Tampa International Airport

AVIATION AUTHORITY
* PERMIT APPLICATION *

Tampa International Airport Peter O. Knight Airport Plant City Airport Tampa Executive Airport
P.O. Box 22287, Tampa, FL 33622-2287

Scope/Nature of Request: Provide summary of request, activities involved and any other required or pertinent information to fully describe scope, submit drawings and specification if needed. Additional pages may be used if necessary. The application must also contain (1) an FAA Determination of No Hazard if the duration is greater than 72 hrs. (2) site survey with an FAA accuracy code of 1A, if requested (3) a Variance application, if applicable (4) site plan with a building layout, if requested (5) building elevation plan, if requested (6) any additional information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.

Project Name \ Description:

TLR Tower - 601 N. Ashley \ Proposed mixed use tower which consists of a 46 story tower including multi-family, office, retail, and restaurant uses.

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this permit to be bound by the terms and conditions of such documents and all other applicable laws, rules, regulations, procedures and laws.

Permanent (Height Zoning) [x]
Temporary (Crane/Equip.) [ ]
Check type of permit being requested

This application is required to be attached to the supplemental data form for Permit request (see on-line application process).

Name/Company/Organization: Radwan Nassri \ TLR Tower, LLC

Contact Person for Requested Activity: Matthew Femal (agent) Kimley-Horn and Associates, Inc. Phone: 813-299-1680

Project Location: 601 N. Ashley Dr Tampa, FL 33602 Email: matt.femal@kimley-horn.com

Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.

Printed Name of Authorized Representative: Matthew R. Femal (agent) Kimley-Horn and Associates, Inc.

Signature of Authorized Representative: Matt Femal Date: 08/03/23

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of ☐ physical presence or ☐ online notarization, this 3rd day of August, 2023. by _____

(NOTARY SEAL)

VALERIA COMPTE
Commission # HH 286089
Expires July 11, 2026

Notary Signature Valeria Compte

Personally Known X OR Produced Identification _____ Type of Id Produced _____

All activities performed under this permit are at applicant's own expense and risk. The Authority will not be held liable for any damages, losses or injuries resulting from or connected with this activity. This permit does not relieve the applicant from obtaining any other permits, approvals, or determinations from other governmental agencies as may be required in accordance with law.

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-116

FAA Study Number 2022-ASO-6665-OE

Associated FAA Study Numbers 6664-6668

Reviewed By: _____

Variance Required: Yes

Recommend Approval: Yes

Coordinate with Airport Operations: No

Coordinate with ATCT: No

_____ _____
Approved by Zoning Director Date

Tampa International Airport

AVIATION AUTHORITY
* PETITION FOR VARIANCE *

Tampa International Airport Peter O. Knight Airport Plant City Airport Tampa Executive Airport
P.O. Box 22287, Tampa, FL 33622-2287

Provide a summary of request, activities involved and any other required or pertinent information as it pertains to any of the following criteria which will be used to substantiate a variance to the height zoning regulations. Additional pages may be used if necessary.

- The regulated height would create an unnecessary hardship to the applicant.
- Special conditions and circumstances apply which are not applicable to other similarly situated property.
- The proposal will not create a substantial detriment to public good or impair the purposes of the intent of these regulations.
- The proposal will not create a substantial adverse effect on the utility of the airport covered under these regulations.

The proposed 46 story tower development consists of multi-family, office, retail and restaurant. The project is located at 601 N Ashley Drive, Tampa, Florida 33602. The regulated height of 200 feet or less would create an undue hardship and potential abandonment of the proposed project. The proposed maximum building height of 558' AMSL was reviewed by the FAA and a Determination of No Hazard was issued.

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this variance to be bound by the terms and conditions of such documents and all other applicable laws, rules, regulations, procedures and laws. The petitioner must forward to FDOT by certified mail, return receipt requested, a copy of the permit package and petition for comment. The review of this petition for variance and variance process will proceed only upon the receipt of FDOT's comments or waiver of that right. Include a copy of the certified mail receipt with the petition.

