25
2022-AWP-6576-OE	26
2022-AWP-6577-OE	25
2022-AWP-6578-OE	30
2022-AWP-6579-OE	31
2022-AWP-6580-OE	32
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2022-AWP-6583-OE	16
2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

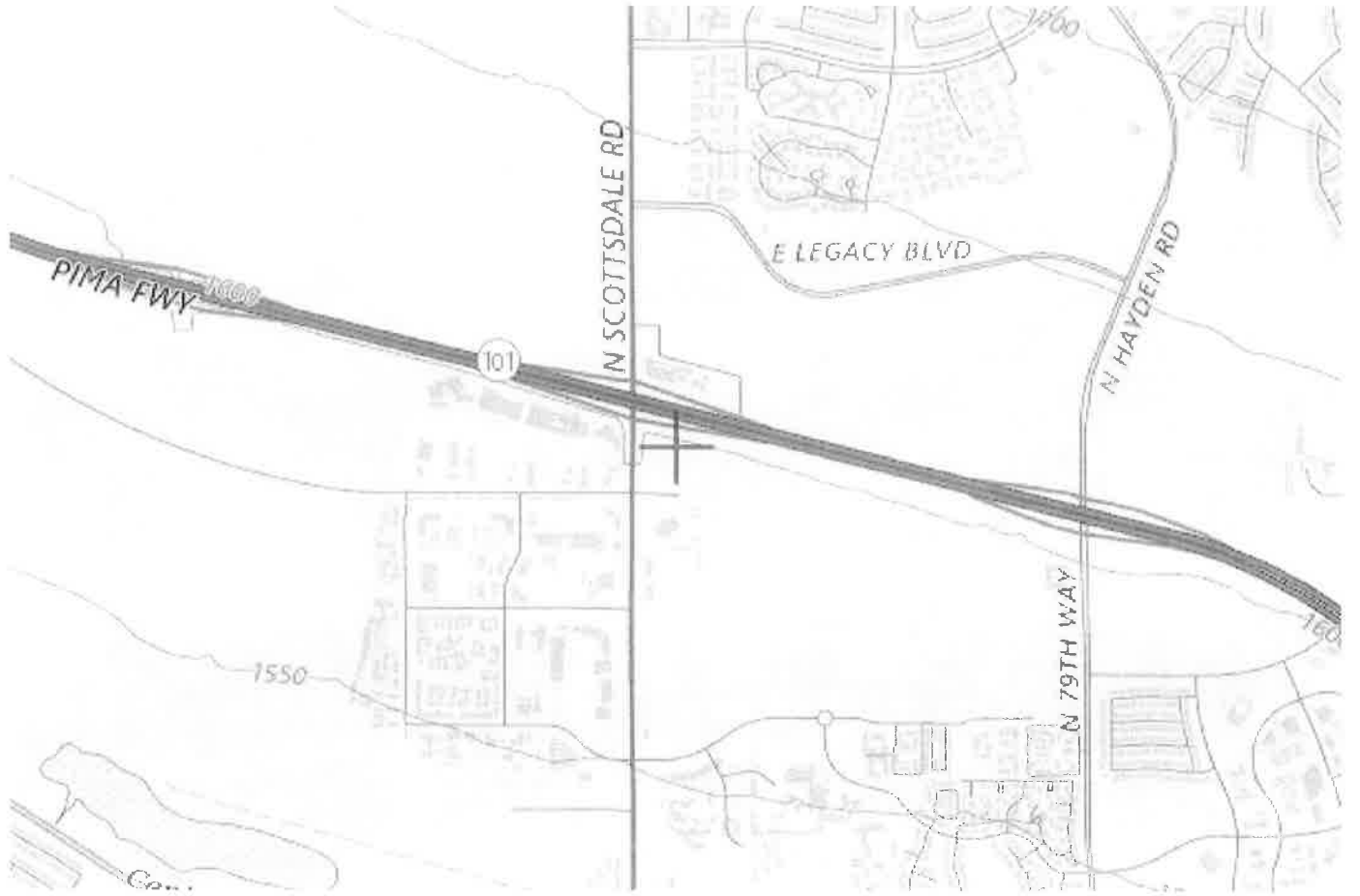
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

