

## Technical Memorandum



To: Matthew Rexroth, Director, Strategic Planning & Development  
Watson Land Company

From: Nick Johnson, Johnson Aviation, Inc.

Date: May 7, 2025

Subject: Airport Land Use Compatibility Analysis - Watson High Desert Logistics (East and West Sites)

### A. Purpose and Project Description

The purpose of this analysis is to review and affirm the airport land use compatibility of the Watson Land Company's, Watson High Desert Logistics Project (East and West Sites) ("Project"). The proposed Project, which includes development of three industrial warehouse buildings totaling 3,729,100 square feet (sf) on two non-contiguous parcels totaling approximately 200 acres, as follows (Figure 1):

- Watson High Desert Logistics - West (herein "West Project site"): one 896,500 sf industrial warehouse building on 47.7 acres (Figure 2a); and
- Watson High Desert Logistics – East (herein "East Project site"): two industrial warehouse buildings totaling 2,832,600 sf on 152.5 acres, consisting of Building 1 (1,631,800 sf) and Building 2 (1,200,800 sf) (Figure 2b).

The Project site is located in the Town of Apple Valley ("Town") on vacant private property. The West Project site is located approximately 1,800 feet west of the Runway 18/36 centerline. The East Project site is located approximately 3,700 feet north of the Apple Valley Airport ("Airport" or APV), Runway 18 end, within the North Apple Valley Industrial Specific Plan (NAVISP) area and the APV Airport Influence Area (AIA). The West Project site is situated north of Los Padres Road, west of Navajo Road, south of the Big Lots property and east of Dachshund Avenue on 47.7 acres. The East Project site is situated north of Kensington Street, west of Central Road, south of Johnson Road and east of Navajo Road on 152.5 acres of undeveloped land (Figure 1).

San Bernardino County ("County") and the Town have adopted an airport land use planning "alternative process" under the California Public Utilities Code (PUC) Section 21670.1(c)<sup>1</sup>. This local process designates the Town as the airport land use authority under State law. The Town works in close coordination with the County Department of Airports to address airport land use compatibility questions.

The Town's 1995 "Draft" *Comprehensive Airport Land Use Compatibility Plan* (CALUCP) has remained as the airport compatibility planning document for Town reference on airport land use compatibility matters. Section 8 of the CALUCP establishes the Land Use Overlay Districts and Section 8.1 defines the Airport Overlay Districts. These Airport Overlay Districts are also incorporated into the Town's Zoning Ordinance, Chapter 9.65, Airport Overlay Districts<sup>2</sup>. A small portion of the East Project site lies within the Airport Overlay District A-2 and is the focus of this airport compatibility analysis. The West Project site is located outside of the Airport Overlay District and is included here for information purposes only. The following

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<sup>1</sup> California Public Utilities Code, Section 21670.1(c), <https://codes.findlaw.com/ca/public-utilities-code/puc-sect-21670-1.html> allows county supervisors and local jurisdictions to make a local determination that the local jurisdiction can accomplish proper airport land use planning consistent with the State Aeronautics Act (SAA) and does not require the formation of a separate airport land use commission (ALUC).

<sup>2</sup> Town of Apple Valley, California – Code of Ordinances, Title 9 – Development Code, Chapter 9.65 – Airport Overlay Districts,

[https://library.municode.com/ca/apple\\_valley/codes/code\\_of\\_ordinances?nodet=TIT9DECO\\_CH9.65AIOVDI](https://library.municode.com/ca/apple_valley/codes/code_of_ordinances?nodet=TIT9DECO_CH9.65AIOVDI)

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sections highlight these Airport Overlay Districts and their proximity to the proposed East Project site and its compliance with the CALUCP and Zoning Ordinance. To ensure that the proposed Project complies with these Overlay requirements, the proposed building heights for all three buildings were submitted to the Federal Aviation Administration (FAA) for further obstruction evaluation and the FAA issued Determinations of No Hazard to Air Navigation on March 28, 2024 for the West Project site and on July 26, 2024 for the East Project site buildings (See Attachment A).

The Project site is designated Specific Plan (SP) under the Town's General Plan (GP) and part of the larger NAVISP. This designation is applied to lands on which a specific plan has been approved by the Town Council. The Specific Plan must conform to State law and include maps and text that establish the land use designations; standards and guidelines for development; infrastructure requirements; and phasing for the specific plan area. The existing zoning for the Project site is designated as Industrial – Specific Plan (I-SP) by the NAVISP. This designation allows for a broad range of clean manufacturing and warehousing uses, ranging from furniture manufacturing to warehouse distribution facilities. All uses must be conducted within enclosed buildings. Outdoor storage must be completely screened from view. Appropriate land uses in this designation include manufacturing facilities with showrooms and offices, regional warehousing facilities, and support services for manufacturing and warehousing. This designation is the most prevalent in the NAVISP having been assigned to 4,788.5 acres of land<sup>3</sup>.

The East Project consists of two buildings; Building 1 and Building 2 (Figures 3 and 4). Building 1 would be 49 feet in height and would have architectural features extending up to three feet higher (Figure 5). Building 1 would provide 1,631,800 sf of total floor area on approximately 89.5 gross acres. Building 1 would provide 30,000 sf of office space and 1,601,800 of warehousing space within the total footprint. A gate secured truck court would wrap around the northern, eastern, and southern sides of the building with 637 truck trailer parking stalls provided on the north, east, and south sides of the building; 128 dock doors (loading bays) would be provided along the northern side of the building, 42 dock doors would be provided along the eastern side of the building, and 140 dock doors would be provided along the southern side of the building for a total of 310 dock doors. Building 1 would provide 679 automobile parking stalls and 16 accessible parking stalls, with a majority of the automobile parking stalls on the west side of the building and 12 automobile parking stalls on the east side of the building.

Building 2 would be 49 feet in height and would have architectural features extending up to three feet higher. Building 2 would provide 1,200,800 sf of total floor area on approximately 63.1 gross acres. Building 2 would provide 25,000 sf of office space and 1,175,800 sf of warehousing space within the building footprint. A gate secured truck court would wrap around the northern, western, and southern sides of the building with 403 truck trailer parking stalls provided on the north, west, and south sides of the building; 91 dock doors would be provided on the northern side of the building and 100 dock doors would be provided on the southern side of the building for a total of 191 dock doors. Building 2 would provide 604 automobile parking stalls and 16 accessible automobile parking stalls located on the eastern side of the building.

The proposed landscaping would be ornamental in nature and would feature drought-tolerant trees, shrubs, and accent plants in addition to a variety of groundcovers. The landscaping planting plan would be developed and include landscape design elements to prevent congregations of birds, such as sufficiently spacing tree plantings to prevent dense roosting or nesting cover. Furthermore, tree and shrub varieties that are attractive to wildlife (i.e., dogwood, elderberry, or other species that produce seeds,

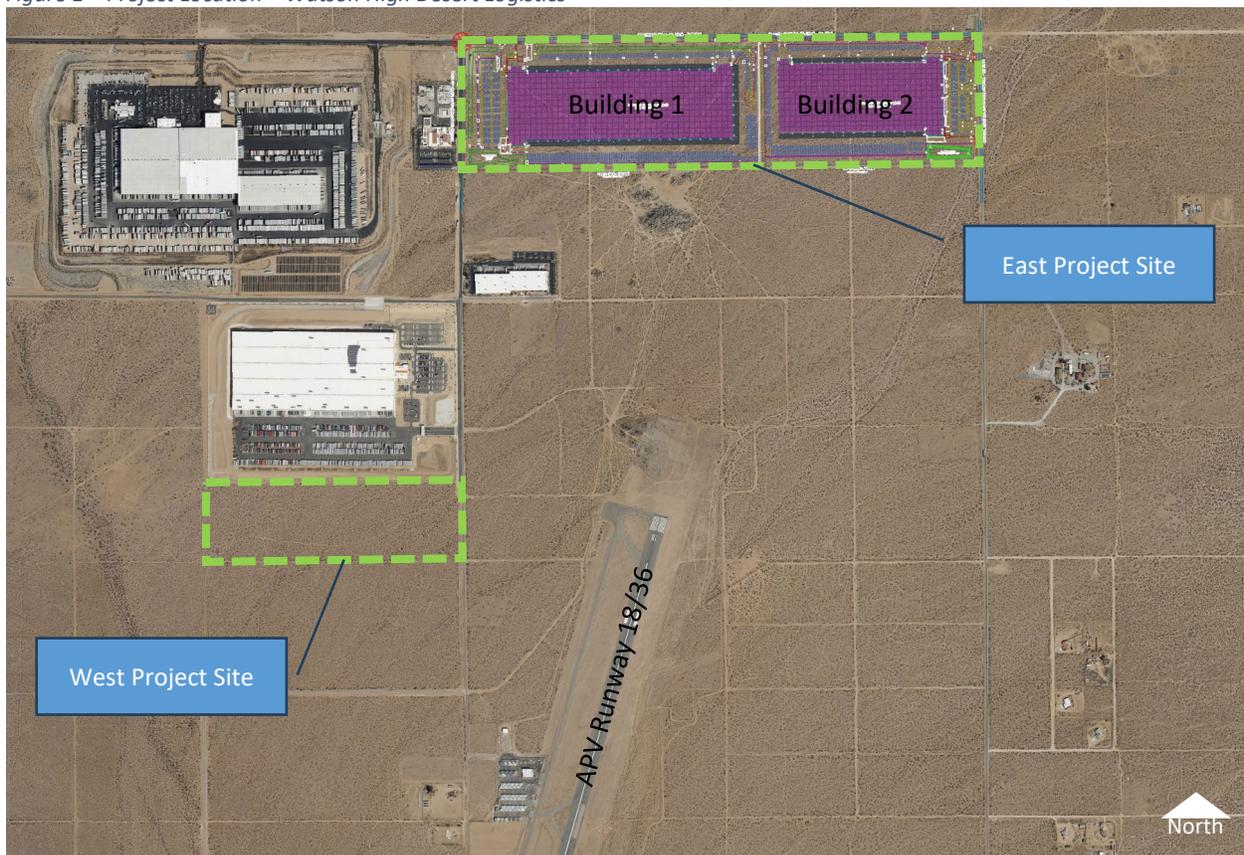
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<sup>3</sup> Addendum to the Town of Apple Valley General Plan and Annexations 2008-001 & 2008-002 EIR (State Clearinghouse No. 2008091077), Watson High Desert Logistics Project.

fruits, or berries) would not be used for landscaping<sup>4</sup>. Tree heights will remain below the height of the proposed buildings. Post-construction, features of the proposed structures that have potential to attract birds such as rooftops and exterior light fixtures would be designed and maintained as to minimize attractiveness for roosting and nesting (i.e., installing deterrents or exclusion devices such as spikes or wire on gutters, eaves or peaked roof ridges, and avoiding use of flat platforms on pole lighting fixtures).

The proposed stormwater drainage infrastructure would provide an on-site storm drain system at the East Project site that consists of a network of catch basins, private storm drain pipes, one blue line stream offsite flow channel, three retention basins (Basins 1 through 3), and four underground infiltration chambers (Chambers 1 through 4). The stormwater that flows into the retention basins would ultimately percolate into the ground within 48 hours and avoid standing water.

Figure 1 – Project Location – Watson High Desert Logistics



<sup>4</sup> Watson Apple Valley East Site – Design Review Submittal, PC Hearing Set, February 27, 2025

Figure 2a – Project Site Plan - Watson High Desert Logistics – West Project Site

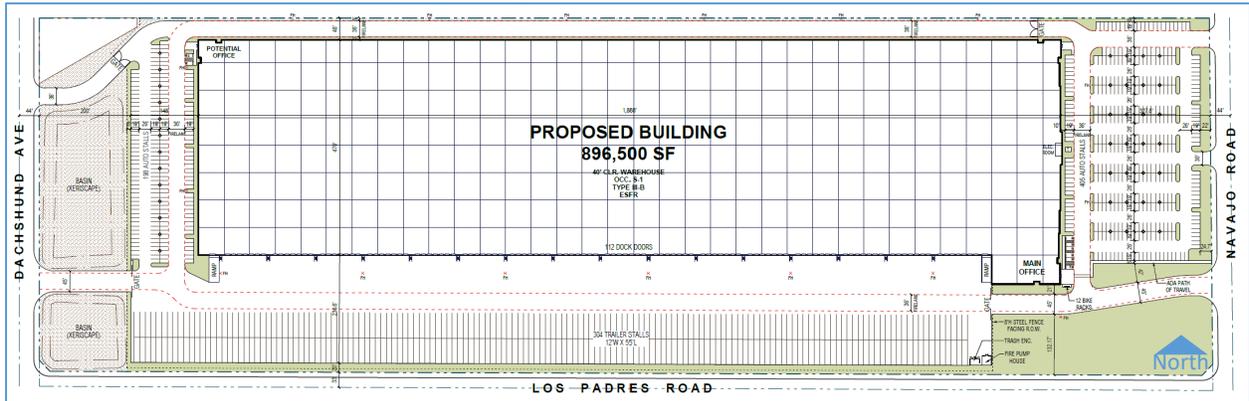


Figure 2b – Project Site Plan - Watson High Desert Logistics – East Project Site

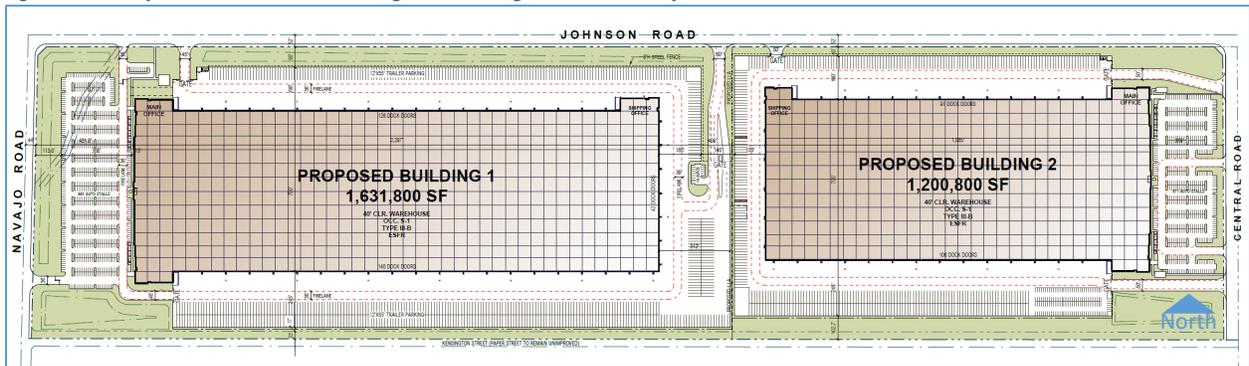
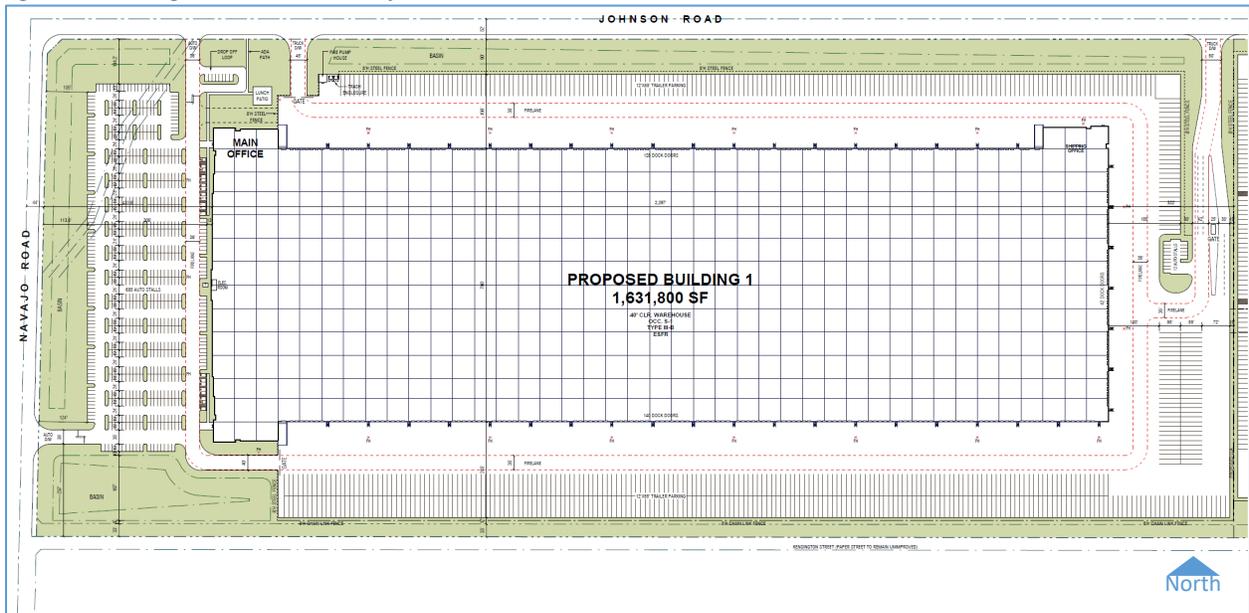


Figure 3 – Building 1 Site Plan – East Project Site





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## B. Airport Land Use Compatibility Review

Airport land use compatibility analyses generally focus on four factors: safety, noise, overflight, and airspace protection. The following analysis describes the Project's compatibility review with the Apple Valley Airport facilities and operations relative to each of these four compatibility factors.