Date : August 3, 2023 Nearest Airport: Tampa International Airport Overall Height (AMSL): 558'

Under penalty of perjury, I hereby certify that the above statements are true and correct and I have full power and authority to act on behalf of the Applicant's named firm, corporation or organization in the submission of this variance request.

Printed Name of Authorized Representative: Matthew R. Femal (agent) Kimley-Horn and Associates, Inc.

Signature of Authorized Representative: Matt Femal Date: 8/3/23

All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 3rd day of August, 20 23. by _____

(NOTARY SEAL)

NOTARY PUBLIC STATE OF FLORIDA
VALERIA COMPTE
Commission # HH 286089
Expires July 11, 2026

Notary Signature Valeria Compte

Personally Known X OR Produced Identification _____ Type of Id Produced _____

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-116

FAA Study Number: 2022-ASO-6665-OE

Associated Aeronautical Study Numbers: 6664-6668

FDOT Concurrence: Yes ☐ No ☐ Waived ☐ **n accordance with Resolution No.** _____

_____ _____
Approved by Board of Adjustment Chairman Date

Review Summary

Airport Study Number	Permit Number	Maximum Height - AMSL
2023-116	23116	558

Approval Date	Expires	Permit Type
	9/9/2024,	Height Zoning

Review

77.9 Review	77.17 Review
Required Notice	Obstruction

77.19 Review	TERPS	OEI (62.5:1)
Within Height Limits	Within Height Limits	N/A

Analysis Summary

Exceeds Obstruction Standards - No IFR or VFR airspace impacts identified - No Navaid impacts identified

Coordination with ATCT:	**No**	**Coordination with Operations:**	**No**
Emergency Use	**No**	**Hazard Marking and/or Lighting**	**Yes**
Objects affecting Navigable Airspace	**Yes**	**Exceeds Supportive Screening Criteria**	**Yes**

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.Follow all conditions specified in the FAA Determinations to remain in compliance. Installation equipment (Crane) exceeding 558’ AMSL will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.The Aviation Authority requires a post survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.In the event that any proposed elevation is exceeded the applicant acknowledges that they will remove or mitigate the structure to the permitted elevations.

Recommended Approval **Yes**

Airport Study Number:
2023-116

CONDITIONS

Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.

E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.

Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.

Follow all conditions specified in the FAA Determinations to remain in compliance.

Installation equipment (Crane) exceeding 558’ AMSL will require a separate permit by the Aviation Authority.

Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

The Aviation Authority requires a post survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.

In the event that any proposed elevation is exceeded the applicant acknowledges that they will remove or mitigate the structure to the permitted elevations.

Associated Point Data						Report Created on					
Point	Structure	Latitude	Longitude	X	Y	Site Elev.	Struct Height	Overall Height	Dist. From RW end		
Number	Name					(MSL)	(AGL)	(AMSL)	RWY	Down/out	Over
2	2022-ASO-6665-OE	27.94949444	-82.459825	507,715.76	1,314,621.51	18	540	558.00	TPF 18	11119+	2438-
1	2022-ASO-6664-OE	27.94928333	-82.46043889	507,517.28	1,314,545.51	16	540	556.00			
3	2022-ASO-6666-OE	27.94895556	-82.45958611	507,792.15	1,314,425.30	17	540	557.00			
4	2022-ASO-6667-OE	27.94874167	-82.4602	507,593.66	1,314,348.29	14	540	554.00			
5	2022-ASO-6668-OE	27.94913333	-82.46	507,658.77	1,314,490.44	17	540	557.00			
6	Critical point	27.94939381	-82.46008794	507,630.73	1,314,585.25	18	540	558.00	TPA 10	24759+	7041+

