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Obstruction Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2021-AWP-7652-OE

Issued Date: 09/09/2021

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**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building 121-3b
Location:	South San Francisco, CA
Latitude:	37-39-17.25N NAD 83
Longitude:	122-24-15.00W
Heights:	16 feet site elevation (SE)
	295 feet above ground level (AGL)
	311 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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 03/09/2023 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 October 09, 2021. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on October 19, 2021 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact Daniel Shoemaker, at (206) 231-2989, or dan.shoemaker@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2021-AWP-7652-OE.

Signature Control No: 480828545-494091127 (DNH)
Steve Phillips
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Aeronautical Study Numbers 2021-AWP-7644-OE through 2021-AWP-7655-OE

Abbreviations

AGL - above ground level	AMSL - mean sea level	RWY - runway
VFR - visual flight rules	IFR - instrument flight rules	nm - nautical mile

Part 77 - Title 14 Code of Federal Regulations (CFR) Part 77, Objects Affecting Navigable Airspace

1. LOCATION OF PROPOSED CONSTRUCTION

This proposal is for a 295-foot AGL (311-foot AMSL) office building, which, at its closest point (2021-AWP-7646-OE), will be located approximately 9914 feet (1.63 nm) north of the RWY 10L threshold at San Francisco International Airport (SFO), CA. The SFO airport elevation is 13 feet AMSL.

To facilitate the public comment process, the 12 corners of the building filed for evaluation were circularized under Aeronautical Study Number 2021-AWP-7652-OE, which is the tallest southeastern-most corner of the building and the highest point of the building closest to the nearest runway. The Aeronautical Study Numbers, coordinates, and heights for these 12 corners are:

2021-AWP-7644-OE	37-39-19.59N	122-24-17.32W	265 ft. AGL/281 ft. AMSL
2021-AWP-7645-OE	37-39-17.65N	122-24-13.60W	265 ft. AGL/281 ft. AMSL
2021-AWP-7646-OE	37-39-16.65N	122-24-14.43W	265 ft. AGL/281 ft. AMSL
2021-AWP-7647-OE	37-39-17.99N	122-24-16.99W	265 ft. AGL/281 ft. AMSL
2021-AWP-7648-OE	37-39-16.81N	122-24-18.15W	265 ft. AGL/281 ft. AMSL
2021-AWP-7649-OE	37-39-17.56N	122-24-19.33W	265 ft. AGL/281 ft. AMSL
2021-AWP-7650-OE	37-39-19.26N	122-24-17.25W	295 ft. AGL/311 ft. AMSL
2021-AWP-7651-OE	37-39-17.83N	122-24-14.51W	295 ft. AGL/311 ft. AMSL
2021-AWP-7652-OE	37-39-17.25N	122-24-15.00W	295 ft. AGL/311 ft. AMSL
2021-AWP-7653-OE	37-39-18.32N	122-24-17.06W	295 ft. AGL/311 ft. AMSL
2021-AWP-7654-OE	37-39-17.52N	122-24-17.86W	295 ft. AGL/311 ft. AMSL
2021-AWP-7655-OE	37-39-17.95N	122-24-18.54W	295 ft. AGL/311 ft. AMSL

2. OBSTRUCTION STANDARDS EXCEEDED

The structure is identified as an obstruction under the following Part 77 standard:

a. Section 77.17(a)(2): A height that is 200 feet above ground level or above the established airport elevation, whichever is higher, within three nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile of distance from the airport up to a maximum of 500 feet. The 12 corners of the proposed building would exceed the SFO Part 77.17(a)(2) surface by the following amounts:

2021-AWP-7644-OE	Exceeds by 65 feet.
2021-AWP-7645-OE	Exceeds by 65 feet.
2021-AWP-7646-OE	Exceeds by 65 feet.
2021-AWP-7647-OE	Exceeds by 65 feet.
2021-AWP-7648-OE	Exceeds by 65 feet.
2021-AWP-7649-OE	Exceeds by 65 feet.
2021-AWP-7650-OE	Exceeds by 95 feet.