### 1. Safety

Safety compatibility policies and criteria seek to avoid placing vulnerable individuals or large concentrations of people on the ground in the areas where aircraft accidents are most likely to occur. Historically, aircraft accidents have tended to occur on or near the runway, diminishing in likelihood with distance from the runway. In areas with higher accident potential, land uses of special concern for safety compatibility include uses with high concentrations of people, as well as children's schools, hospitals, nursing homes, and other facilities accommodating potentially vulnerable or low-mobility individuals. By contrast, warehouses and industrial uses are typically considered a low-intensity land use presenting fewer safety compatibility concerns in areas of otherwise moderate risk.

Section 8.1 of the CALUCP defines three Airport Overlay Districts that were "established and delineated on the map to ensure land compatibility with the Apple Valley Airport areas required under State and Federal regulations." These three overlay districts include the Airport Master Plan – Safety Area, Airport Overlay District A-1 and the Airport Overlay District A-2. The application of these districts defines the land uses permitted within the CALUCP and the Town's Zoning Code Section 9.65.060. The following sections define and apply each district to the specifics of the Project and its site location.

The Airport Master Plan – Safety Area defines the on-airport property areas where the FAA-approved Airport Layout Plan (ALP) (See Attachment B) provides runway setbacks, safety areas and building restriction lines for development of facilities on Airport property. The Project is located off Airport property, outside of The Airport Master Plan – Safety Area, and clear of all safety areas and runway setbacks and thereby complies with these requirements.

Airport Overlay District A-1 defines the near-Airport areas where special attention is needed to protect the approach and departure airspace directly off the end of each runway. The CALUCP provides the definition and the dimensions for these A-1 Airport Overlay Districts associated with each of the four runway ends at Apple Valley Airport (Figure 6). The runway end designations are associated with the magnetic direction that an airplane is flying as it approaches each runway end (Figure 7). The A-1 dimensions describe the length, inner width (closest to the runway end), the outer width (furthest away from the runway end) and the slope of these three-dimensional surfaces down to the runway end elevation. The A-1 district surface is centered on the runway centerline extended from the end of each runway. The East Project site is located north of Runway 18 and is measured against those A-1 dimensions.

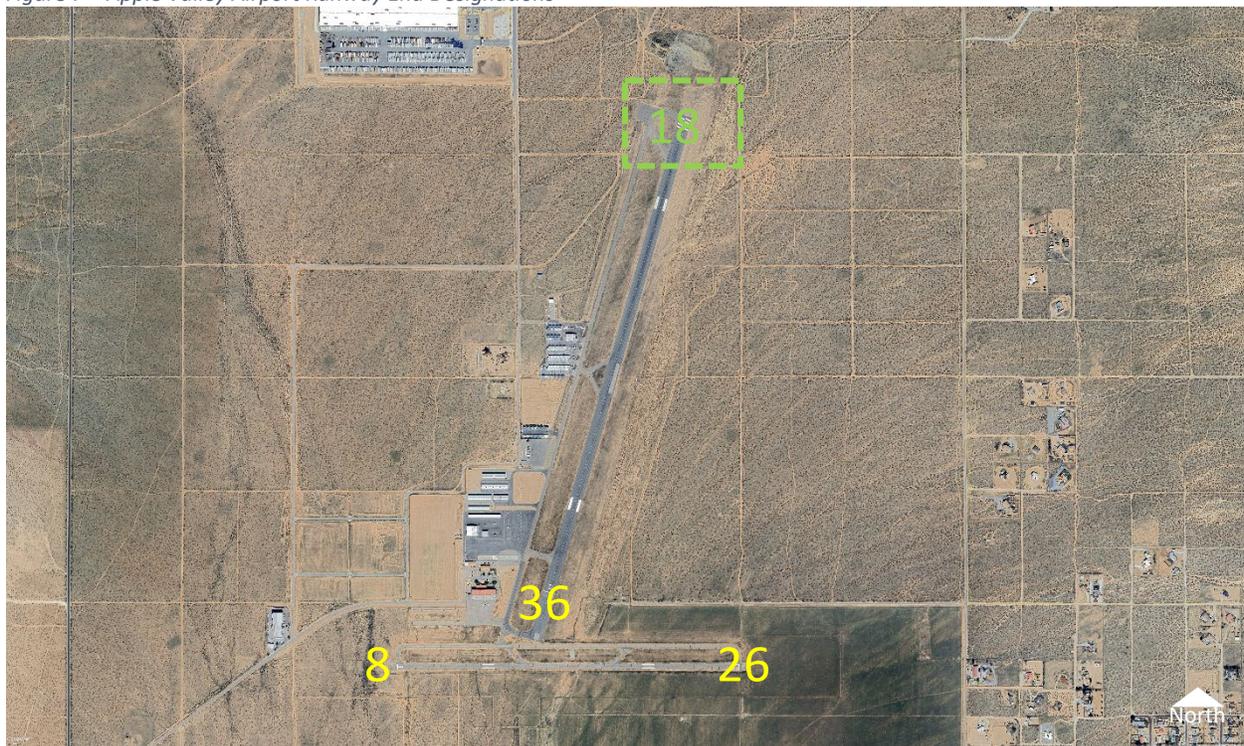
Figure 6 – CALUCP Overlay District A-1 Definition and Dimensions (Runway End 18 Highlighted is Closest to the Project Site)

B. Airport Overlay District A-1. This overlay district includes the outer safety zone with the runway approach surface which conforms with the adopted Airport Master Plan flight paths that extend along the runway centerline from the ends of each of the runway surfaces. The dimension of those zones are shown below:

DIMENSIONS FOR A-1 AIRPORT OVERLAY DISTRICT				
Runway End	Length	Inner Width	Outer Width	Slope
18	3,500	500	1,000	34:1
36	3,500	500	1,000	20:1
8	3,500	250	1,000	20:1
26	3,500	250	1,000	20:1

NOTE: All dimensions are listed in lineal feet

Figure 7 – Apple Valley Airport Runway End Designations



With respect to the CALUCP, the Project is located entirely outside of Airport Overlay District A-1 three-dimensional surface (Figures 8 and 9). The A-1 sloping surface for Runway 18 starts at the runway end elevation of 3,061.5 feet above mean sea level (AMSL). The A-1 sloping surface is described as a ratio of 34:1 where the sloping surface rises vertically one foot for each 34 feet of horizontal distance along the runway centerline extended. This A-1 slope rises from the runway end to an outer elevation of 3,164.4 feet AMSL at 3,500 feet from the runway end. The southeast corner of Building 1 is the closest corner to the A-1 Overlay District sloping surface at approximately 3,901 feet from Runway 18 end along the runway centerline extended. The elevation of the A-1 sloping surface at its closest point to Building 1 is 3,176.2 feet AMSL and the southeast building corner elevation would be 3,155 feet AMSL for a clearance of 21.2 feet. The southwest corner of Building 2 is approximately 4,082 feet from Runway 18 end along the runway centerline extended. The elevation of the A-1 sloping surface at its closest point to Building 2 is

3,181.6 feet AMSL and the southwest building corner elevation would be 3,164 feet AMSL for a clearance of 17.6 feet.

Conceptual outlines of the A-1 and A-2 Districts are included in the CALUCP and the Town's General Plan (GP), Land Use Element. These conceptual outlines of these Districts do not coincide with the three-dimensional nature of the A-1 sloping surface as described above but are included as Appendix A and Appendix B to this analysis for information purposes.

Figure 8 – CALUCP Overlay District A-1 and A-2 Consistent with Policy 8.1(B) Definition

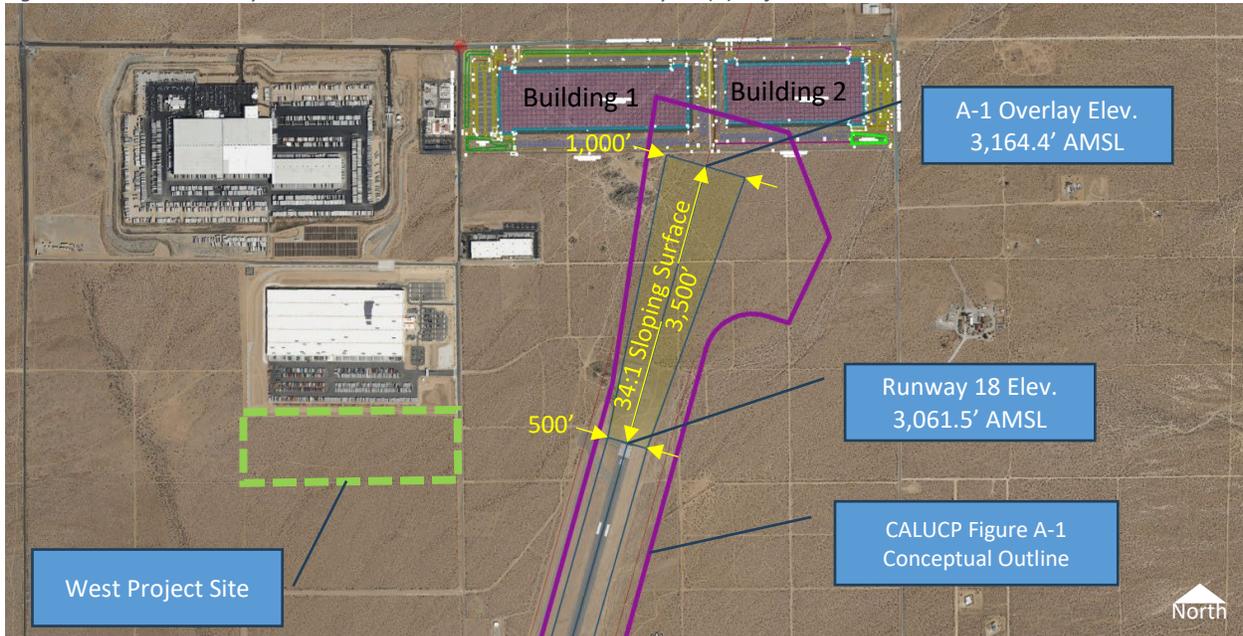
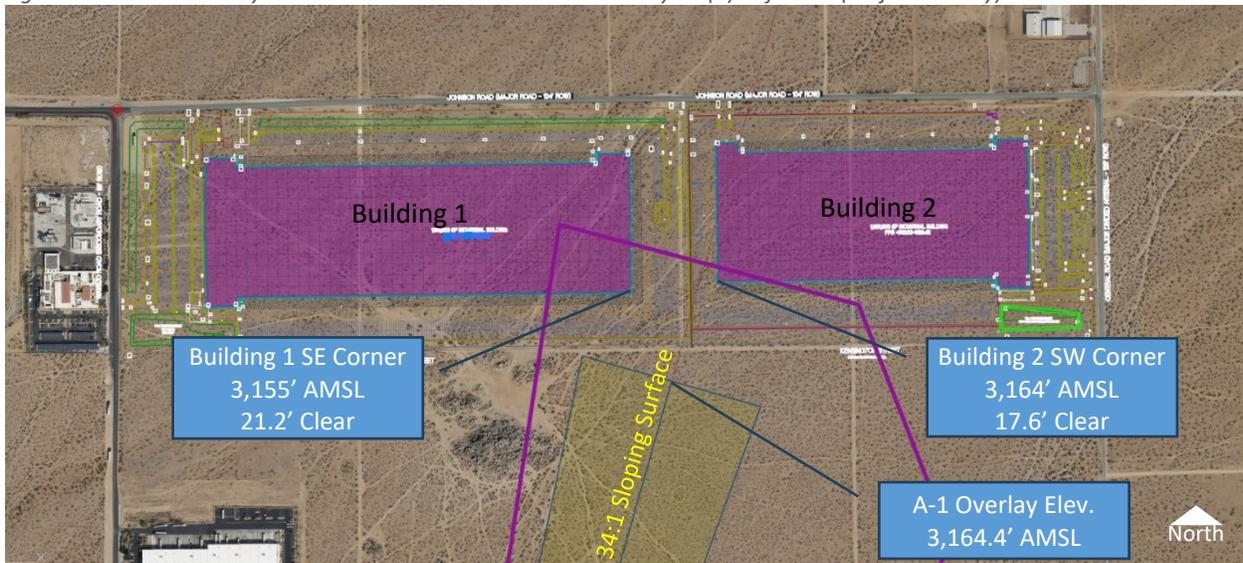


Figure 9 – CALUCP Overlay District A-1 and A-2 Consistent with Policy 8.1(B) Definition (Project Overlay)



Airport Overlay District A-2 is based upon the traffic pattern/overflight zone adopted in the Apple Valley Airport Master Plan. The basic shape of the zone was based on a 1,000-foot-wide flight path, which was extended from the centerline of the runway ends. In order to limit conflicts generated from the airport facilities and air operations and the adjacent privately owned properties, the outer edge of the flight tracks defines the exterior boundaries of airport overlay district A-2. The area located within those exterior boundaries that are not superimposed over the Airport Master Plan Safety Area or the Airport Overlay District A-1 will have the Airport Overlay District A-2 designation. The Airport Overlay District A-2 is associated with aircraft overflight and is covered in more detail in the Overflight section below.

The Project’s warehouse uses are compatible with the Airport Overlay District A-2, subject to the intensity limits intended to avoid excessive concentrations of people within that District. To measure the potential concentration of people on the Project site against the CALUCP recommended maximum population density, two accepted methods are applied. The Building Code and Parking Ordinance methods for calculating use intensity are the methods recommended by the Caltrans Division of Aeronautics in the Airport Land Use Compatibility Planning Handbook (“Handbook”). As demonstrated below, under both methods, the Project would not exceed the intensity limits for Airport Overlay District A-2 and thereby complies with the Table 9.65.060-A, Land Use Compatibility Guidelines for Airport Overlay Zone Districts.

- **Maximum Occupancy (Building Code Method)**

This method is based on the California Building Code occupancy limits for different types of uses. The Project includes two warehouse buildings, with some ancillary office space. Because the office space within each building would be the most intense use, it has been broken out separately from the warehouse use for this calculation. Airport Overlay District A-2 recommended maximum population density for non-residential warehouse uses is 150 persons per acre. A small portion of the Project site is located within Airport Overlay District A-2. As shown in Table 1, the Project’s average occupancy per acre for Building 1 would be 37.47 persons per acre. The average occupancy per acre for Building 2 would be 39.25 persons per acre. The average occupancy across the entire Project site would be 38.21 persons per acre, which is lower than the non-residential limit of 150 persons per acre and thereby complies with the Table 9.65.060-A, Land Use Compatibility Guidelines for Airport Overlay Zone Districts.

Table 1  
Watson High Desert Logistics - East  
Building Code Method

Building/Land Area	Site Area (Acres)	Total Building Floor Area (sf)	Warehouse Area (sf)	Office Area (sf)	Warehouse Occupancy (500 sf/person)	Office Occupancy (100 sf/person) x 50%	Total Occupancy	Average Occupancy/Acre
Building 1	89.5	1,631,800	1,601,800	30,000	3,204	150	3,354	37.47
Building 2	63.1	1,200,800	1,175,800	25,000	2,352	125	2,477	39.25
Totals	152.6	2,832,600	2,777,600	55,000	5,555	275	5,830	38.21

Note: The proposed Project is located outside of the Airport Overlay District A-1 and only a small portion of the Buildings are located with Airport Overlay District A-2. District A-2 allows up to 150 persons per acre and therefore the Project is well below this recommended maximum population density.

- **Parking Ordinance Method**

This method is based on the number of parking spaces included in the Project, assuming an average vehicle occupancy of 1.5 people. The Project warehouses also include truck docks and rollup doors for goods movement. Trucks using these areas have one occupant, the driver, and are thereby calculated at 1.0 vehicle occupancy. The Project would also include a significant number of parking stalls for trailer storage, as warehouse end users typically have provisions in contractual agreements with trucking companies that require empty trailers to be left on-site when loaded trailers are picked up. Because these parking stalls for trailer storage would not

affect the occupancy of the Project, they are not included in the calculation. As discussed above, Airport Overlay District A-2 recommended maximum population density for non-residential warehouse uses is 150 persons per acre. A small portion of the Project site is located within Airport Overlay District A-2. As shown in Table 2, the Project’s average occupancy per acre for Building 1 would be 15.1 persons per acre. The average occupancy per acre for Building 2 would be 17.8 persons per acre. The average occupancy across the entire Project site would be 16.2 persons per acre, which is lower than the non-residential limit of 150 persons per acre and thereby complies with the Table 9.65.060-A, Land Use Compatibility Guidelines for Airport Overlay Zone Districts.