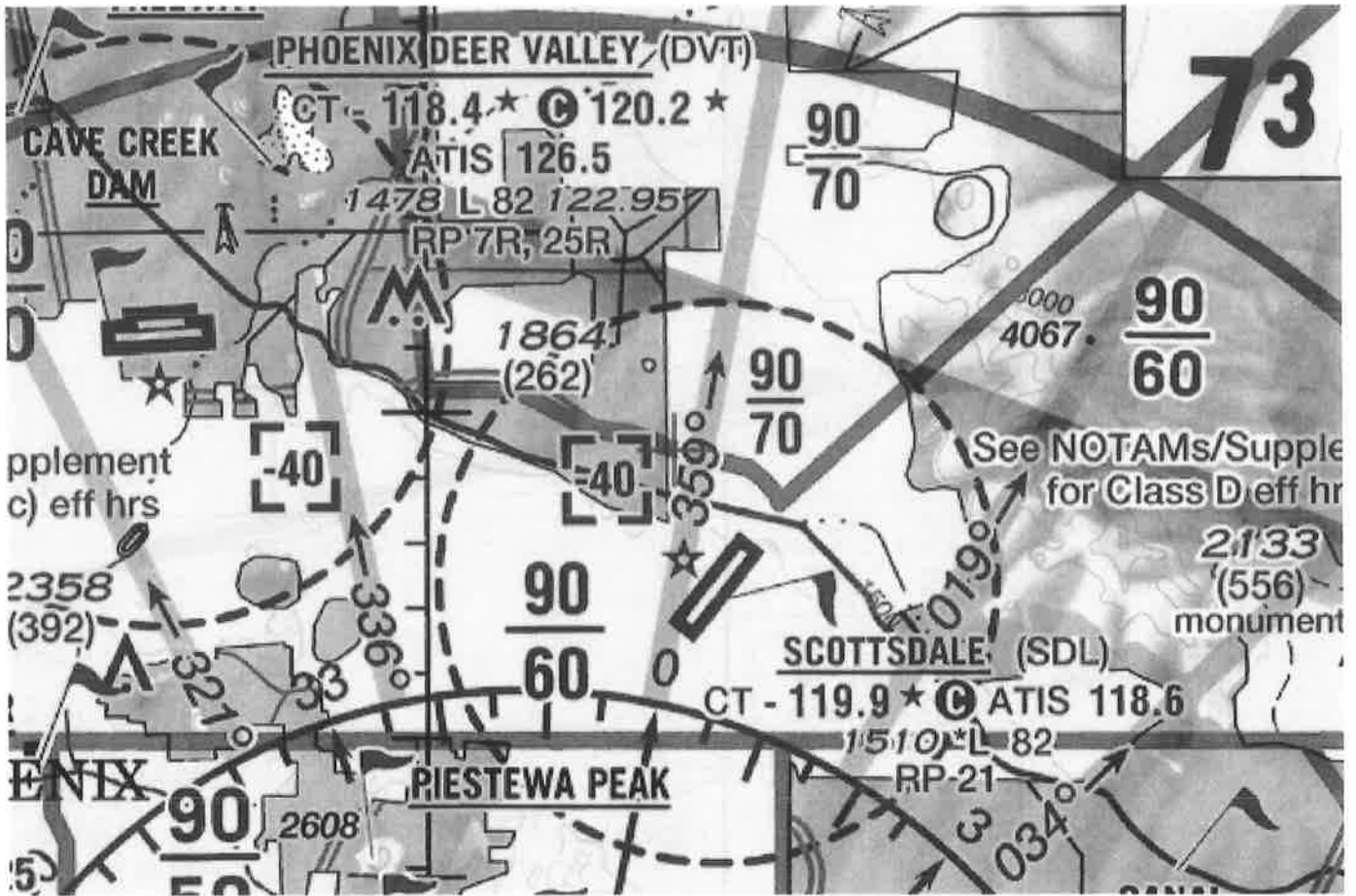
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

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

TOPO Map for ASN 2022-AWP-6588-OE



Sectional Map for ASN 2022-AWP-6588-OE





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

Aeronautical Study No.
 2022-AWP-6589-OE

Issued Date: 06/23/2022

Thaddeus Lenick
 DCH Development Inc
 7157 E Rancho Vista Drive
 Suite 109
 Scottsdale, AZ 85251

**** 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: Multi-unit Housing Building 6 Elevator North East Corner
 Location: Scottsdale, AZ
 Latitude: 33-39-24.47N NAD 83
 Longitude: 111-55-25.19W
 Heights: 1598 feet site elevation (SE)
 143 feet above ground level (AGL)
 1741 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 12/23/2023 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before July 23, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on August 02, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative

impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Paul Holmquist, at (206) 231-2990, or paul.holmquist@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-AWP-6589-OE.