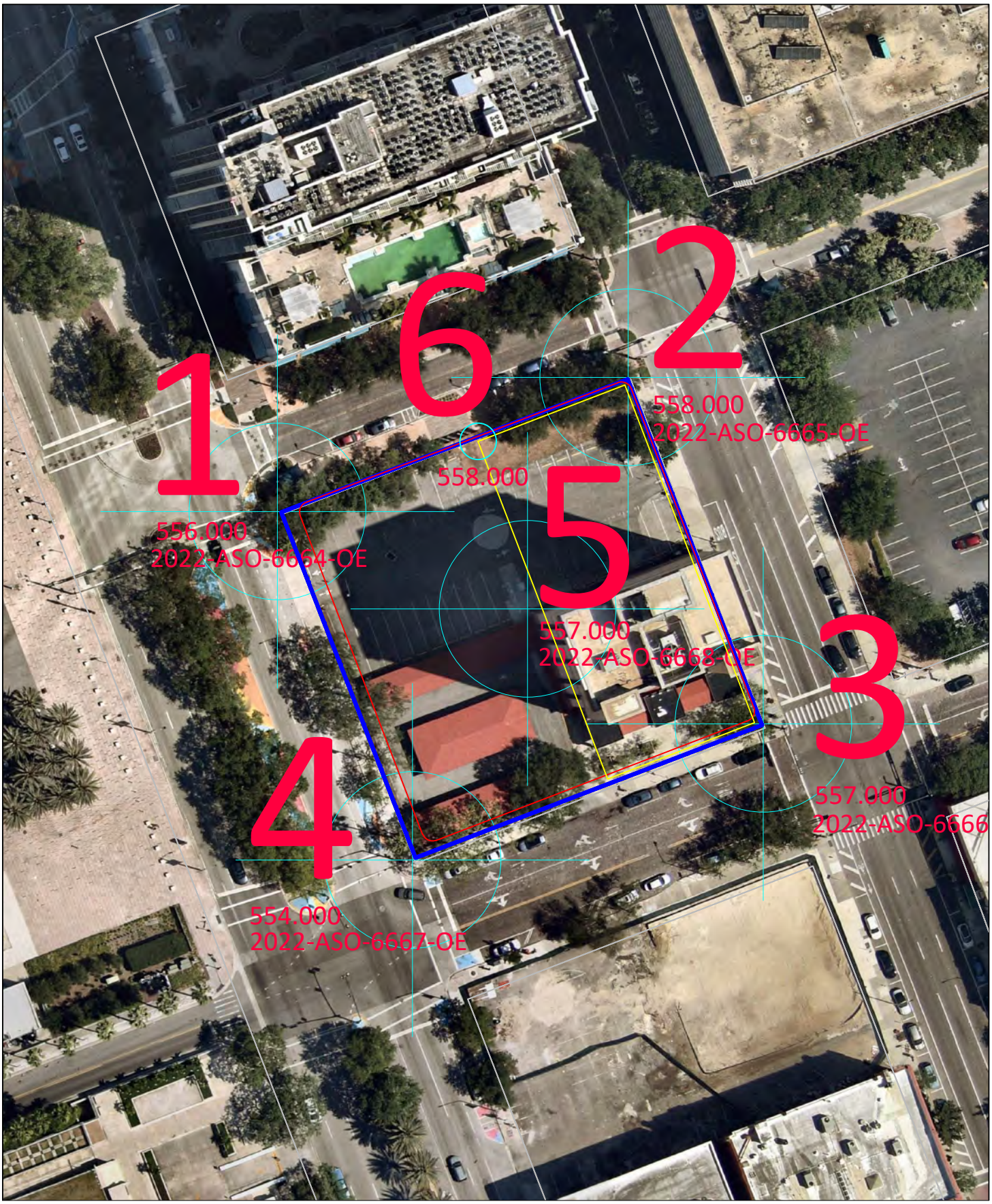
2438 Over	7041 Over
RW 18	RW 10 Critical Point
11119 Down/Out	24759 Down/Out