Table 2  
Watson High Desert Logistics - East  
Parking Ordinance Method

Building/Land Area	Site Area (Acres)	Parking Stalls	Parking Occupancy	Truck Docks + Roll Up Doors	Dock Occupancy	Total Parking Occupancy	Average Occupancy/Acre
Building 1	89.5	695	1,043	310	310	1,353	15.1
Building 2	63.1	620	930	191	191	1,121	17.8
Totals	152.6	1,315	1,973	501	501	2,474	16.2

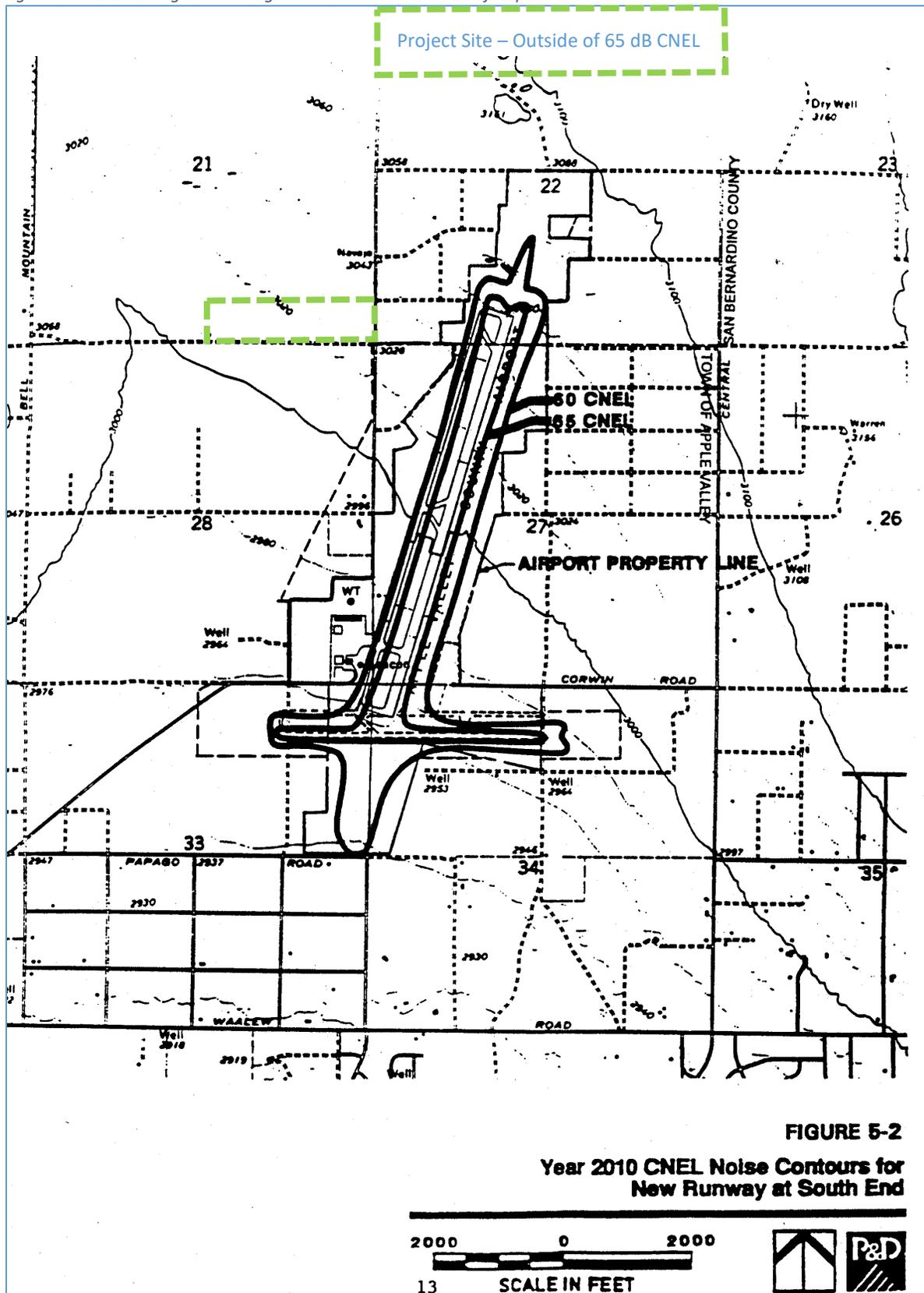
Note: The proposed Project is located outside of the Airport Overlay District A-1 and only a small portion of the Buildings are located with Airport Overlay District A-2. District A-2 allows up to 150 persons per acre and therefore the Project is well below this recommended maximum population density.

## 2. Noise

Noise compatibility policies and criteria seek to protect people on the ground from potentially harmful effects of exposure to high levels of aviation noise. Sensitive land uses of particular concern in noise compatibility planning include residences, children’s schools, hospitals and similar facilities for the infirmed, and places of worship. By contrast, warehouses and storage facilities like the proposed Project are generally considered more compatible with airfields, as the storage of goods does not typically draw sensitive receptors or large numbers of people. The typical noise receptors for warehouse and storage facilities are employees. Warehouses are also frequently associated with industrial uses that generate their own ambient noise, which can render aviation noise less perceptible. For example, sounds associated with shipping trucks, loading and unloading equipment and interior goods movement can diminish the effect of nearby aircraft noise. Industrial land uses normally are compatible up to 75 dB CNEL or higher. No noise limits are set with the Zoning Ordinance for non-residential land uses like the proposed Project warehouse use.

Figure 10 depicts the CALUCP aircraft noise contours associated with Airport operations. The proposed Project site is well outside of the lowest noise level depicted at 60 dB CNEL. At this low noise level, typical warehouse office construction materials and techniques would be sufficient attenuate interior noise levels. Therefore, the project would be compatible with airport noise standards and no additional noise measures are required.

Figure 10 – Waston High Desert Logistics – East Site is Outside of Airport Noise Contours



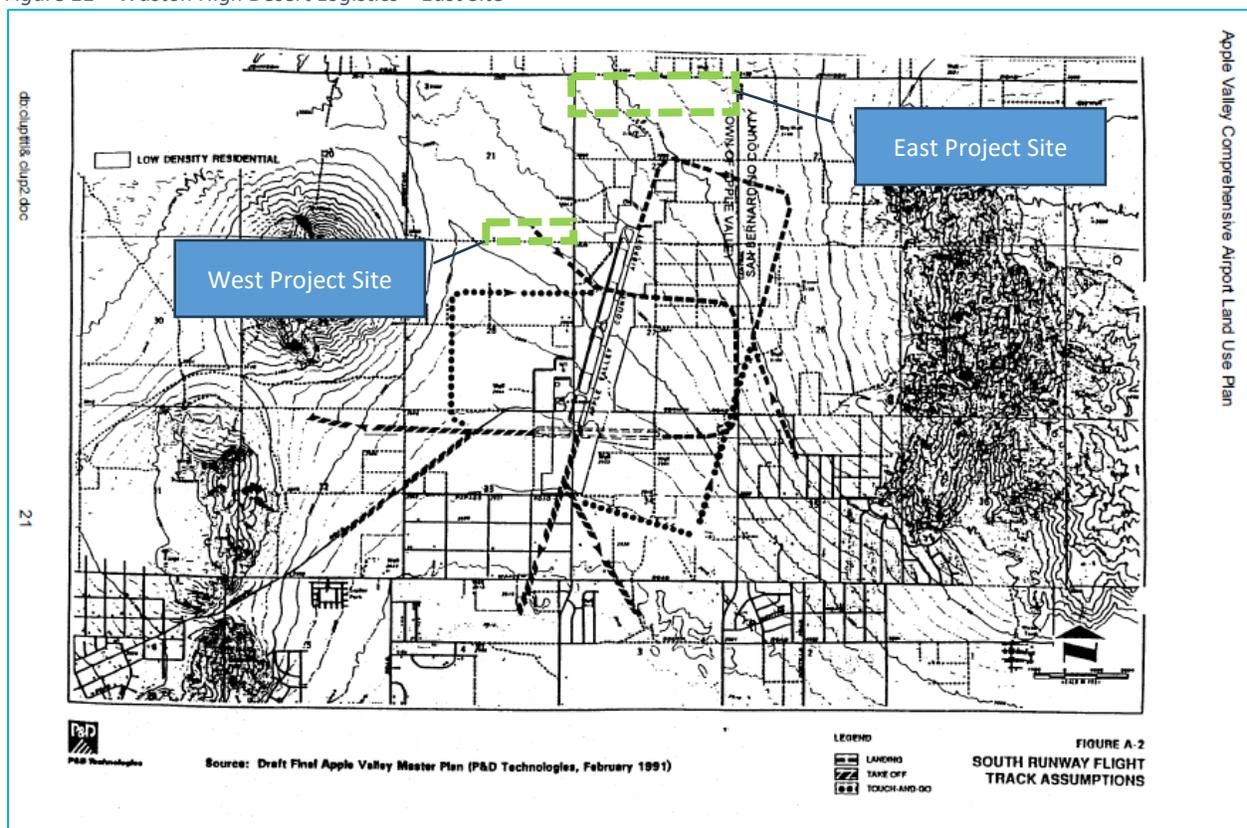
### 3. Overflight

Overflight policies and criteria that generally seek to address annoyance to people on the ground from the frequent presence of aircraft overhead, particularly in residential areas. From a land use planning perspective, the primary strategy for addressing overflight concerns is ensuring buyer awareness, rather than imposing direct restrictions on types of land uses.

Airport Overlay District A-2 is based upon the traffic pattern/overflight zone adopted in the Apple Valley Airport Master Plan. The basic shape of the zone was based on a 1,000-foot-wide flight path, which was extended from the centerline of the runway ends. In order to limit conflicts generated from the airport facilities and air operations and the adjacent privately owned properties, the outer edge of the flight tracks (Figure 11) defines the exterior boundaries of airport overlay district A-2. The area located within those exterior boundaries that are not superimposed over the Airport Master Plan Safety Area or the Airport Overlay District A-1 will have the Airport Overlay District A-2 designation.

The proposed Project site has a small portion of the property and the southeast corner of Building 1 and southwest corner of Building 2 located within Airport Overlay District A-2. As analyzed in the Safety section above, the Project complies with the occupancy restrictions associated with the A-2 District. Given the Project's industrial use and compatibility with the underlying NAVISP restrictions, the Project would be consistent with the Airport Overlay District A-2 overflight policies.

Figure 11 – Watson High Desert Logistics – East Site



#### 4. Airspace Protection

Airspace protection strategies generally focus on the height of potential airspace obstructions and wildlife and other hazards to flight. Protecting airports from airspace obstructions is accomplished by limiting the heights of structures and other objects. In the Code of Federal Regulations (CFR) Part 77<sup>5</sup>, the Federal Aviation Administration (FAA) identify a complex series of imaginary planes and transition surfaces that together define the airspace needed to remain free of obstructions around an airfield. Obstruction-free imaginary surfaces form a complex “bowl” of airspace around the airfield to ensure safe flight approaches, departures, and pattern operations. Obstructions include natural terrain and man-made features such as buildings, towers, poles, wind turbines, cell towers, and other vertical obstructions to airspace navigation.

Zoning Code Section 9.65.070 Height addresses the construction, establishment, expansion or addition to any building or structure and the normal mature height of any vegetation shall be permitted up to a maximum height of thirty-five (35) feet in Airport Overlay District A-1 and up to a maximum height of fifty (50) feet in the Airport Overlay District A-2, unless there is a lower maximum height in the underlying zone (the NAVISP I-SP designation allows that 50 feet of height may be permitted, subject to discretionary review and approval by the Planning Commission with a determination of consistency with the rules of FAA Part 77). Structures or objects in excess of these heights and not exceeding the maximum height in the underlying zone shall be subject to discretionary review as to whether they would conflict with FAA Regulations Part 77 or impede visibility or access to open areas providing emergency landing areas for aircraft.

To ensure that the proposed Project complies with these Overlay requirements, the proposed building heights were submitted to the Federal Aviation Administration (FAA) for further obstruction evaluation and the FAA issued Determinations of No Hazard to Air Navigation on July 26, 2024 (See Attachment A). A depiction of the proposed Project superimposed on the FAA’s 14 CFR Part 77 imaginary airspace surfaces is included as Attachment C for reference purposes.

Aside from tall objects, certain land uses and activities may pose potential hazards to flight. These include uses that may create visual interference (such as smoke, dust, or steam in the airfield vicinity), result in direct or reflected light emissions (such as light from lasers or spill-over lighting), attract birds or wildlife (thereby increasing the likelihood of aircraft collisions), and cause radio frequency or electromagnetic interference.

The Zoning Ordinance Section 9.65.050 Special Considerations in the Airport Overlay provides a list of prohibited uses that are included here and would be conditions of approval for the proposed Project.

##### 9.65.050 Special Considerations in the Airport Overlay

Particularly hazardous land uses should be prohibited in all designated airport overlay zones. These include those which would cause smoke, water vapor, or light interference impeding the pilot's ability to see the airfield. Other uses which cause electrical interference with aircraft navigational and communications equipment also should be prohibited in the airport vicinity. Other inappropriate uses include those which attract large numbers of birds. Examples include landfills and some types of food processing plants involving outdoor storage of grain and other raw materials or food by-products.

The Airport Land Use Planning Handbook offers the descriptions of land uses which are considered hazardous and should be prohibited within all airport safety zones. These land uses include:

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<sup>5</sup> 14 CFR Part 77, Safe, Efficient Use, and Preservation of the Navigable Airspace, <https://www.ecfr.gov/current/title-14/chapter-I/subchapter-E/part-77>

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- A. Any use which would direct a steady light or flashing light of red, white, green, or amber colors associated with airport operations toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport, other than an FAA approved navigational signal light or visual approach slope indicator;
  - B. Any use which would cause sunlight to be reflected toward an aircraft engaged in an initial straight climb following takeoff or toward an aircraft engaged in a straight final approach toward a landing at an airport;
  - C. Any use which would generate smoke or which would attract large concentrations of birds, or which may otherwise affect safe air navigation within this area;
  - D. Any use which would generate electrical interference that would be detrimental to the operation of aircraft and/or aircraft instrumentation; and
  - E. Any land use outside the Airport Master Plan Safety Area involving, as the primary activity, the manufacture, storage or distribution of explosives or flammable or hazardous materials.

## C. Findings

Based on the foregoing airport land use compatibility analysis, the proposed Watson Land Company's, Watson High Desert Logistics – Project (East and West Sites) is consistent with the Town of Apple Valley's objectives to protect the public health, safety and welfare in the vicinity of the Apple Valley Airport by minimizing exposure to high noise levels and accident hazards generated by airport operations and to encourage future development that is compatible with the continued operation of the airport. The proposed Project would also support the implementation the following goals, objectives, strategies and action plans of the General Plan, the Town's Comprehensive Economic Development Plan and the Comprehensive Airport Land Use Compatibility Plan, through commercial, industrial and residential development within the Airport Overlay District by achieving the following:

1. Safeguarding the general welfare of the inhabitants within the vicinity of the airport and the public in general by minimizing public exposure to excessive noise and safety hazards.
2. Coordinating land uses both on the airport property and in surrounding areas so that land uses are compatible and able to function without major constraints or annoyance.
3. Promote commercial and industrial developments that are capable of strengthening the local economy and enhancing the quality of life of Town residents.
4. Ensure that land use conflicts are minimized and that long term interest for industrial projects are maintained.
5. Encourage long-term investment in the community.
6. Protect adjacent property owners from negative impacts.

*Technical Memorandum*

*Airport Land Use Compatibility Analysis - Watson High Desert Logistics Project (East and West Sites)*

*May 7, 2025*

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**ATTACHMENT A: FAA DETERMINATIONS OF NO HAZARD TO AIR NAVIGATION (ISSUED  
MARCH 28, 2024 – WEST SITE; JULY 26, 2024 – EAST SITE)**



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

Aeronautical Study No.  
 2024-AWP-3347-OE

Issued Date: 03/28/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 NEC Watson AV West  
 Location: Apple Valley, CA  
 Latitude: 34-35-18.21N NAD 83  
 Longitude: 117-11-25.96W  
 Heights: 3030 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3081 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 09/28/2025 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-3347-OE.

