



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

Aeronautical Study No.  
2017-AWP-8455-OE

Issued Date: 12/11/2017

SunZia Transmission LLC  
SZA - CeCe Aguda  
3610 N 44th Street, Suite 250  
Phoenix, AZ 85018

**\*\* PUBLIC NOTICE \*\***

The Federal Aviation Administration is conducting an aeronautical study concerning the following:

Structure:	Transmission Line PW-70/3
Location:	Oracle, AZ
Latitude:	32-39-30.85N NAD 83
Longitude:	110-41-41.63W
Heights:	3522 feet site elevation (SE) 149 feet above ground level (AGL) 3671 feet above mean sea level (AMSL)

The structure above exceeds obstruction standards. To determine its effect upon the safe and efficient use of navigable airspace by aircraft and on the operation of air navigation facilities, the FAA is conducting 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.

**\*\* SEE REVERSE SIDE FOR ADDITIONAL INFORMATION \*\***

In the study, consideration will be given to all facts relevant to the effect of the structure on existing and planned airspace use, air navigation facilities, airports, aircraft operations, procedures and minimum flight altitudes, and the air traffic control system.

Interested persons are invited to participate in the aeronautical study by submitting comments to the above FAA address or through the electronic notification system. To be eligible for consideration, comments must be relevant to the effect the structure would have on aviation, must provide sufficient detail to permit a clear understanding, must contain the aeronautical study number printed in the upper right hand corner of this notice, and must be received on or before 01/17/2018.

This notice may be reproduced and circulated by any interested person. Airport managers are encouraged to post this notice.

If we can be of further assistance, please contact our office at (425) 227-2625, or [paul.holmquist@faa.gov](mailto:paul.holmquist@faa.gov). On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2017-AWP-8455-OE.

**Signature Control No: 339978257-350980927**

( CIR )

Paul Holmquist  
Specialist

Attachment(s)

Part 77

Additional Information

Map(s)

**Additional Information for ASN 2017-AWP-8455-OE**

**Proposal:** To construct and/or operate a(n) Transmission Line to a height of 149 feet above ground level, 3671 feet above mean sea level.

**Location:** The structure will be located 2.75 nautical miles northwest of E77 Airport reference point.

**Part 77 Obstruction Standard(s) Exceeded:**

## Additional information for ASN 2017-AWP-8455-OE

### Abbreviations

AGL - above ground level

AMSL - above mean sea level

RWY - runway

VFR - visual flight rules

IFR - instrument flight rules

NM - nautical mile

ASN- Aeronautical Study Number

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

The proposed SunZia transmission line project consists of 43 FAA studied structures near San Manuel, AZ, of which 23 are being circularized for public comment under ASN 2017-AWP-8455-OE. Comments received on ANY structure exceeding obstruction standards in this notice must be provided under ASN 2017-AWP-8455-OE.

### 1. LOCATION OF PROPOSED CONSTRUCTION

The proposed transmission line project lies approximately between 3.25 NM southwest through 3.98 NM west, northwest of the Airport Reference Point (ARP) for the San Manuel Airport (E77), San Manuel, AZ. For the sake of efficiency, the narrative below includes all of the proposed structures that have similar impacts and are included in this public notice along with their location expressed in degrees, minutes, seconds, North American Datum of 1983 (NAD83).

ASN	Structure Name	AGL/AMSL	Latitude / Longitude
2017-AWP-8455-OE	PW-70/3	149/3671	32-39-30.85N/110-41-41.63W
2017-AWP-8456-OE	PW-70/4	139/3613	32-39-30.82N/110-41-23.89W
2017-AWP-8457-OE	PW-71/1	119/3570	32-39-30.80N/110-41-09.38W
2017-AWP-8467-OE	PW-73/3	170/3602	32-38-07.84N/110-40-16.95W
2017-AWP-8468-OE	PW-73/4	170/3685	32-38-00.23N/110-40-16.53W
2017-AWP-8469-OE	PW-74/1	160/3698	32-37-44.38N/110-40-15.65W
2017-AWP-8470-OE	PW-74/2	165/3743	32-37-28.35N/110-40-14.75W
2017-AWP-8471-OE	PW-74/3	139/3804	32-37-14.09N/110-40-13.96W
2017-AWP-8472-OE	PW-74/4	170/3845	32-36-58.84N/110-40-13.11W
2017-AWP-8473-OE	PW-75/1	129/3929	32-36-44.65N/110-40-12.32W
2017-AWP-8474-OE	PW-75/2	139/3923	32-36-29.54N/110-40-11.48W
2017-AWP-8475-OE	PW-75/3	139/3943	32-36-15.45N/110-40-10.70W
2017-AWP-11626-OE	PW-71/1	140/3591	32-39-30.80N/110-41-09.38W
2017-AWP-11627-OE	PW-71/2	95/3473	32-39-18.73N/110-41-03.98W
2017-AWP-11628-OE	PW-71/3	90/3462	32-39-12.98N/110-41-01.40W
2017-AWP-11629-OE	PW-71/4	119/3481	32-39-05.41N/110-40-58.01W
2017-AWP-11630-OE	PW-71/5	90/3564	32-38-56.25N/110-40-53.90W
2017-AWP-11631-OE	PW-72/1	90/3543	32-38-49.71N/110-40-50.97W
2017-AWP-11632-OE	PW-72/2	90/3571	32-38-40.85N/110-40-47.00W
2017-AWP-11633-OE	PW-72/3	145/3551	32-38-32.99N/110-40-43.48W
2017-AWP-11634-OE	PW-73/1	165/3601	32-38-24.48N/110-40-34.50W
2017-AWP-11635-OE	PW-73/2	110/3571	32-38-12.55N/110-40-21.90W
2017-AWP-11636-OE	PW-73/3	170/3601	32-38-07.77N/110-40-16.85W