2021-AWP-7651-OE Exceeds by 95 feet.
2021-AWP-7652-OE Exceeds by 95 feet.
2021-AWP-7653-OE Exceeds by 95 feet.
2021-AWP-7654-OE Exceeds by 95 feet.
2021-AWP-7655-OE Exceeds by 95 feet.

b. Section 77.19(a): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.17, 77.19, or 77.23. The following corners of the proposed building would exceed the SFO horizontal surface by the indicated amounts:

2021-AWP-7645-OE Exceeds by 118 feet.
2021-AWP-7646-OE Exceeds by 118 feet.
2021-AWP-7647-OE Exceeds by 118 feet.
2021-AWP-7648-OE Exceeds by 118 feet.
2021-AWP-7649-OE Exceeds by 118 feet.
2021-AWP-7651-OE Exceeds by 148 feet.
2021-AWP-7652-OE Exceeds by 148 feet.
2021-AWP-7653-OE Exceeds by 148 feet.
2021-AWP-7654-OE Exceeds by 148 feet.

Section 77.19(b): The surface of a takeoff and landing area of an airport or any imaginary surface established under 77.17, 77.19, or 77.23. The following corners of the proposed building would exceed the conical surface at SFO by the indicated amounts:

2021-AWP-7644-OE Exceeds by 112 feet.
2021-AWP-7650-OE Exceeds by 144 feet.
2021-AWP-7655-OE Exceeds by 148 feet.

3. EFFECT ON AERONAUTICAL OPERATIONS

a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: The proposed building would exceed the SFO Part 77.17(a)(2) surface by 65 to 95 feet, the SFO Part 77 horizontal surface by 118 to 148 feet, and the SFO Part 77 conical surface by 112 to 148 feet.

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

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

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

4. CIRCULATION AND COMMENTS RECEIVED

The proposal was circulated for public comment on 2 August 2021. The public comment period ended on 8 September 2021, and no responses were received as of that date.

5. DETERMINATION - NO HAZARD TO AIR NAVIGATION

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

6. BASIS FOR DECISION

Part 77 establishes standards for determining obstructions to air navigation. A structure that exceeds one or more of these standards is presumed to be a hazard to air navigation unless the obstruction evaluation study determines otherwise. The fact that a proposed structure exceeds a Part 77 surface does not automatically make it a hazard. In this case, the proposed building would exceed the SFO Part 77.17(a)(2) surface by 65 to 95 feet, the Part 77 horizontal surface by 118 to 148 feet, and the Part 77 conical surface by 112 to 148 feet. However, it would have no effect on instrument procedures, and no VFR issues were identified over the course of the obstruction evaluation or raised as a result of the public comment process. Additionally, the proposed building would have no effect on airport facilities or radio/visual navigation and landing aids, and would have no effect on airspace used by the military. The installation of red obstruction lights on the building will make it more visible to pilots operating in the area at night.

7. CONDITIONS

The proposed building would be located in close proximity to the flight paths of aircraft landing on SFO RWYs 10L/R and aircraft departing RWYs 28L/R. Occupants and people outside the building will be exposed to frequent loud jet aircraft noise and the sight of large commercial aircraft operating at very low altitudes near the building. This determination is based only on the effects its physical structure would have on airspace and air traffic control procedures. It does not address compatible land use issues with regard to San Francisco International Airport, which may include further restrictions based on elevation, safety, and noise. The sponsor should contact the SFO Bureau of Planning and Environmental Affairs, at (650) 821-6678, to ensure the proposed use of the land is compatible with the Comprehensive Airport Land Use Compatibility Plan for the Environs of San Francisco International Airport.

NOTE: While the building itself would have no effect on instrument approach or departure procedures at SFO, the cranes used to construct the building may have adverse effects on the instrument procedures. Should the minimum crane height required to construct the proposed building have long-term adverse effects on certain SFO instrument procedures, the crane height restrictions required to avoid those effects may require a reduction of the final height of the building to accommodate the reduced maximum crane height.

TOPO Map for ASN 2021-AWP-7652-OE

Sectional Map for ASN 2021-AWP-7652-OE