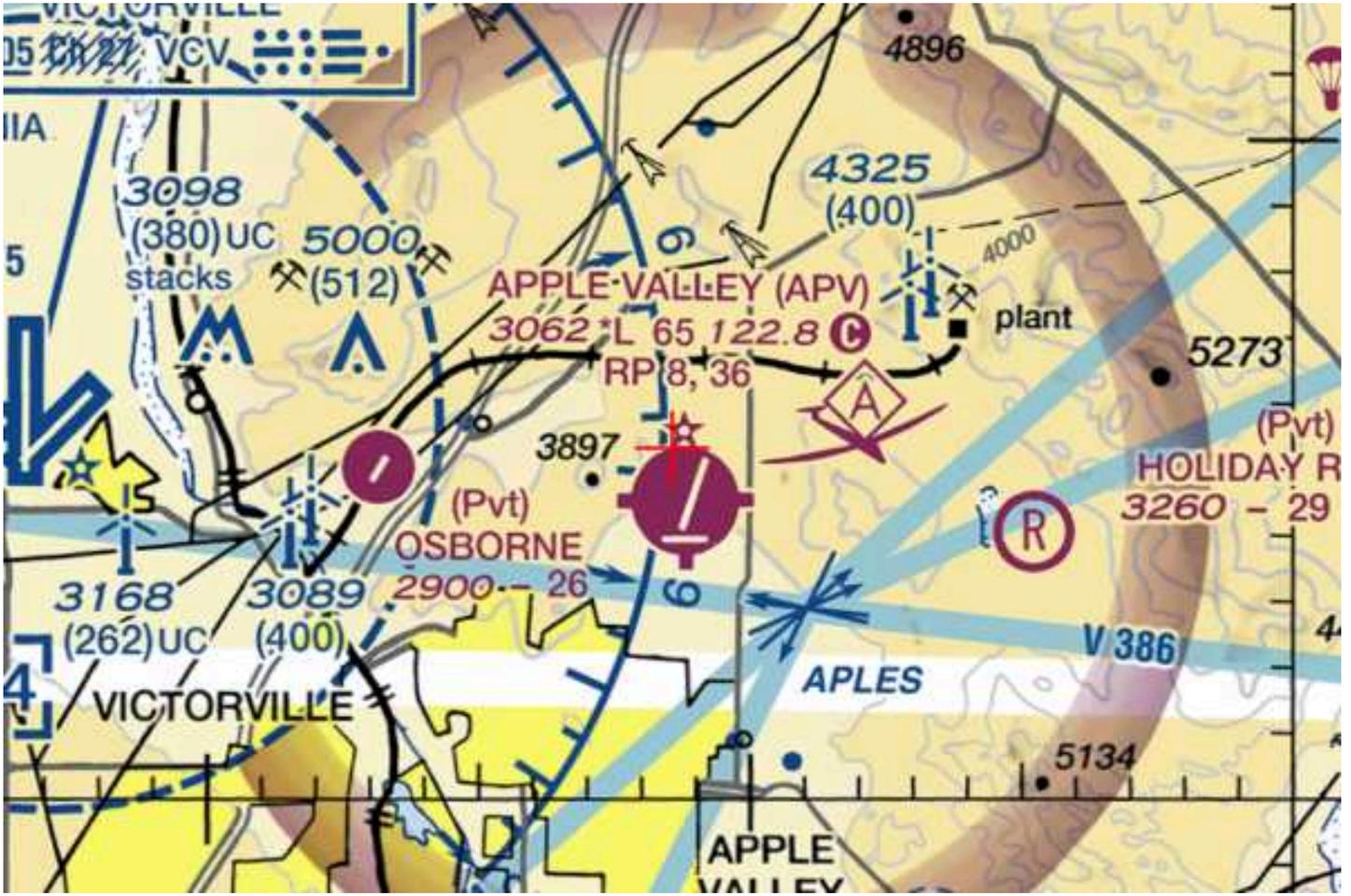
**Signature Control No: 615517027-617033734**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-3348-OE

Issued Date: 03/28/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 NWC Watson AV West  
 Location: Apple Valley, CA  
 Latitude: 34-35-18.22N NAD 83  
 Longitude: 117-11-48.54W  
 Heights: 3020 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3071 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 09/28/2025 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-3348-OE.

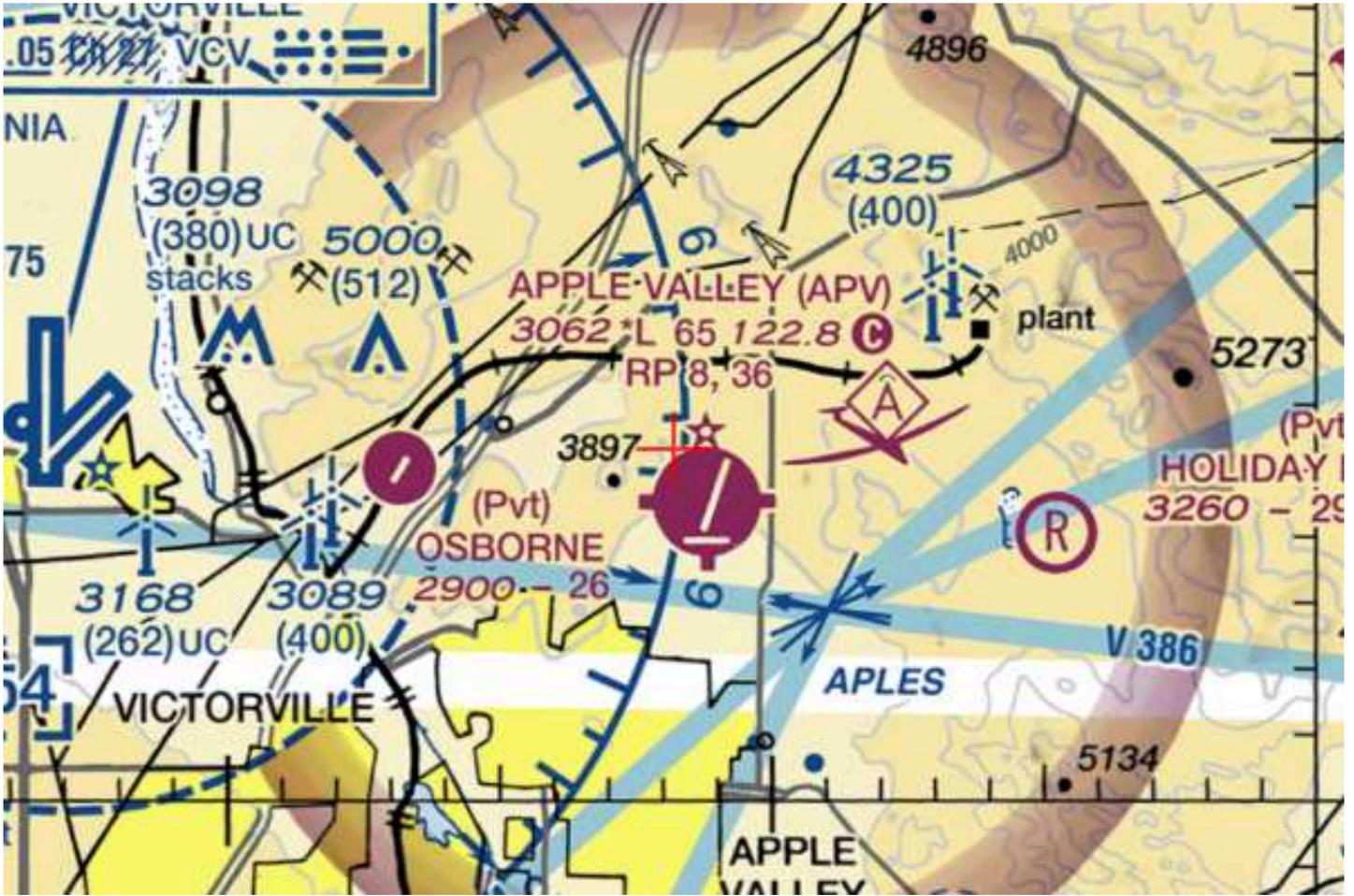
**Signature Control No: 615517911-617033735**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-3346-OE

Issued Date: 03/28/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 SEC Watson AV West  
 Location: Apple Valley, CA  
 Latitude: 34-35-12.94N NAD 83  
 Longitude: 117-11-25.99W  
 Heights: 3030 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3081 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 09/28/2025 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, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-3346-OE.

**Signature Control No: 615515623-617033732**

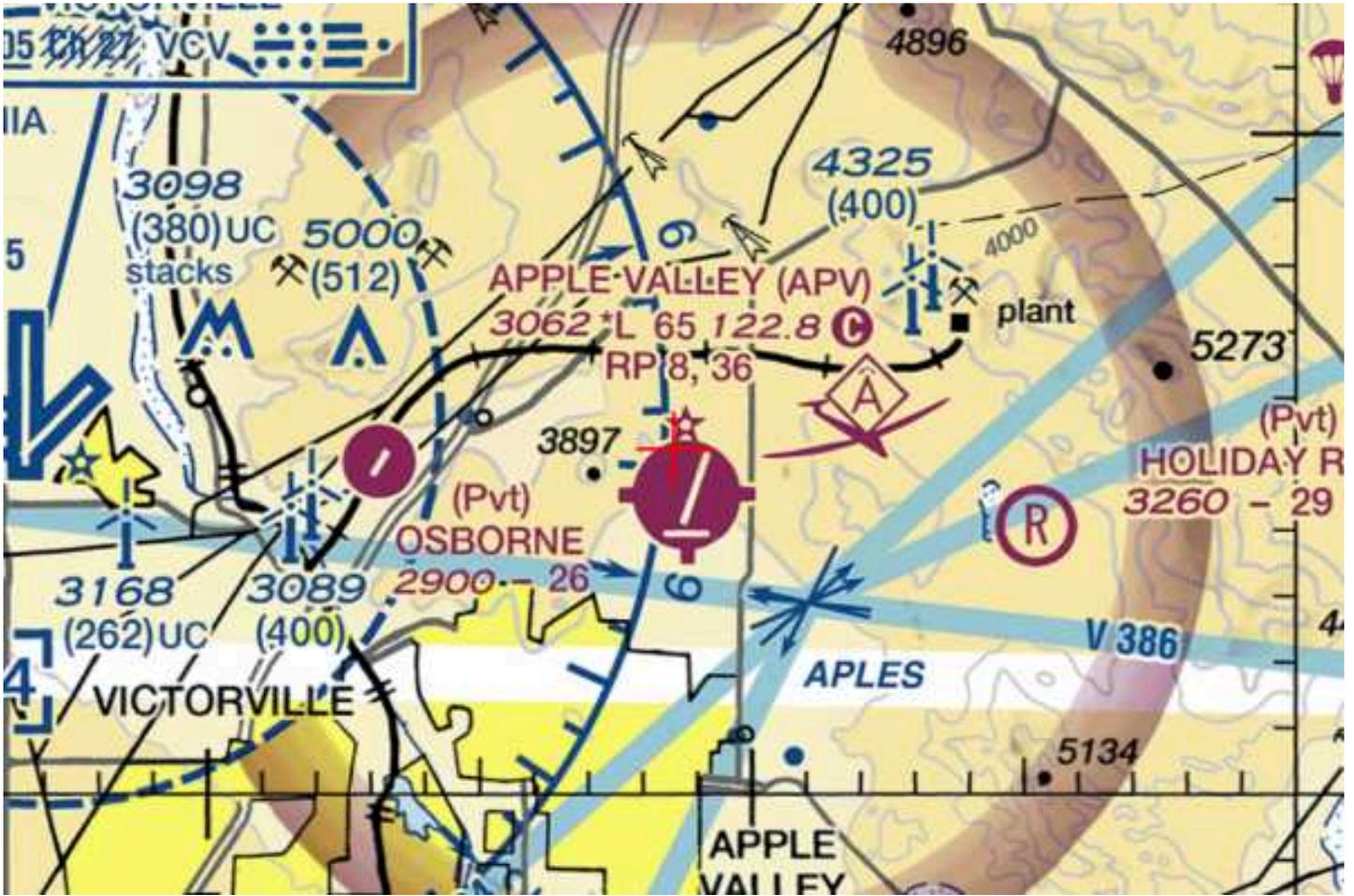
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-3346-OE







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

Aeronautical Study No.  
 2024-AWP-3349-OE

Issued Date: 03/28/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 SWC Watson AV West  
 Location: Apple Valley, CA  
 Latitude: 34-35-13.59N NAD 83  
 Longitude: 117-11-48.54W  
 Heights: 3020 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 3063 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 09/28/2025 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-3349-OE.

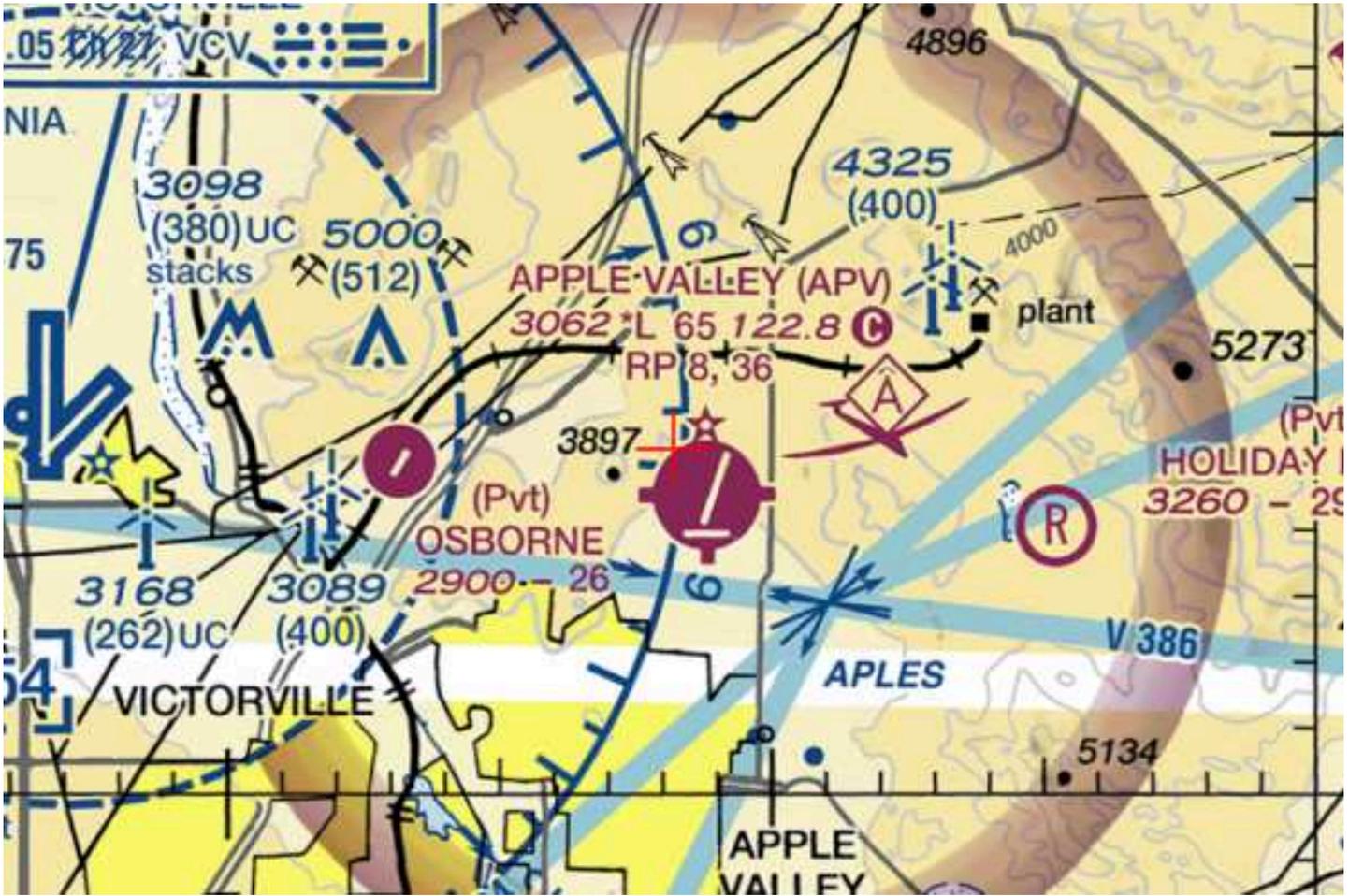
**Signature Control No: 615519234-617033733**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-9093-OE  
 Prior Study No.  
 2024-AWP-3737-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - SE Corner  
 Location: Apple Valley, CA  
 Latitude: 34-35-53.20N NAD 83  
 Longitude: 117-10-48.13W  
 Heights: 3112 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 3155 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 01/26/2026 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, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9093-OE.