Down(+): 00 Over(+): 00

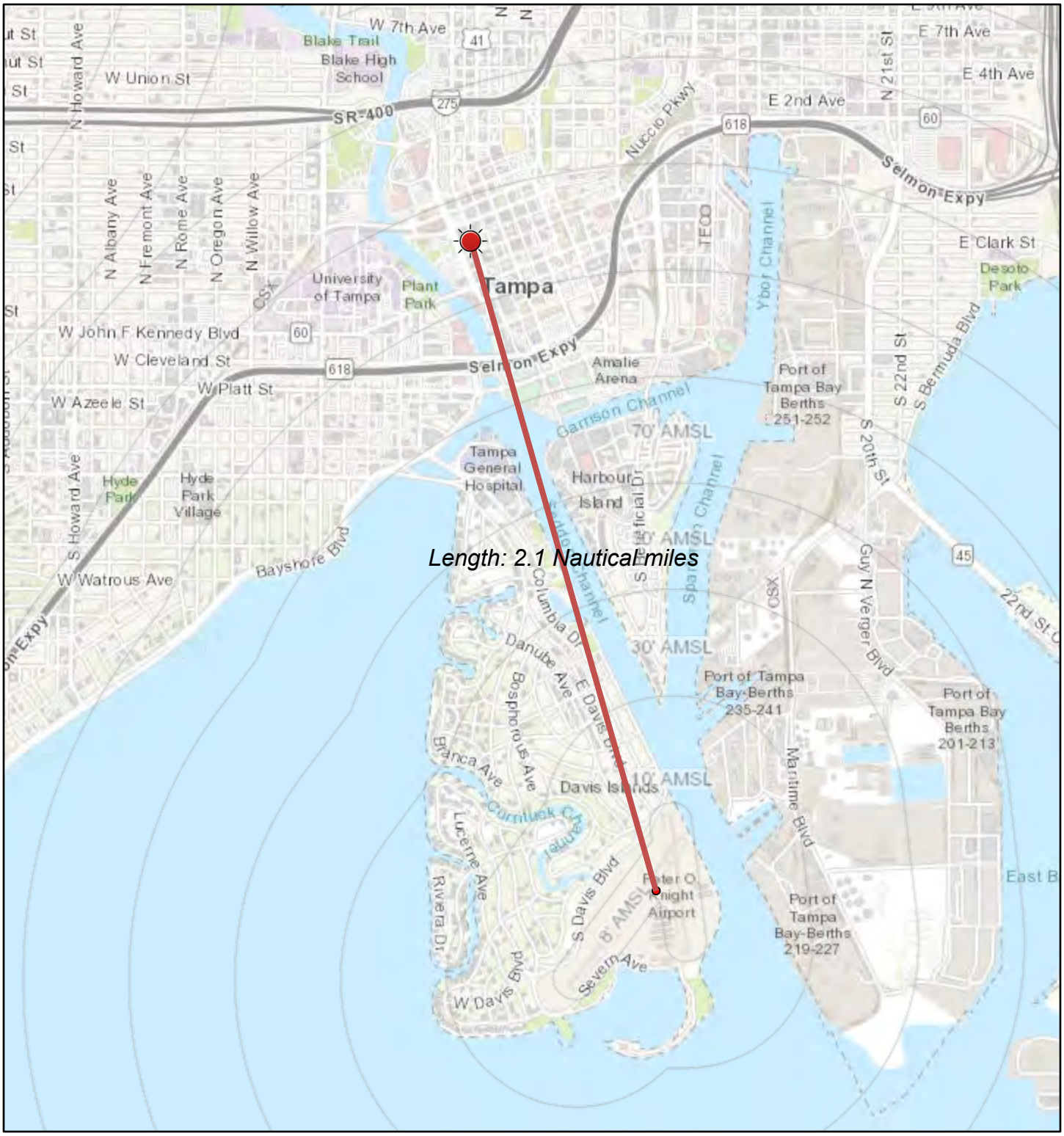
Down = (-) down RW (+) outward

Over = (-) Left (+) Right

Point Locations