Signature Control No: 519801824-538894374

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-AWP-6589-OE

Abbreviations

AGL - above ground level	AMSL - above mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	NM - nautical mile
ASN- Aeronautical Study Number	CAT - category aircraft	NEH No Effect Height
MDA - minimum descent altitude	DER - departure end of runway	

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Safe, Efficient Use and Preservation of the Navigable Airspace

1. PROPOSED CONSTRUCTION DESCRIPTION

A 143 foot AGL (1741 AMSL) multiple building project is proposed near Scottsdale Airport (SDL), Scottsdale, AZ. The SDL airport elevation is 1510 AMSL. A total of 29 study points were submitted to the FAA for study. 25 of the studies were found to exceed Part 77 obstruction standards. At its closest point, the proposal would be 11,012 feet (1.81 NM) northwest of the SDL RWY 21 threshold. Separate determinations for each study can be found at the OE/AAA website (<http://oeaaa.faa.gov>).

The 25 proposed study points are assigned the following Aeronautical Study Number (ASNs) and are described as follows:

ASN	Structure Name	AGL/AMSL	Latitude/Longitude
2022-AWP-6562-OE	North East Corner	/ 120 / 1718	/ 33-39-23.68N / 111-55-17.09W
2022-AWP-6565-OE	Southeast Corner	/ 120 / 1718	/ 33-39-19.63N / 111-55-17.09W
2022-AWP-6567-OE	Building 1 Elevator South West Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.85W
2022-AWP-6568-OE	Building 1 Elevator South East Corner	/ 143 / 1741	/ 33-39-22.84N / 111-55-27.59W
2022-AWP-6569-OE	Building 1 Elevator North East Corner	/ 143 / 1741	/ 33-39-23.14N / 111-55-27.59W
2022-AWP-6570-OE	Building 2 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.61W
2022-AWP-6571-OE	Building 2 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.61W
2022-AWP-6572-OE	Building 2 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-26.26W
2022-AWP-6573-OE	Building 2 Elevator North East Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-26.25W
2022-AWP-6574-OE	Building 3 Elevator North West Corner	/ 143 / 1741	/ 33-39-20.54N / 111-55-22.35W
2022-AWP-6575-OE	Building 3 Elevator South West Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-22.35W
2022-AWP-6576-OE	Building 3 Elevator South East Corner	/ 143 / 1741	/ 33-39-20.32N / 111-55-21.99W
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2. OBSTRUCTION STANDARDS EXCEEDED

The proposed structure would exceed 14 CFR Part 77 standards as described below.

Section 77.19(b): Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet. The 25 structure studies penetrate the Scottsdale Airport (SDL) Conical Surface by the following:

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2022-AWP-6584-OE	17
2022-AWP-6585-OE	16
2022-AWP-6586-OE	1
2022-AWP-6587-OE	1
2022-AWP-6588-OE	2
2022-AWP-6589-OE	1

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed structures in this notice would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet.

There are no effects on the VFR traffic pattern.

There are no effects on any existing or proposed arrival, departure, or en route IFR/VFR minimum flight altitudes.

b. The impact on arrival, departure, and en route procedures for aircraft operating under IFR: None.

c. The cumulative impact of the proposed structure, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any significant adverse effect on existing or proposed

public-use or military airports or navigational facilities, nor would the proposals affect the capacity of any known existing or planned public-use or military airport.

The SDL Airport Master Record can be viewed/downloaded at <https://adip.faa.gov/agis/public/#/airportData/SDL> . It states there are 167 single-engine, 27 multi-engine, 137 jet, 26 helicopter, 0 military, 0 ultra- light and 0 glider aircraft based there with 202,564 operations for the 12 months ending 31 December 2020 (latest information).

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 9 May 2022 and no comments were received by 15 June 2022.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

It is determined that the proposed construction would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation provided the conditions set forth in this determination are met.