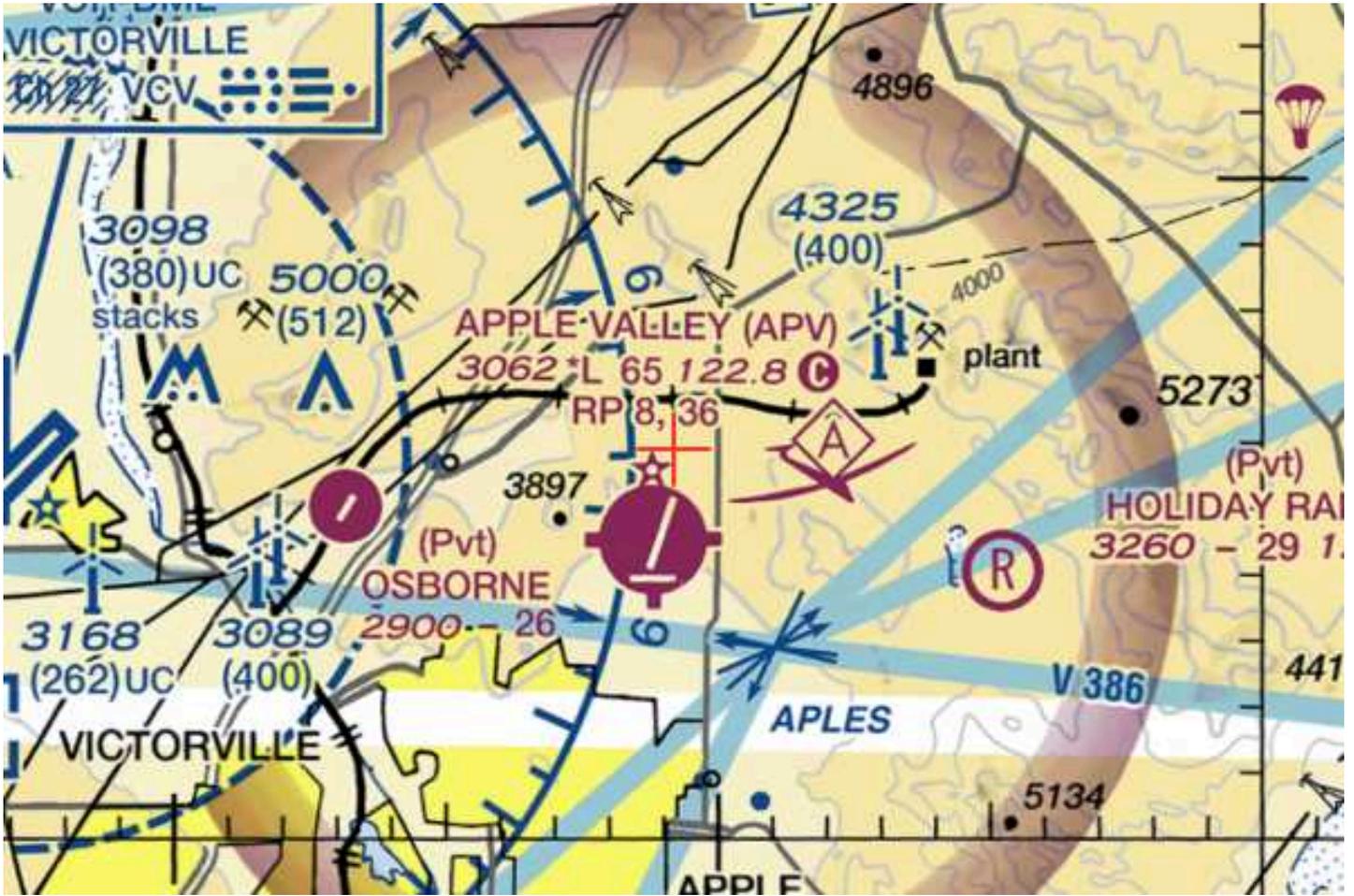
**Signature Control No: 627025973-628394253**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-9094-OE  
 Prior Study No.  
 2024-AWP-3738-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - East Wall  
 Location: Apple Valley, CA  
 Latitude: 34-35-56.88N NAD 83  
 Longitude: 117-10-48.16W  
 Heights: 3112 feet site elevation (SE)  
 50 feet above ground level (AGL)  
 3162 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 01/26/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9094-OE.

**Signature Control No: 627025974-628394256**

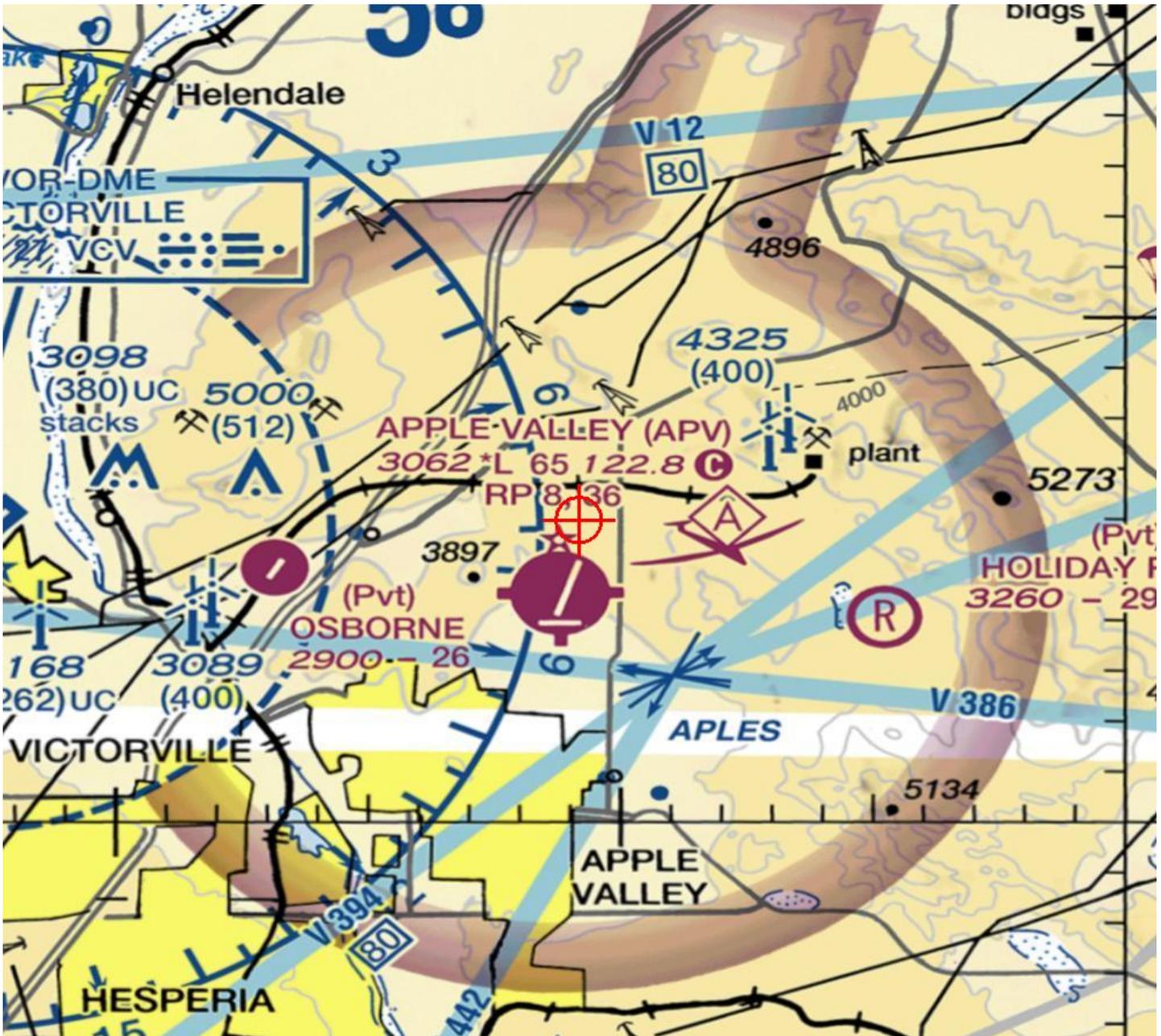
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9094-OE







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

Aeronautical Study No.  
 2024-AWP-9095-OE  
 Prior Study No.  
 2024-AWP-3739-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - NE Corner  
 Location: Apple Valley, CA  
 Latitude: 34-36-00.62N NAD 83  
 Longitude: 117-10-48.19W  
 Heights: 3112 feet site elevation (SE)  
 48 feet above ground level (AGL)  
 3160 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 01/26/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9095-OE.

**Signature Control No: 627025975-628394259**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-9096-OE  
 Prior Study No.  
 2024-AWP-3740-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - NW Corner  
 Location: Apple Valley, CA  
 Latitude: 34-36-00.47N NAD 83  
 Longitude: 117-11-15.64W  
 Heights: 3100 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3151 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 01/26/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9096-OE.

**Signature Control No: 627025976-628394255**

( DNE )

Vivian Vilaro

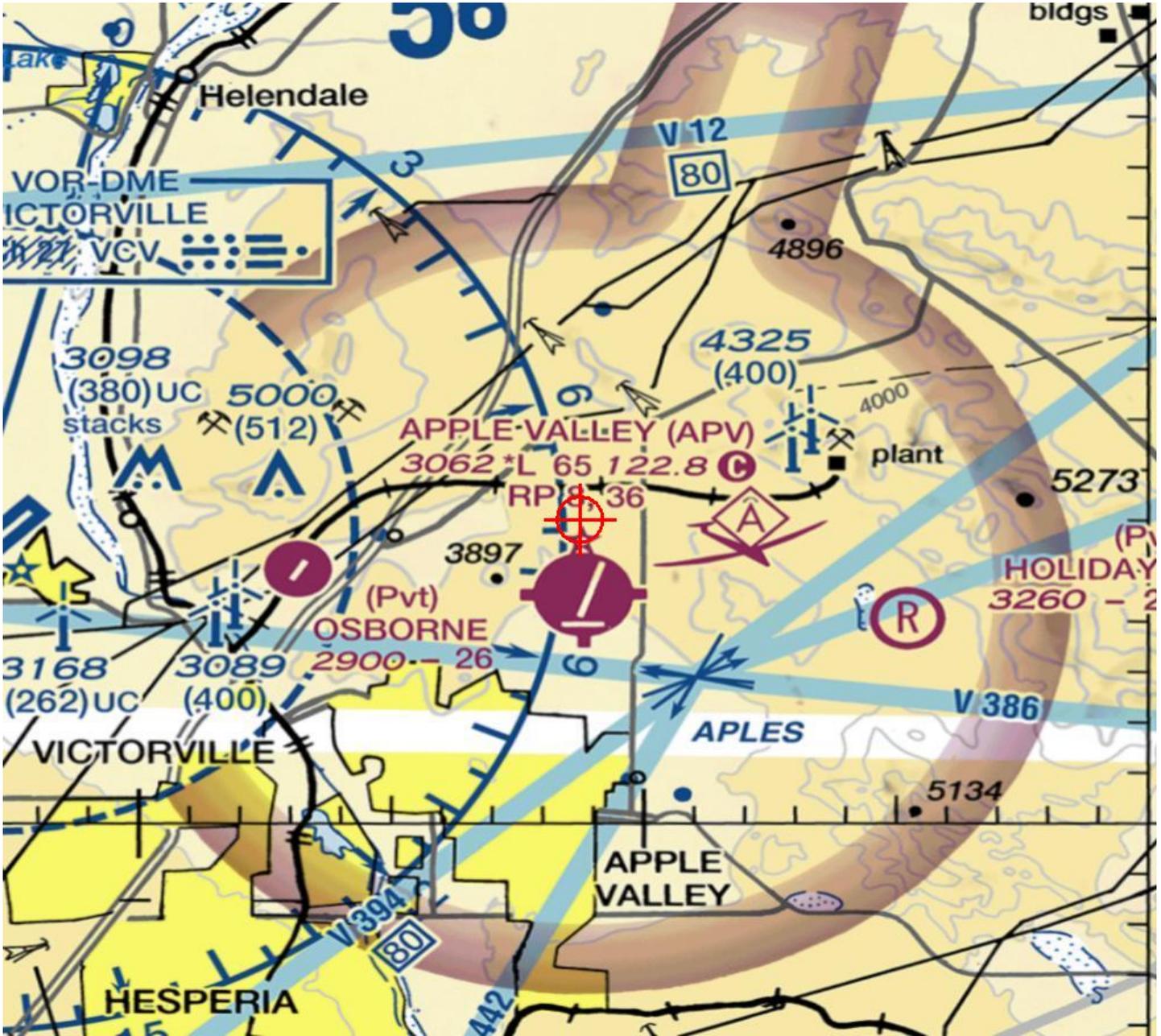
Specialist

Attachment(s)

Map(s)

TOPO Map for ASN 2024-AWP-9096-OE







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

Aeronautical Study No.  
 2024-AWP-9097-OE  
 Prior Study No.  
 2024-AWP-3741-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - SW Corner  
 Location: Apple Valley, CA  
 Latitude: 34-35-52.53N NAD 83  
 Longitude: 117-11-15.56W  
 Heights: 3100 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3151 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 01/26/2026 unless:

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

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

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

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This determination 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9097-OE.

**Signature Control No: 627025977-628394258**

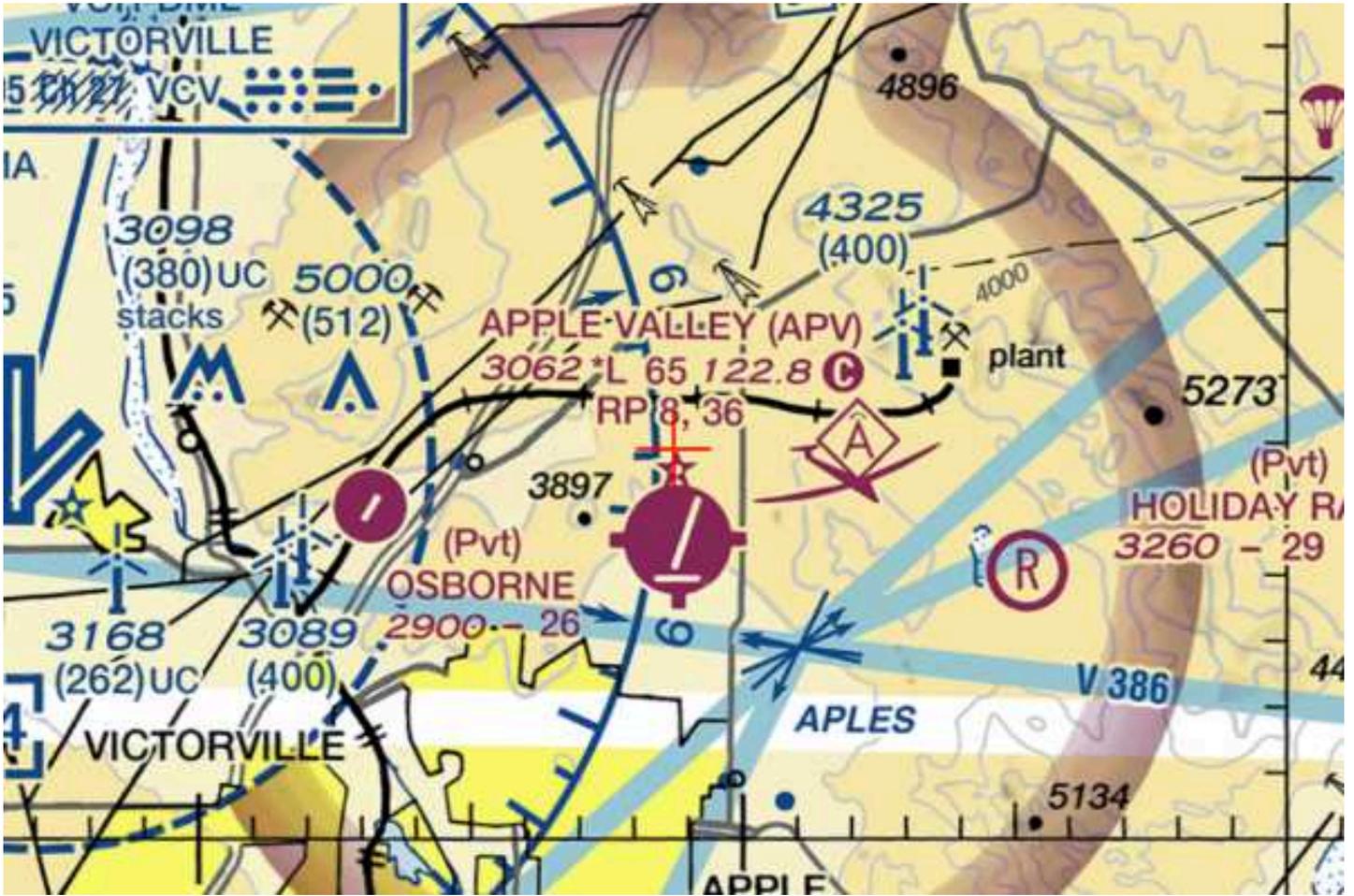
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9097-OE







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

Aeronautical Study No.  
 2024-AWP-9098-OE  
 Prior Study No.  
 2024-AWP-3742-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 1 - South Wall  
 Location: Apple Valley, CA  
 Latitude: 34-35-53.16N NAD 83  
 Longitude: 117-10-55.06W  
 Heights: 3109 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 3152 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 01/26/2026 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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9098-OE.