Distance from ARP



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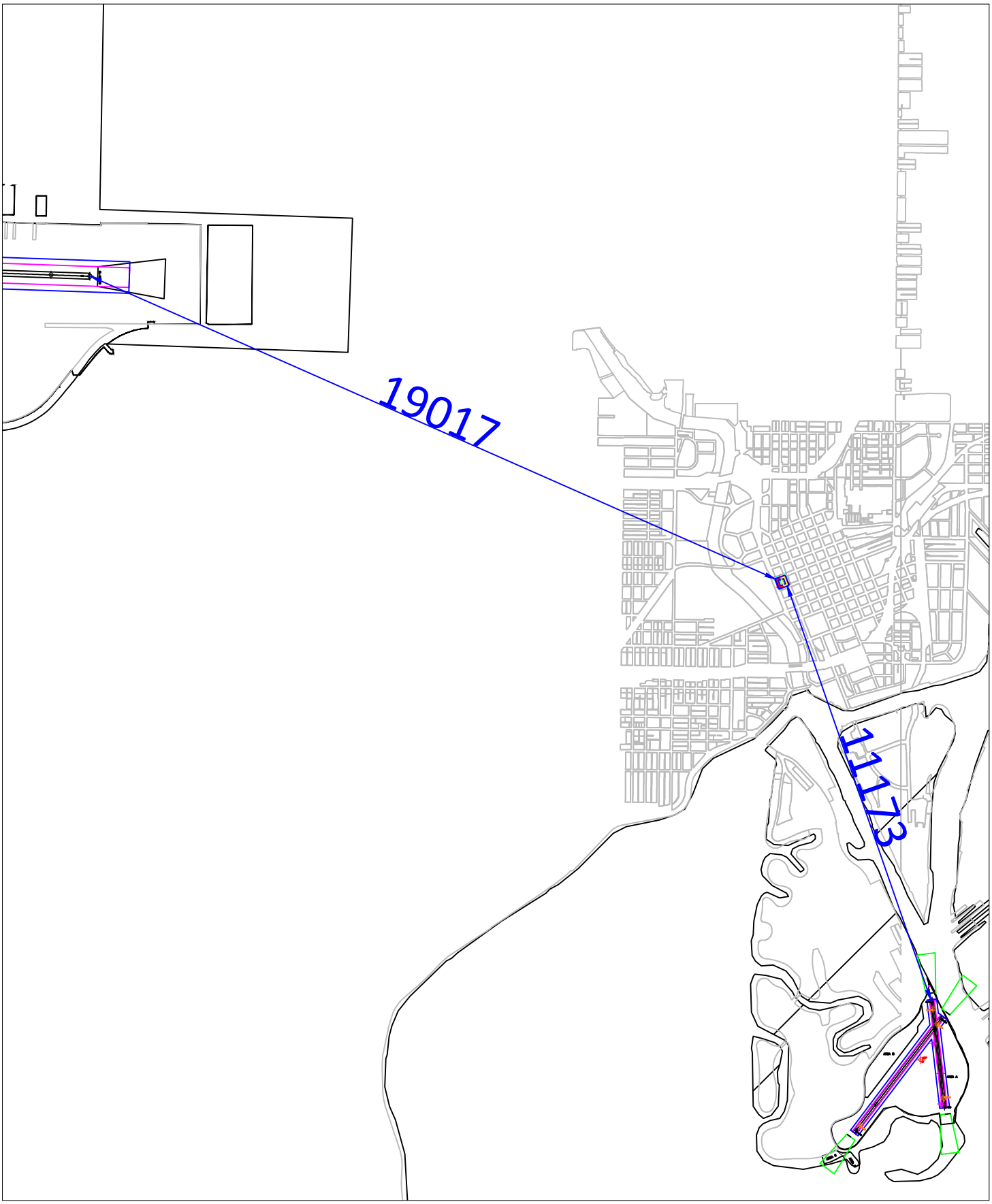
0 0.28 0.55 1.1 mi