6. BASIS FOR DECISION

Study for possible effect disclosed that the proposed structure would not have a substantial adverse effect on any existing or proposed arrival or departure VFR or IFR operation or procedure. The proposed project would exceed the SDL Part 77 Conical Surface by a maximum of 32 feet, however, further study found no substantial adverse effect and no objections were received from the public. No other VFR were found and there are no IFR issues. There are no physical or electromagnetic effects on the operation of air navigation and communications facilities and there are no effects on any airspace and routes used by the military.

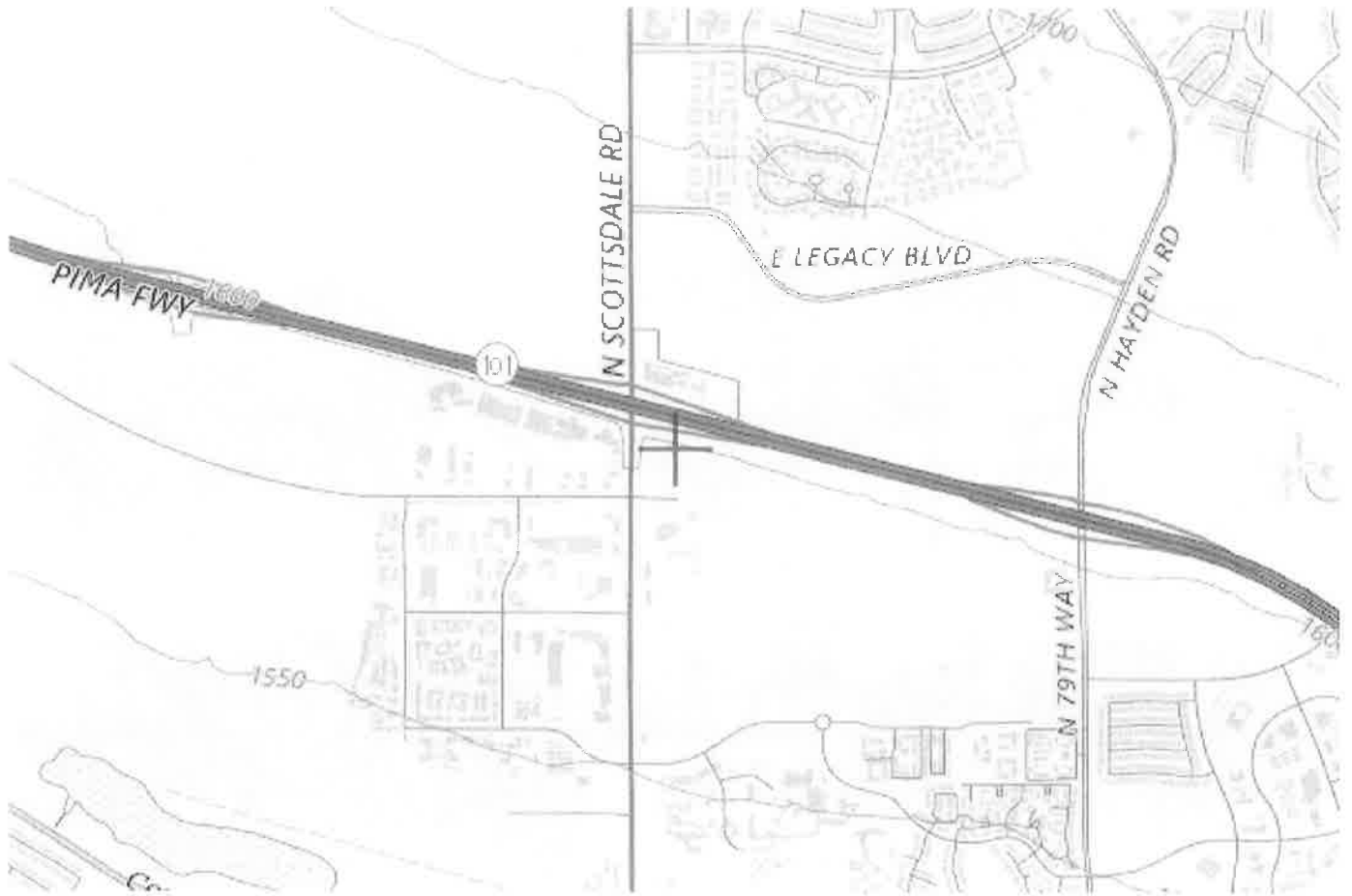
7. CONDITIONS

The FAA recommends aviation safety lighting at the following 6 studies locations which outlines the high points of the outside perimeter of the project.