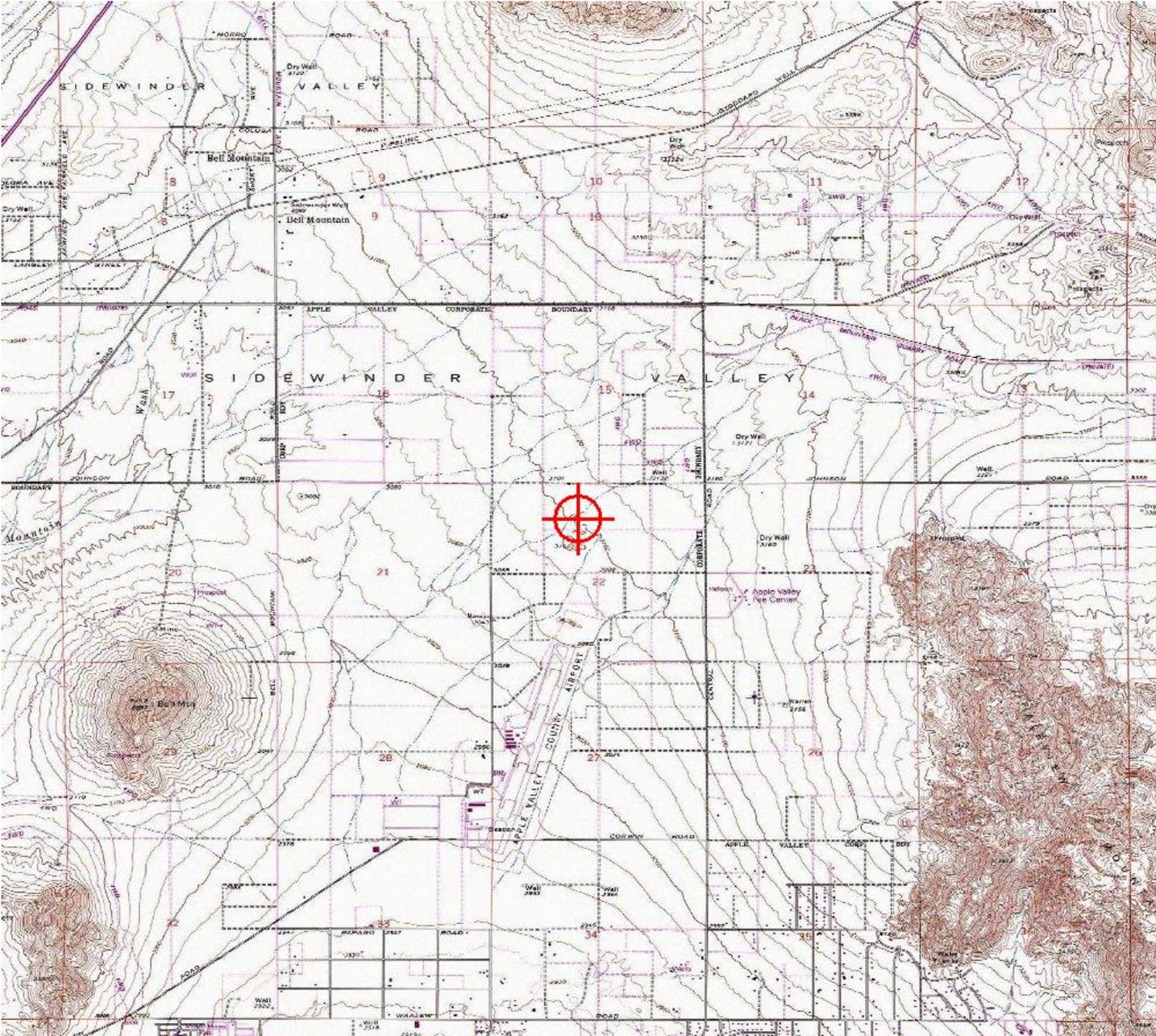
**Signature Control No: 627025978-628394260**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9098-OE







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

Aeronautical Study No.  
 2024-AWP-9099-OE  
 Prior Study No.  
 2024-AWP-3729-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 SW Corner  
 Location: Apple Valley, CA  
 Latitude: 34-35-53.73N NAD 83  
 Longitude: 117-10-42.54W  
 Heights: 3121 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 3164 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 01/26/2026 unless:

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

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

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

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

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9099-OE.

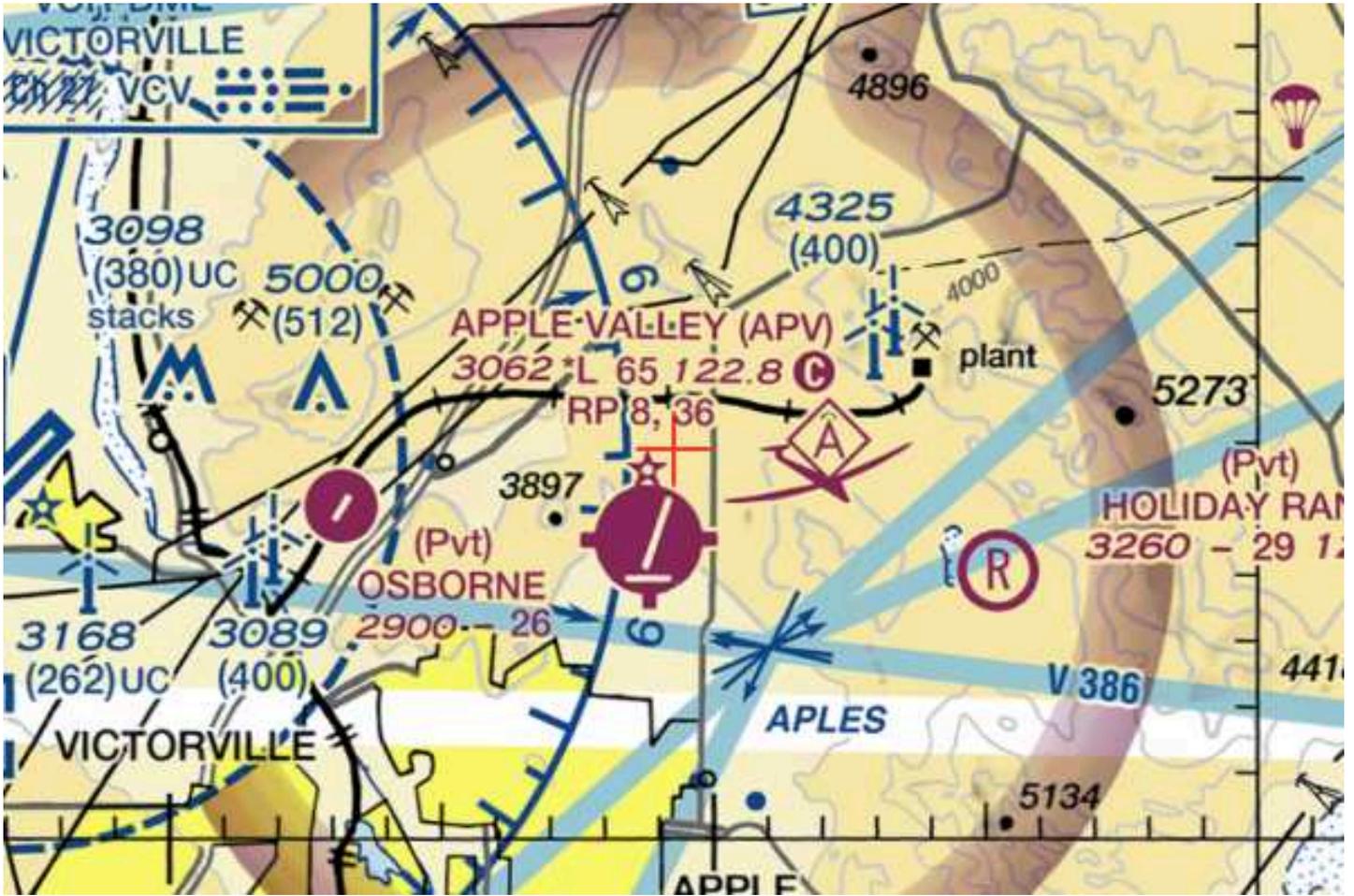
**Signature Control No: 627025979-628394263**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-9100-OE  
 Prior Study No.  
 2024-AWP-3730-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 West Wall  
 Location: Apple Valley, CA  
 Latitude: 34-35-57.19N NAD 83  
 Longitude: 117-10-42.57W  
 Heights: 3121 feet site elevation (SE)  
 50 feet above ground level (AGL)  
 3171 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 01/26/2026 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, will void this determination. Any future construction or alteration, including increase to heights, power, or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9100-OE.

**Signature Control No: 627025980-628394261**

( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)







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

Aeronautical Study No.  
 2024-AWP-9101-OE  
 Prior Study No.  
 2024-AWP-3731-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 NW Corner  
 Location: Apple Valley, CA  
 Latitude: 34-36-01.14N NAD 83  
 Longitude: 117-10-42.61W  
 Heights: 3121 feet site elevation (SE)  
 48 feet above ground level (AGL)  
 3169 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 01/26/2026 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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If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9101-OE.

**Signature Control No: 627025981-628394262**

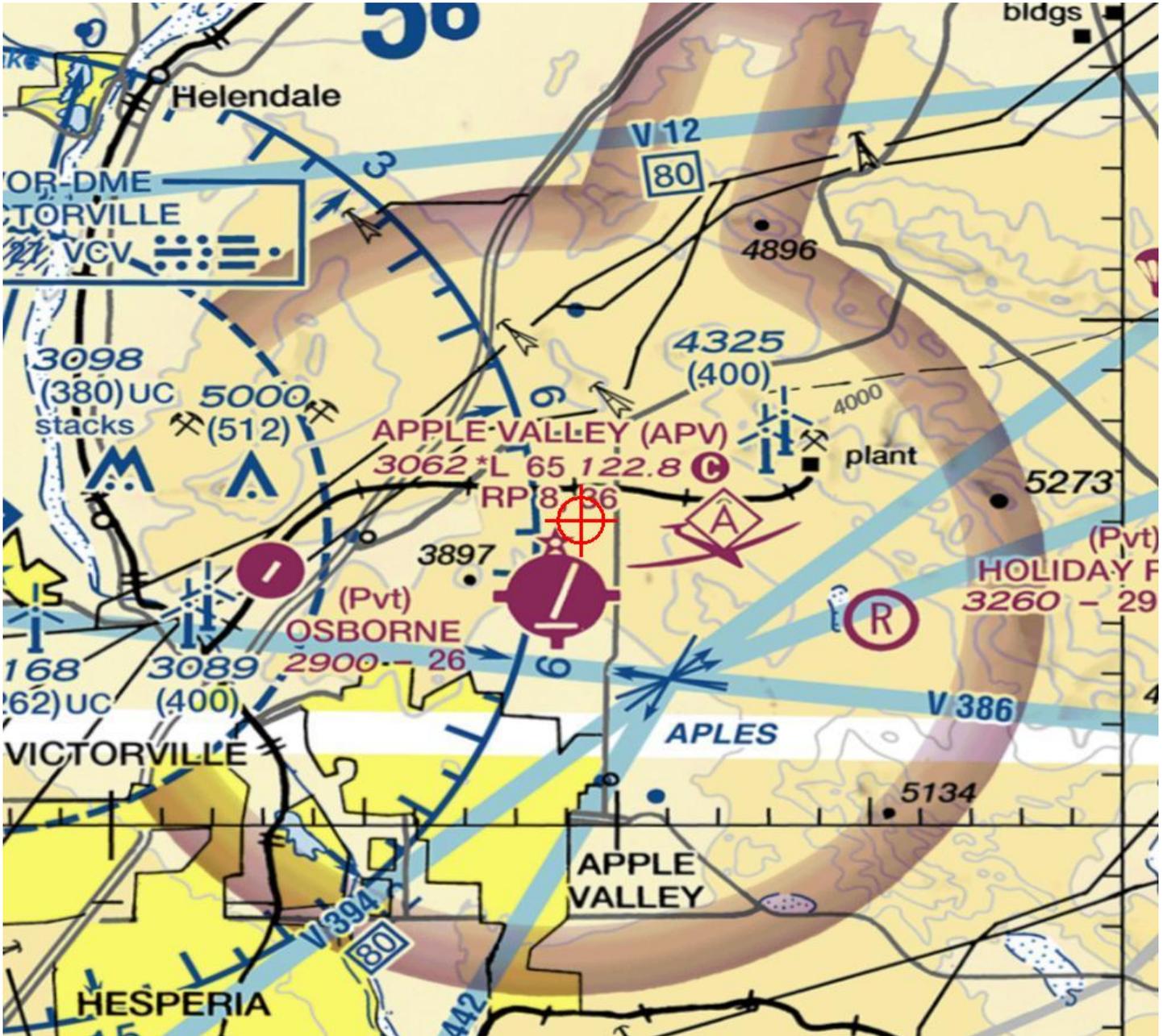
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9101-OE







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

Aeronautical Study No.  
 2024-AWP-9102-OE  
 Prior Study No.  
 2024-AWP-3732-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 NE Corner  
 Location: Apple Valley, CA  
 Latitude: 34-36-01.29N NAD 83  
 Longitude: 117-10-22.50W  
 Heights: 3129 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3180 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 01/26/2026 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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**NOTE: REQUEST FOR EXTENSION OF THE EFFECTIVE PERIOD OF THIS DETERMINATION MUST BE E-FILED AT LEAST 15 DAYS PRIOR TO THE EXPIRATION DATE. AFTER RE-EVALUATION OF CURRENT OPERATIONS IN THE AREA OF THE STRUCTURE TO DETERMINE THAT NO SIGNIFICANT AERONAUTICAL CHANGES HAVE OCCURRED, YOUR DETERMINATION MAY BE ELIGIBLE FOR ONE EXTENSION OF THE EFFECTIVE PERIOD.**

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, 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 (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9102-OE.

**Signature Control No: 627025982-628394257**

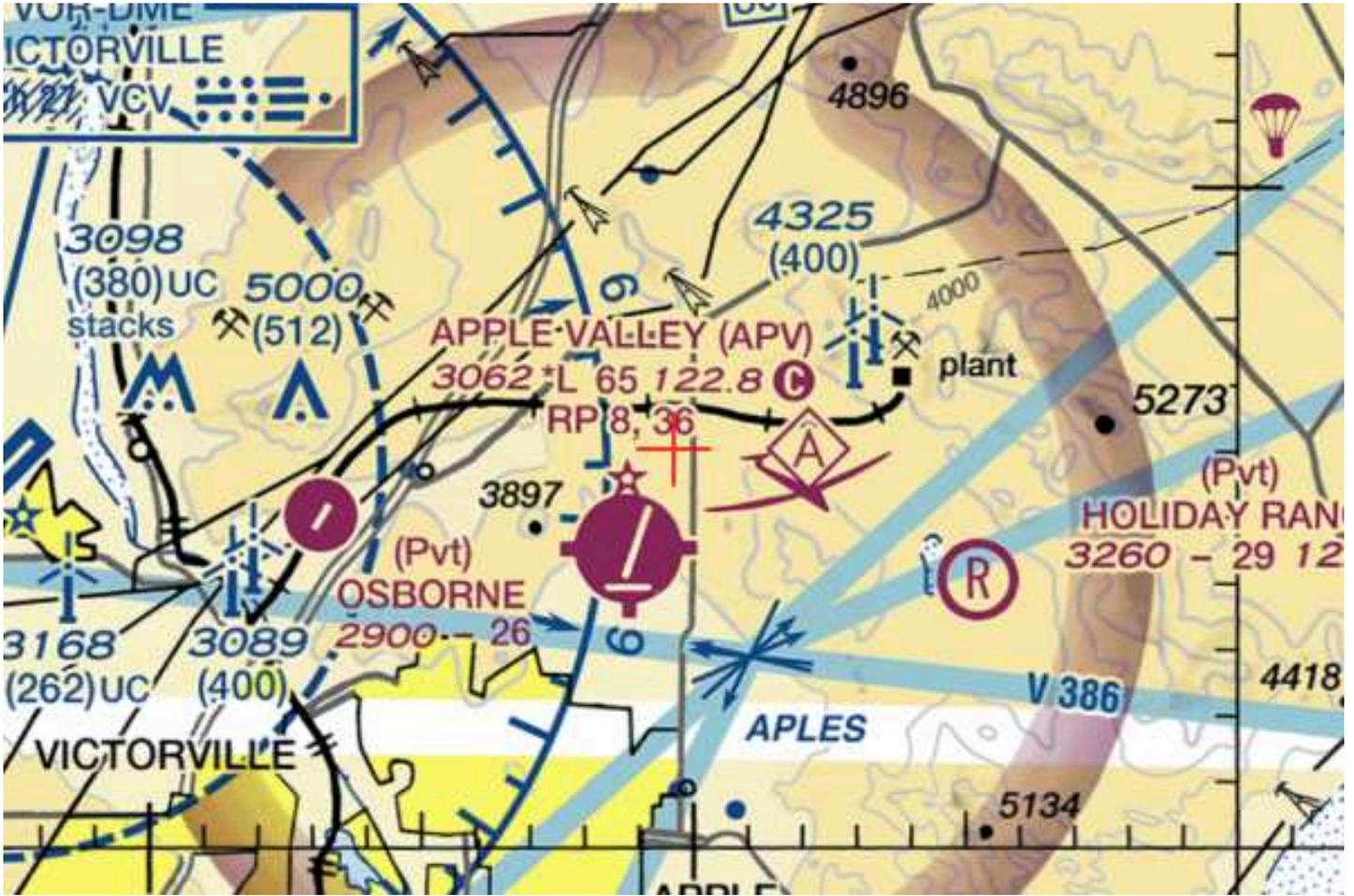
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9102-OE







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

Aeronautical Study No.  
 2024-AWP-9103-OE  
 Prior Study No.  
 2024-AWP-3733-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 SE Corner  
 Location: Apple Valley, CA  
 Latitude: 34-35-53.34N NAD 83  
 Longitude: 117-10-22.42W  
 Heights: 3129 feet site elevation (SE)  
 51 feet above ground level (AGL)  
 3180 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 01/26/2026 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, 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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If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9103-OE.