## 2. OBSTRUCTION STANDARDS EXCEEDED

The structures exceed 14 CFR Part 77 standards as described below.

- a. Section 77.19(a): Horizontal Surface—a height exceeding a horizontal plane 150 feet above the established airport elevation.

All of the structures listed below exceed the Part 77 Horizontal Surface by the following:

ASN	Exceeds Section 77.19(a) By (feet)	
2017-AWP-8467-OE	181	(terrain exceeds by 11)
2017-AWP-8468-OE	264	(terrain exceeds by 94)
2017-AWP-8469-OE	277	(terrain exceeds by 158)
2017-AWP-8470-OE	322	(terrain exceeds by 157)
2017-AWP-8471-OE	383	(terrain exceeds by 244)
2017-AWP-11627-OE	52	
2017-AWP-11628-OE	41	
2017-AWP-11629-OE	60	
2017-AWP-11630-OE	143	(terrain exceeds by 53)
2017-AWP-11631-OE	122	(terrain exceeds by 32)
2017-AWP-11632-OE	150	(terrain exceeds by 60)
2017-AWP-11633-OE	130	
2017-AWP-11634-OE	180	(terrain exceeds by 15)
2017-AWP-11635-OE	150	(terrain exceeds by 40)
2017-AWP-11636-OE	180	(terrain exceeds by 10)

- b. Section 77.19(b) -- Conical Surface: a surface extending outward and upward from the periphery of the Part 77 Horizontal Surface at a slope of 20:1 for a horizontal distance of 4,000 feet.

All of the structures listed below exceed the Part 77 Conical Surface by the following:

ASN	Exceeds Section 77.19(b) By (feet)	
2017-AWP-8455-OE	117	
2017-AWP-8456-OE	126	
2017-AWP-8457-OE	135	(terrain exceeds by 16)
2017-AWP-8472-OE	423	(terrain exceeds by 353)
2017-AWP-8473-OE	449	(terrain exceeds by 320)
2017-AWP-8474-OE	382	(terrain exceeds by 243)
2017-AWP-8475-OE	344	(terrain exceeds by 205)
2017-AWP-11626-OE	156	(terrain exceeds by 16)

## 3. EFFECT ON AERONAUTICAL OPERATIONS

- a. The impact on arrival, departure, and en route procedures for aircraft operating under VFR: Under investigation—seeking public input.

All of the structures listed above exceed Part 77 Section 77.19(a) and 77.19(b) where in many instances the terrain also exceeds the Part 77 surface.

There are no effects on the VFR traffic pattern for aircraft that normally use E77. The listed structures do not lie within the lateral boundaries for category A and B published traffic pattern airspace for E77.

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

There are no physical or electromagnetic effects on the operation of air navigation and communications facilities.

There are no effects on any airspace and routes used by the military.

The E77 Airport Master Record can be viewed/downloaded <http://www.gcr1.com/5010web/airport.cfm?Site=E77> . It states there are 14 single-engine, 0 multi-engine, 0 jet, 2 helicopter, 0 military, 5 ultra-light and 0 glider aircraft based there with 14,010 operations for the 12 months ending 19 April 2017 (latest information).

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

c. The impact on all planned public-use airports and aeronautical facilities: Under investigation; seeking public input.

d. The cumulative impact resulting from the proposed construction or alteration of a structure when combined with the impact of other existing or proposed structures: Under investigation; seeking public input.