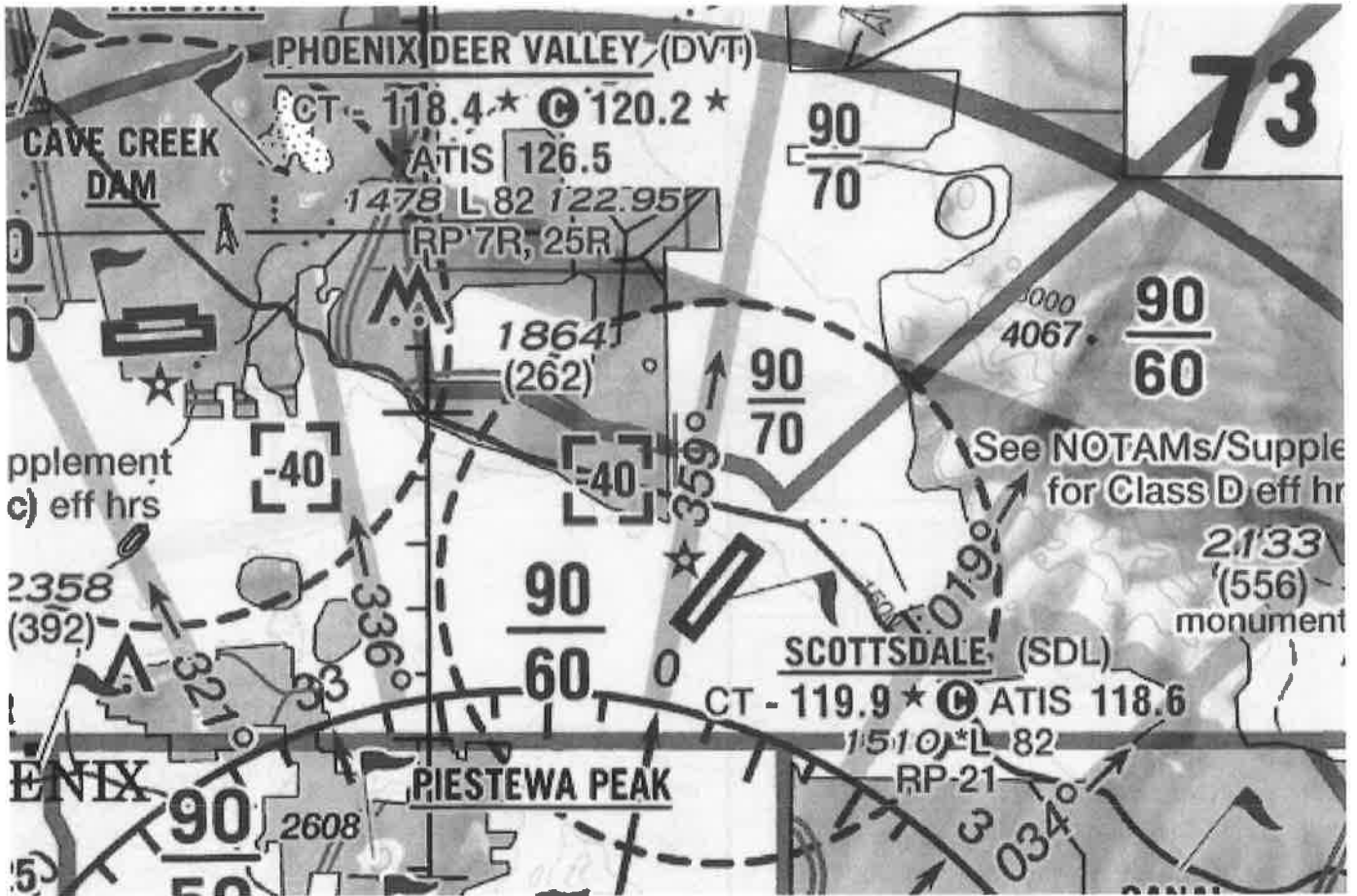
2022-AWP-6567-OE
2022-AWP-6571-OE
2022-AWP-6576-OE
2022-AWP-6580-OE
2022-AWP-6581-OE
2022-AWP-6589-OE