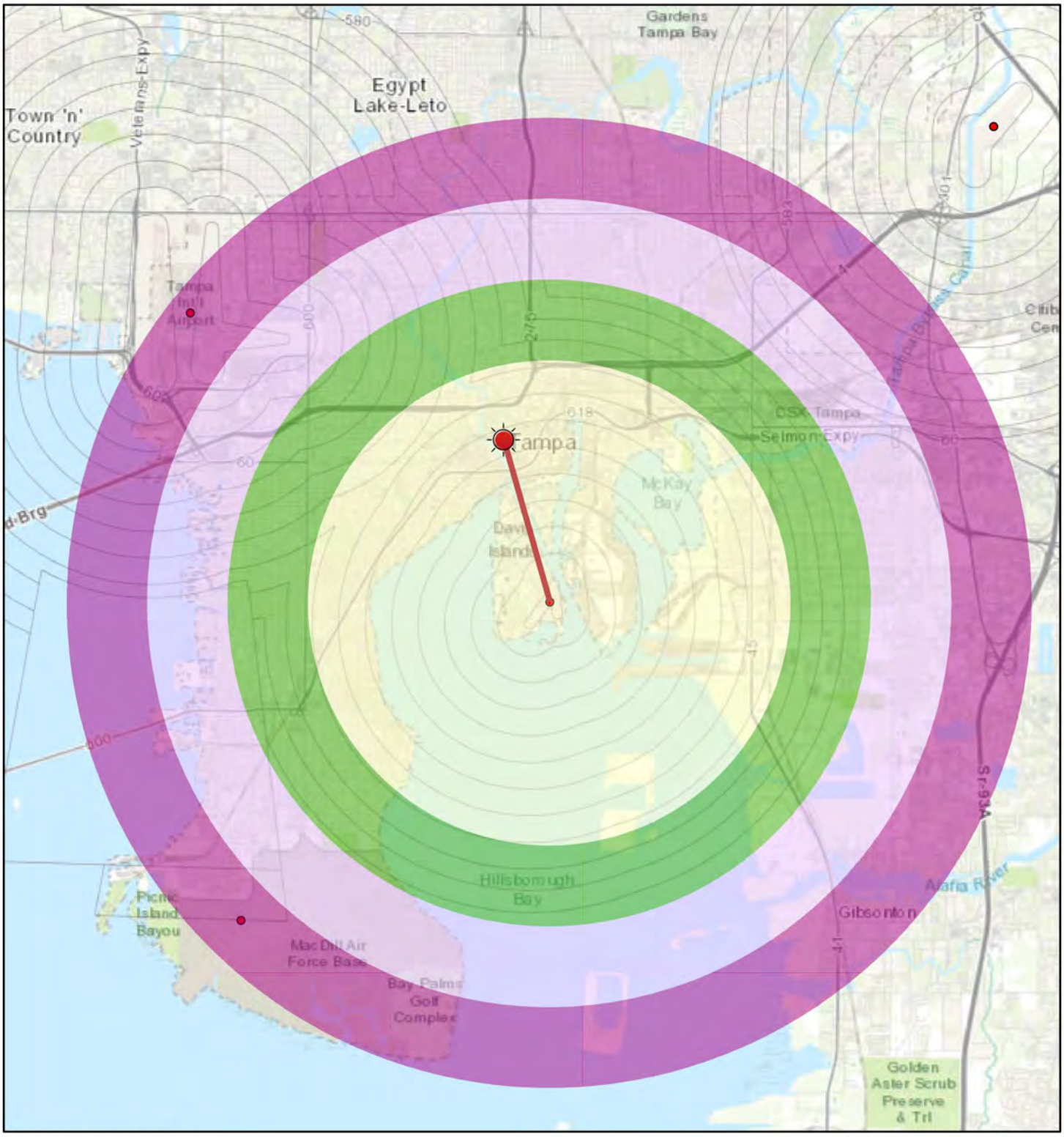
0 0.42 0.85 1.7 km

- Override 1
- Override 1
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning

Distance from RW End



Obstruction Standard 77.17(a)(2)