**Signature Control No: 627025983-628394252**

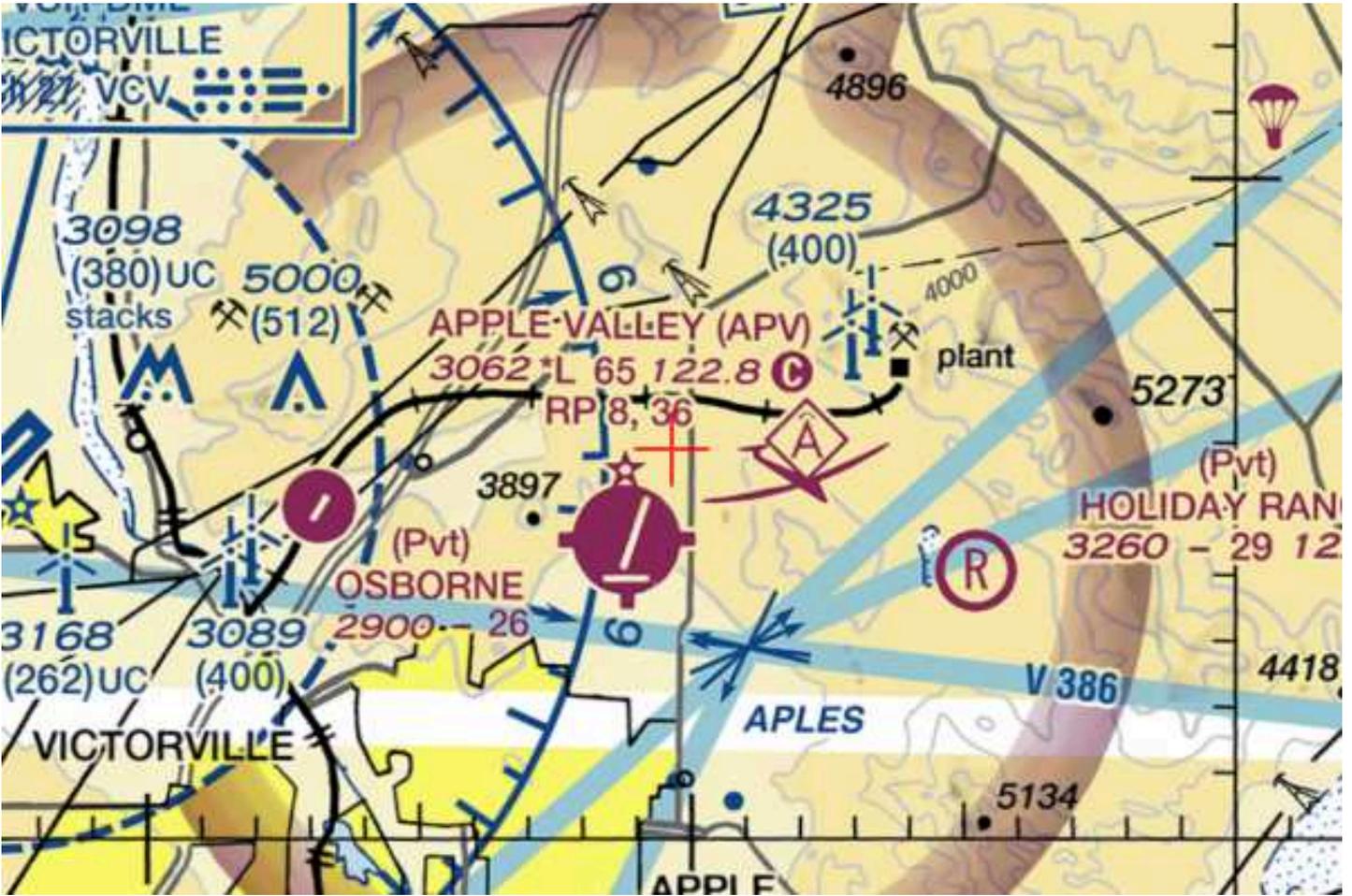
( DNE )

Vivian Vilaro  
Specialist

Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9103-OE







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

Aeronautical Study No.  
 2024-AWP-9104-OE  
 Prior Study No.  
 2024-AWP-3734-OE

Issued Date: 07/26/2024

Matt Rexroth  
 Watson Land Company  
 22010 S. Wilmington Avenue, Suite 400  
 Carson, CA 90745

**\*\* 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 RevBldg 2 South Wall  
 Location: Apple Valley, CA  
 Latitude: 34-35-53.78N NAD 83  
 Longitude: 117-10-35.13W  
 Heights: 3124 feet site elevation (SE)  
 43 feet above ground level (AGL)  
 3167 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.

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If we can be of further assistance, please contact our office at (847) 294-7575, or [vivian.vilaro@faa.gov](mailto:vivian.vilaro@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2024-AWP-9104-OE.

**Signature Control No: 627025984-628394254**

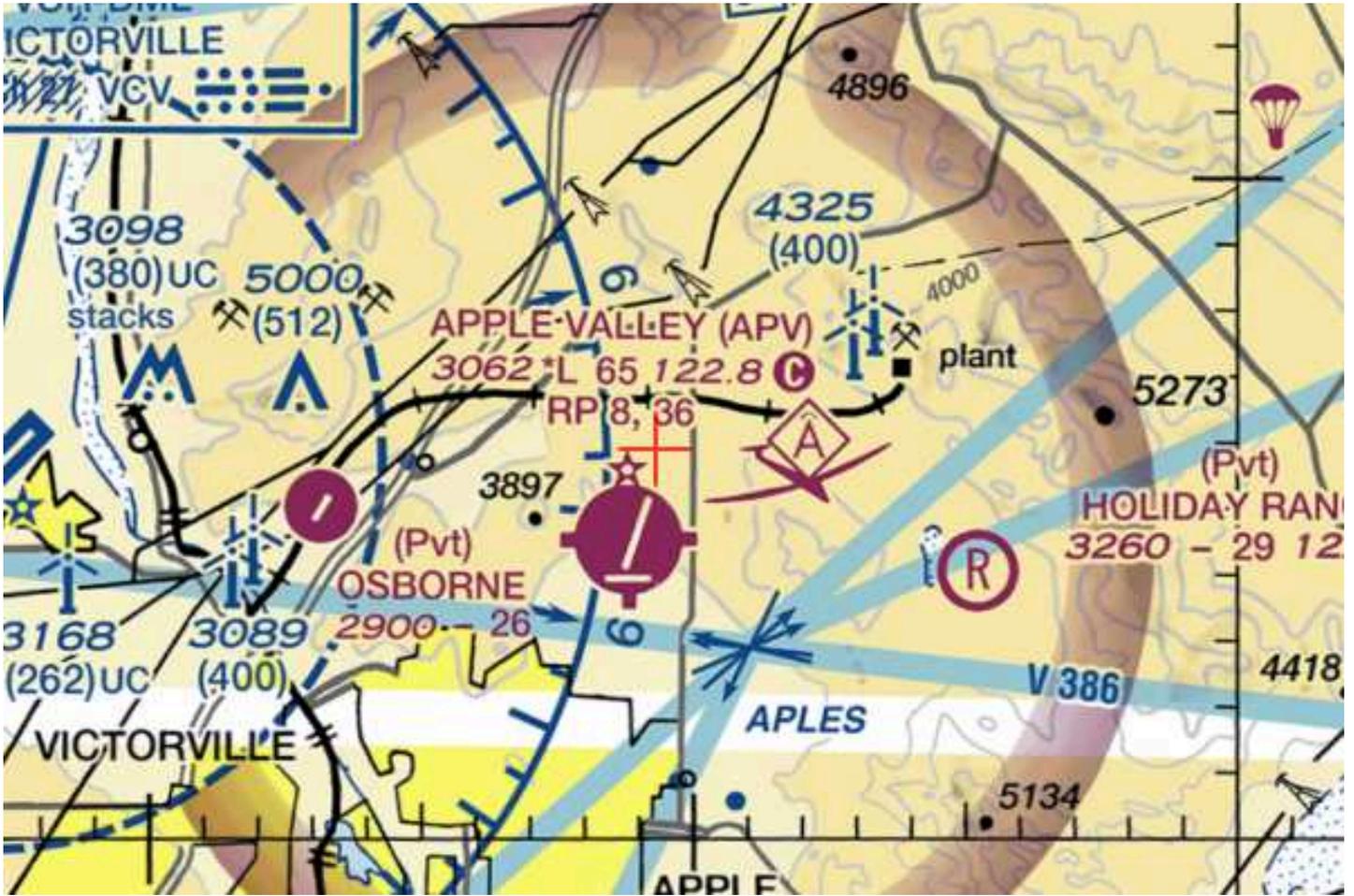
( DNE )

Vivian Vilaro  
Specialist

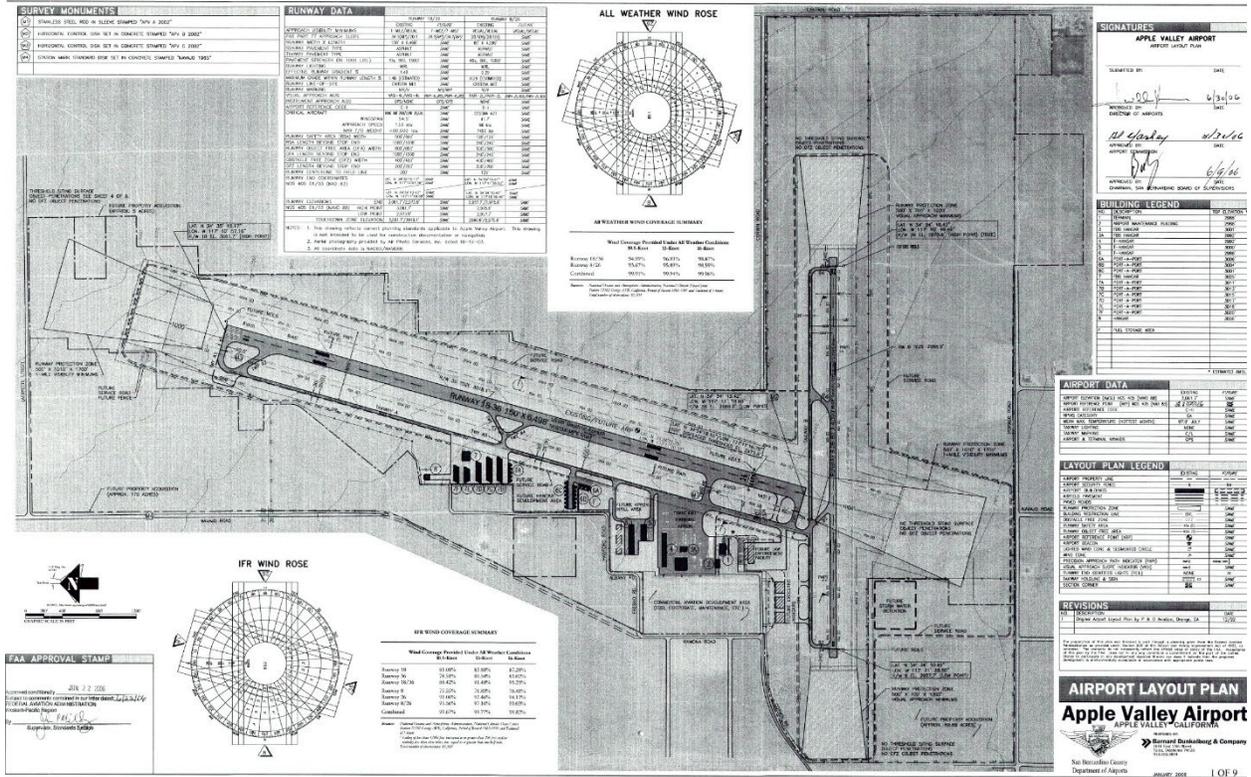
Attachment(s)  
Map(s)

TOPO Map for ASN 2024-AWP-9104-OE





**ATTACHMENT B: APPLE VALLEY AIRPORT FAA-APPROVED AIRPORT LAYOUT PLAN**



Technical Memorandum

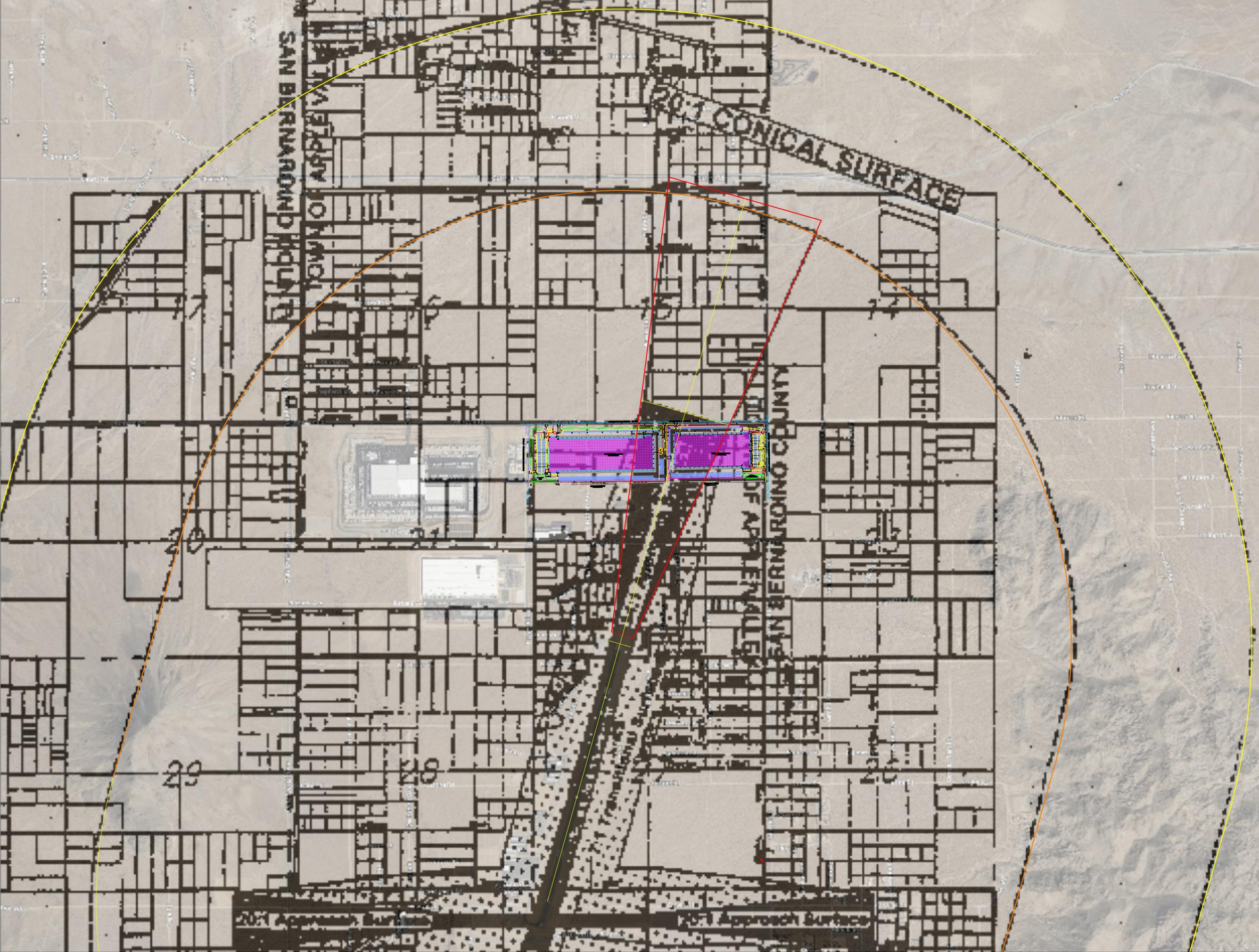
Airport Land Use Compatibility Analysis - Watson High Desert Logistics Project (East and West Sites)

May 7, 2025

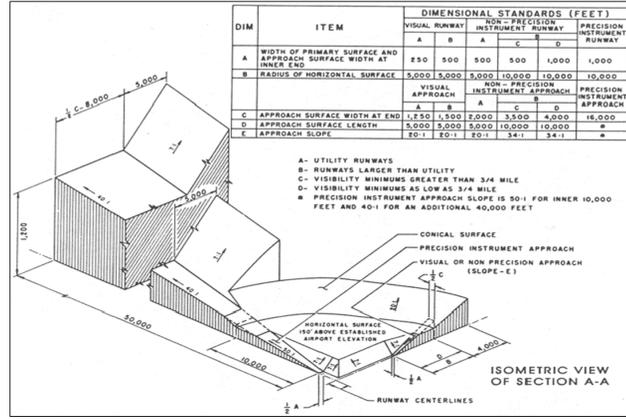
Page 17 of 20

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**ATTACHMENT C: APPLE VALLEY AIRPORT, 14 CFR PART 77 AIRPORT IMAGINARY  
SURFACES WITH WATSON HIGH DESERT LOGISTICS – EAST PROJECT  
SITE**