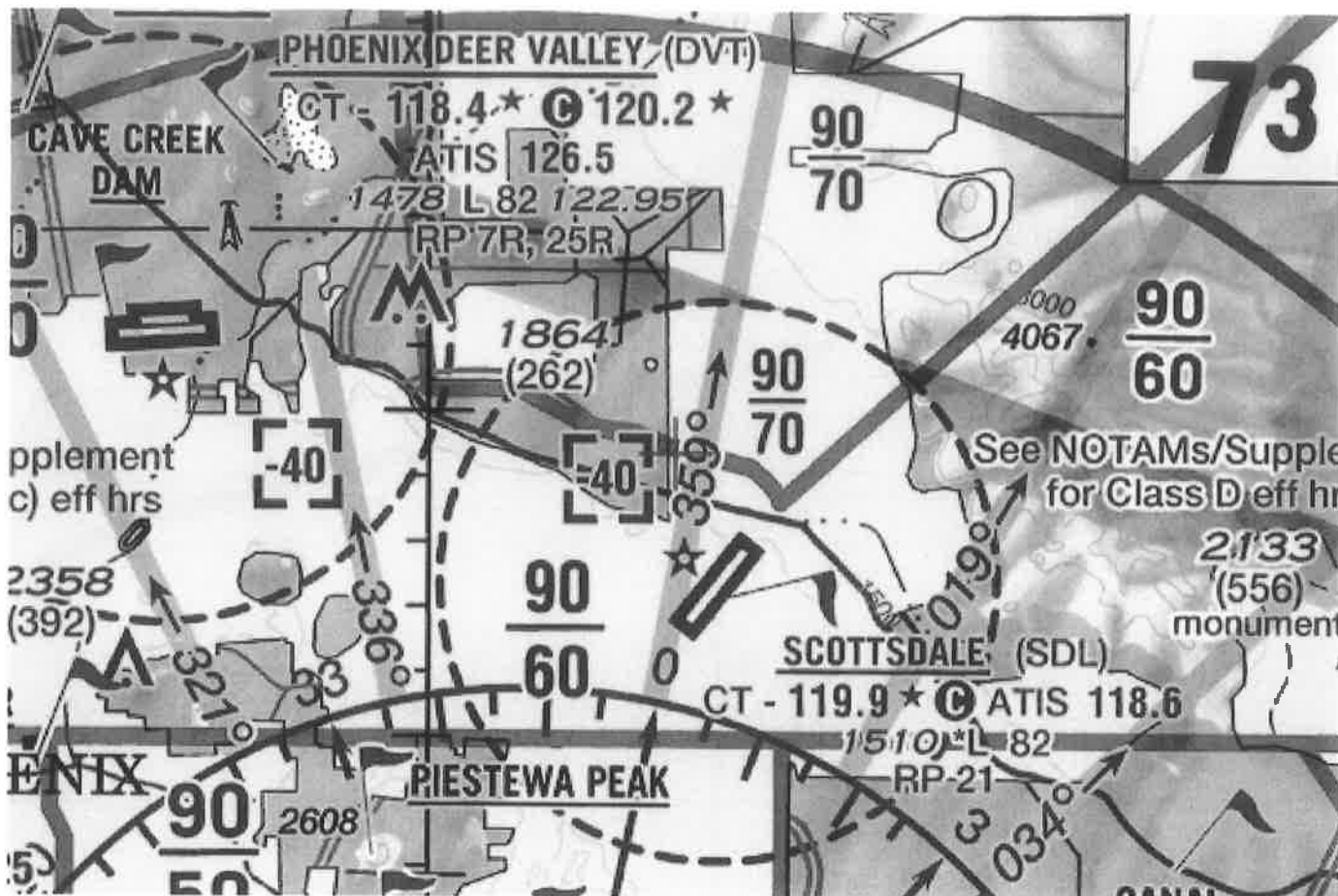
Within five days after the structure reaches its greatest height, the proponent is required to file a FAA form 7460-2, Actual Construction notification, at the OE/AAA website (<http://oeaaa.faa.gov>). This actual construction notification will be the source document detailing the site location, site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

TOPO Map for ASN 2022-AWP-6589-OE



Sectional Map for ASN 2022-AWP-6589-OE





TOPO Map for ASN 2022-AWP-6573-OE