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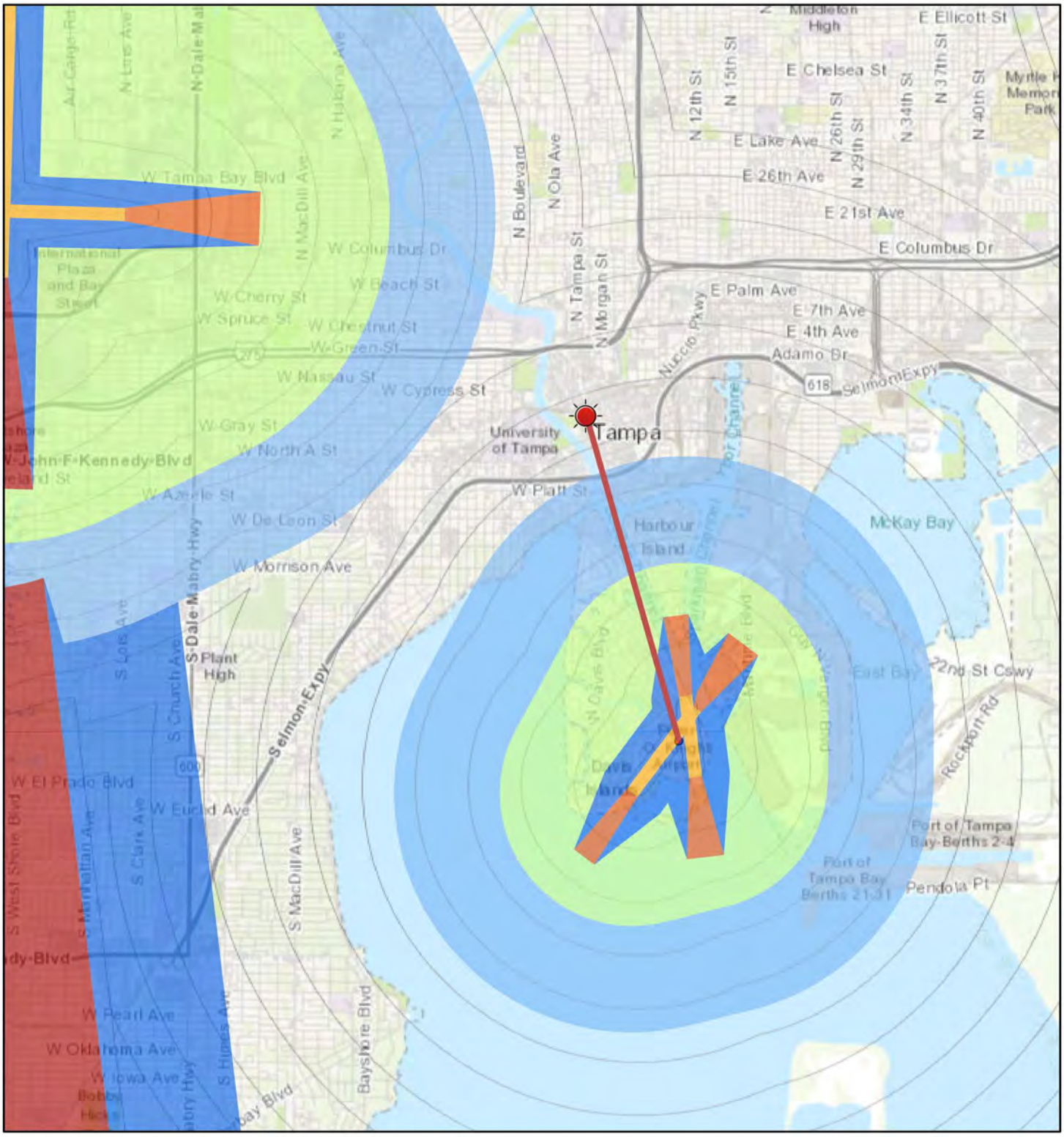
0 1 2 4 mi

0 1.75 3.5 7 km

- Override 1
- Override 1
- Airspace - TPF_OBST
- 200-8-3NM
- 300-8-4NM
- 400-8-5NM
- 500-8-6NM
- Airports - ARP
- TPA Height and Zoning
- TPA Height and Zoning
- TPA Height and Zoning