**Notes**

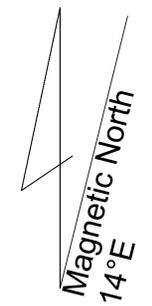


DIM	ITEM	DIMENSIONAL STANDARDS (FEET)					
		VISUAL RUNWAY		NON-PRECISION INSTRUMENT RUNWAY		PRECISION INSTRUMENT RUNWAY	
A	B	A	C	A	C	A	D
WIDTH OF PRIMARY SURFACE AND APPROACH SURFACE WIDTH AT INTERSECT							
A	B	250	500	500	500	1,000	1,000
RADIUS OF HORIZONTAL SURFACE							
B	A	5,000	5,000	5,000	10,000	10,000	10,000
APPROACH SURFACE WIDTH AT END							
C	A	1,250	1,500	2,000	3,000	4,000	16,000
APPROACH SURFACE LENGTH							
D	E	5,000	5,000	5,000	10,000	10,000	*
APPROACH SLOPE							
E	A	EO-1	EO-1	EO-1	EO-1	34:1	34:1

- A- UTILITY RUNWAYS
- B- RUNWAYS LARGER THAN UTILITY
- C- VISIBILITY MINIMUMS GREATER THAN 3/4 MILE
- D- VISIBILITY MINIMUMS AS LOW AS 3/4 MILE
- \* PRECISION INSTRUMENT APPROACH SLOPE IS 50:1 FOR INNER 10,000 FEET AND 40:1 FOR AN ADDITIONAL 40,000 FEET

**Legend**

- Runway 18/36 Approach and Departure : —
- Runway 8/26 Approach and Departure: —
- Horizontal Surface: —
- Runways Outline and Centerline: —



Scale: 1" = 1,000'



Apple Valley Airport  
Land Use Compatibility Analysis Project  
Watson Land Company

14 CFR Part 77  
Airport Imaginary Surfaces  
Apple Valley Airport  
(KAPV)



*Technical Memorandum*

*Airport Land Use Compatibility Analysis - Watson High Desert Logistics Project (East and West Sites)*

*May 7, 2025*

*Page 18 of 20*

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**ATTACHMENT C: NICK JOHNSON PROFESSIONAL RESUME**



## **NICK JOHNSON**

---

### **PRESIDENT & CEO – JOHNSON AVIATION, INC**

#### **TOTAL YEARS EXPERIENCE: 36 YEARS – 21 YEARS WITH JA, INC**

**Nick Johnson** is a Complex Strategy Advisor leading airport land use compatibility, regulatory, facilities entitlement and financial project solutions. He has 36 years of experience in airport planning and development at and near airports and military airfields of all sizes. This experience includes project development on airports, off-airports and adjacent “through-the-fence” by applying a broad array of expertise from business and financial analysis to airspace and operational procedures improvement. He does so as a collaborator with teams of all sizes to meet client needs and expectations. Specialties include master plans, land use compatibility plans, lease negotiations, business strategy, facilities planning, ownership transfer, environmental entitlements, regulatory certification, aviation safety analysis, security planning, real estate strategy and construction planning. Nick founded Johnson Aviation in 2004 providing leadership on high profile and contentious airport master planning and environmental projects.

Nick is currently developing a Vertiport Feasibility Study at John Wayne Airport, Orange County California for fixed-base operator ACI Jet Orange County as part of its comprehensive facilities renovation project. The FAA, through its planning, design and advisory process has acknowledged that Advanced Air Mobility (AAM) is an emerging aviation ecosystem that leverages new aircraft and array of innovative technologies to provide the opportunity for more efficient, sustainable, and equitable transportation options, including serving airport passenger access. The purpose of the study is to draw together the uncertain and developing AAM possibilities with safe, efficient, and compatible needs of constrained airport infrastructure. Building stakeholder consensus on vertiport facilities is an added objective of the study.

Nick has also worked closely with the San Diego County Regional Airport Authority (SDCRAA) on its Airport Development Program (ADP) to complete the long-term redevelopment of San Diego International Airport. He worked as part of the Authority’s team to entitle a replacement to Terminal 1, develop airfield improvements to optimize the efficiency of the busiest single-runway airport in the U.S. and optimize landside access. The project is currently under construction. He has also supported the Authority’s CFR Part 150 study update to reduce community noise impacts and improve nearby land use compatibility.

From 2011 to 2018, Nick worked closely with the City of Ontario and the Ontario International Airport Authority (OIAA) to transfer ownership and operation of Ontario International Airport (ONT). He worked with a small team to develop the strategic business plan adopted in 2013 that defines and guides the Authority’s mission. In 2015 and 2016, Nick led a large and diverse ownership transfer team to meet all regulatory, operational, financial, environmental, and legal requirements of the FAA. That team successfully transferred the ownership and operation of the Airport in 15 months. Johnson Aviation staff continued as the Airport’s planning and development program managers for 20 months during the staffing transition negotiating long-term leases for the airport’s FBO redevelopment and for a FedEx Regional Sorting Hub relocation and expansion that is now fully operational.

Since 2017 Nick has assisted Google with the Master Planning and development of their Proposed San Jose Campus in the City of San Jose, California and within the Mineta San Jose International Airport (SJC), Airport Influence Area (AIA) in Santa Clara County California. The Google Campus has the potential to transform Downtown San Jose with many new and expanded live/work development options. By focusing on the expansion of the existing Diridon Station, the Google Campus will complete station infrastructure for the California High Speed Rail, Bay Area Rapid Transit (BART) and Valley Transit Authority (VTA) systems. The project will both improve and potentially modify SJC air service depending on the various building heights and locations on the site. The total campus development is likely to exceed 10 million square feet of office, residential and retail uses that will be developed over the coming years.

**Nick Johnson, President & CEO, Johnson Aviation, Inc.**



Property redevelopment and land use compatibility on and near airports taking full advantage of the airport economic engine is one of Nick's unique contributions to airport communities. In addition to a land use compatibility plan for the joint use Colorado Springs Airport and Peterson Space Force Base, he has also served the City of Perris, California and various developers near March Air Reserve Base in Riverside County to both preserve and expand the vitality of the Base and its civilian cargo operations. He has worked with Boeing and their development successors to redevelop manufacturing facilities at Long Beach Airport, El Segundo, Seal Beach and Mesa Arizona. Other current airport land use compatibility planning includes the City of Goleta, City of San Luis Obispo, San Diego International Airport, Marine Corps Air Station Miramar, Naval Air Station North Island, City of Pleasanton and Fairfax County Virginia.

Nick assisted the FAA on updates and revisions to its key airport planning guidance documents. The FAA's Master Plan Advisory Circular (AC) was revised and updated to address innovations and lessons learned in the field of airport planning. The FAA's Airport Land Use Compatibility AC was completely rewritten to address the challenges of effective land use planning near airports to ensure the safe and compatible use of nearby land while maximizing the economic development characteristics of these surrounding areas. The FAA's Solar Guidance document was updated to consider the most recent findings of solar panel glare analyses and the effects on safe air navigation.

Nick worked closely with Los Angeles World Airports (LAWA) to secure City Council approval of the LAX Master Plan entitlements that were ultimately approved in December 2004. He provided technical planning support to the legal defense team on the LAX Master Plan when it was sued in State and federal courts. Four legal challenges related to the California Environmental Quality Act (CEQA) Environmental Impact Report (EIR) and to the National Environmental Policy Act (NEPA) ROD were successfully settled in December 2005. Nick also facilitated a required review and approval of key settlement provisions by the Federal Aviation Administration.

Nick worked with LAWA and its consulting team in the early phase of a multi-year study of key components of the LAX Master Plan. Together, they crafted an approach in close coordination with airline and community stakeholders. This planning initiative by LAWA was intended to modernize LAX and expand regional airport capacity throughout Southern California.

Nick provided strategic guidance to a team of airport planners from HNTB Corporation on the San Diego International Airport Master Plan. This plan was developed to meet the immediate needs of the airport and airline community while the policy for the long-term future of the airport was resolved. The Green Build terminal project was the first major plan component completed in 2013.

Prior to starting Johnson Aviation, Nick was a Vice President with Landrum & Brown in the firm's airport planning practice. He served as Landrum & Brown's Project Manager for the Los Angeles International Airport (LAX) Master Plan. He led the way in developing a plan for LAX that balanced the needs of the regional economy while finding practical solutions for the local impact to nearby communities as part of a multi-discipline consultant team. Nick also led various land re-use and property development projects for Landrum & Brown at other major California airports.

### **Education**

Master of Public Administration, Aviation Administration – Southern Illinois University  
Bachelor of Science, Aviation Management - Southern Illinois University  
Air Traffic Control Internship – Federal Aviation Administration  
Aviation Flight Program– Southern Illinois University  
General Aviation Private Pilot (9/19/1986)

**APPENDIX A: APPLE VALLEY COMPREHENSIVE AIRPORT LAND USE PLAN – FIGURE A-1 WITH PROPOSED PROJECT SITE LOCATION**

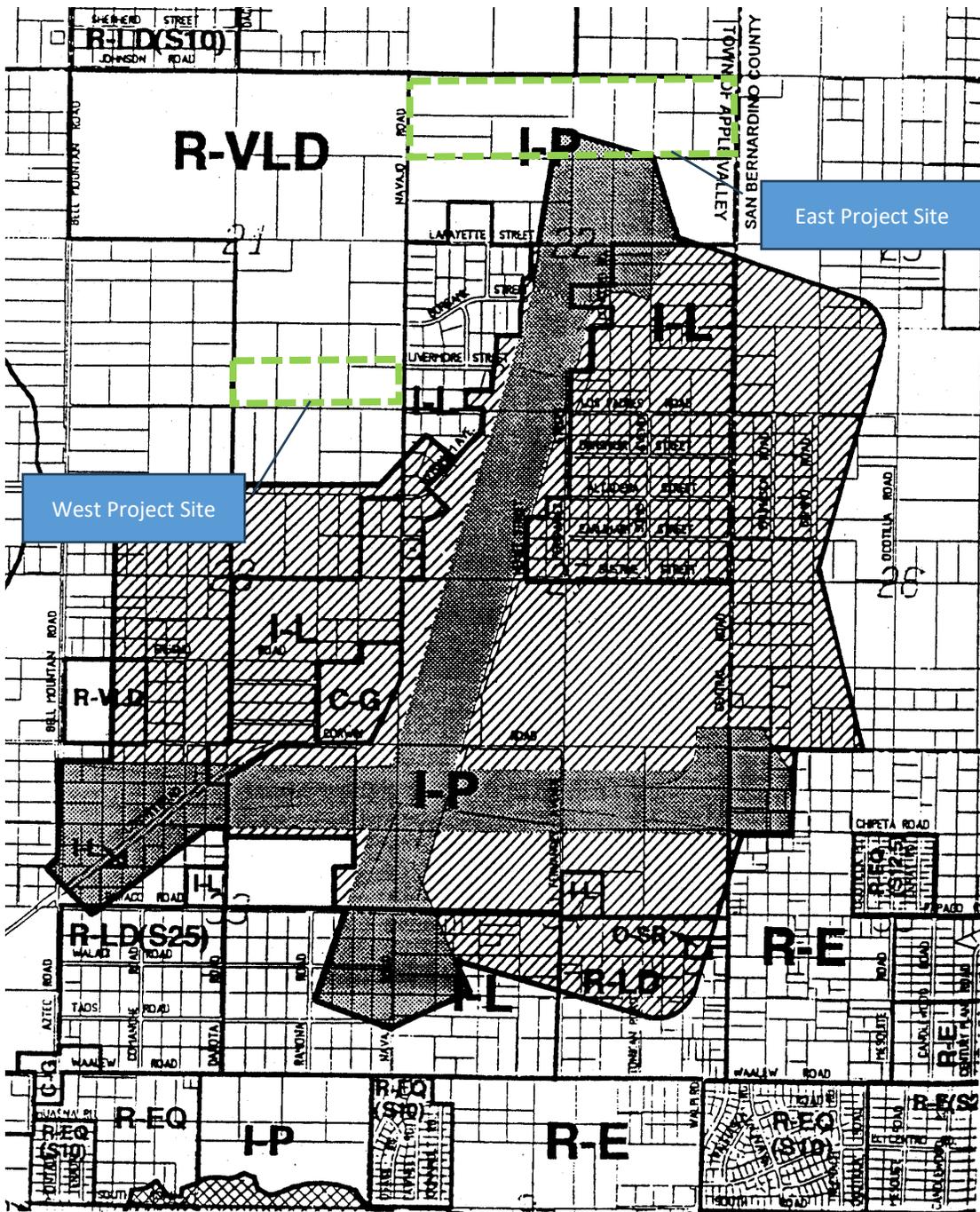
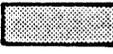
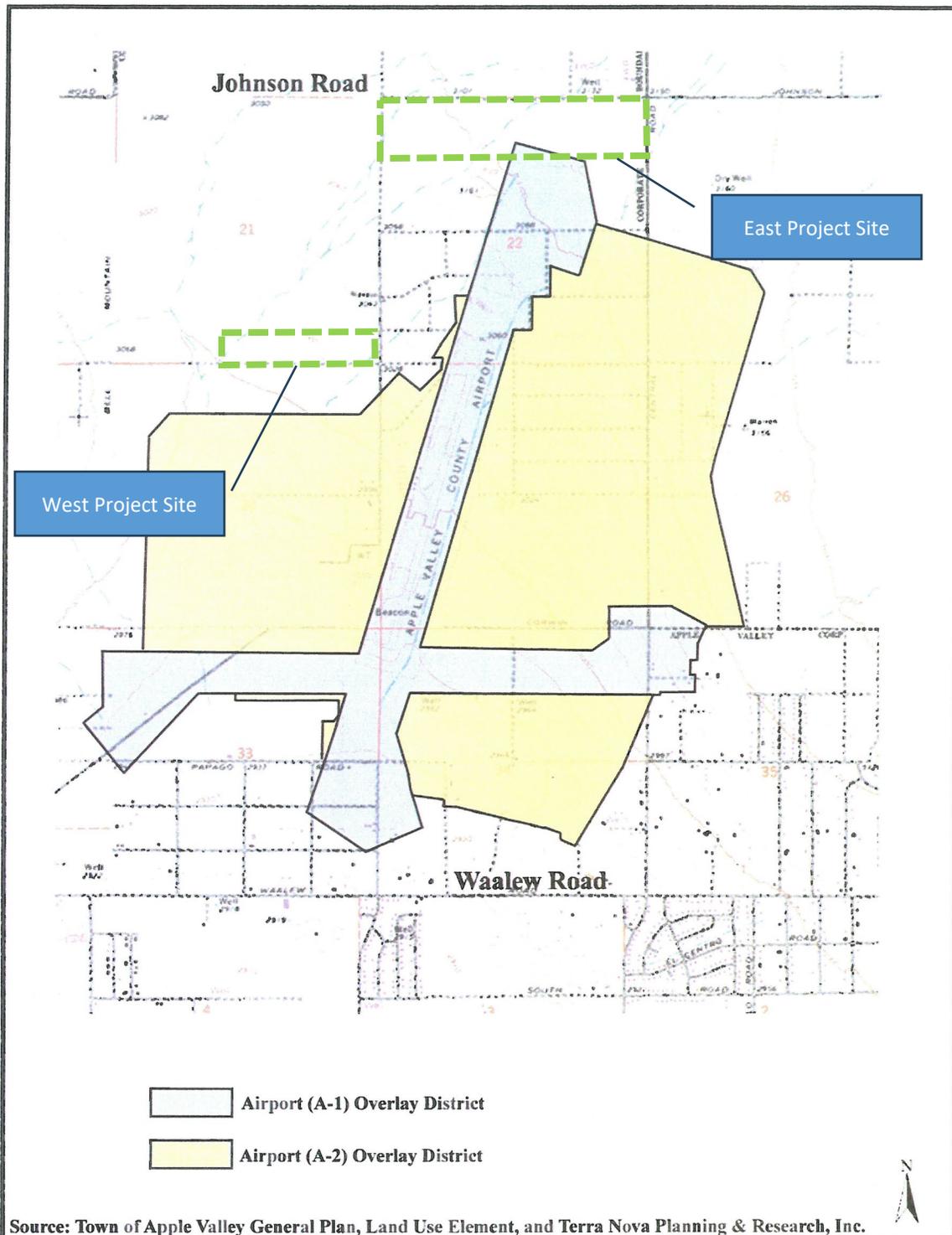


FIGURE A-1

### Airport Overlay Districts

-  Airport (A-1) Overlay District
-  Airport (A-2) Overlay District

**APPENDIX B: APPLE VALLEY GENERAL PLAN, LAND USE ELEMENT – EXHIBIT II-4 WITH PROPOSED PROJECT SITE LOCATION**



Apple Valley General Plan  
Airport Influence Areas  
Apple Valley, California

Exhibit  
**II-4**