Part 77



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0 0.5 1 2 mi

0 0.75 1.5 3 km

Override 1

Override 1

Airspace - TPF_P77_19_Dissolve

TPF_18-36_P77_19_Primary

TPF_18-36_P77_19_Primary_Trans

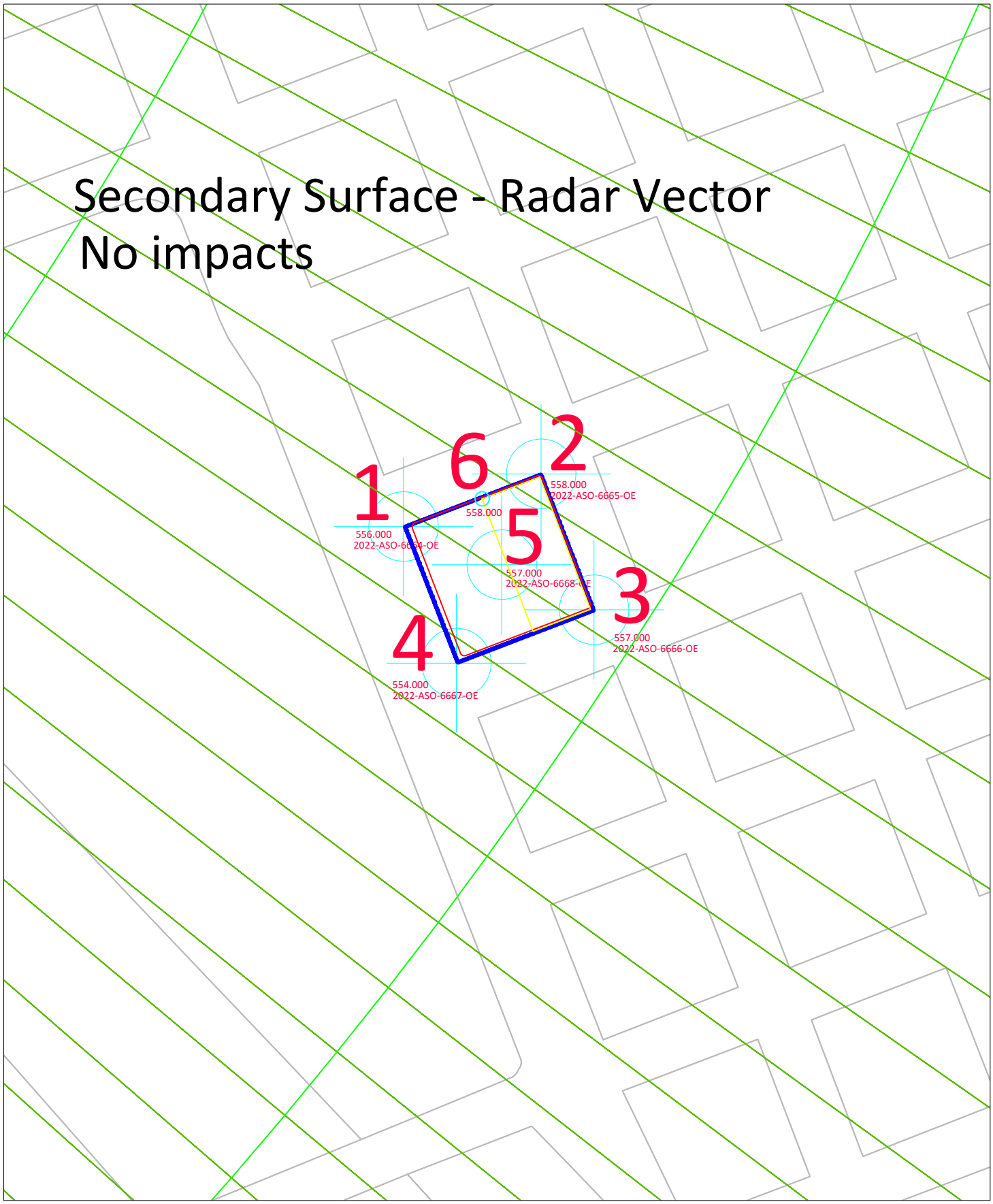
TPF_18_P77_19_Inner_Appch

TPF_18_P77_19_Inner_Trans_Appch

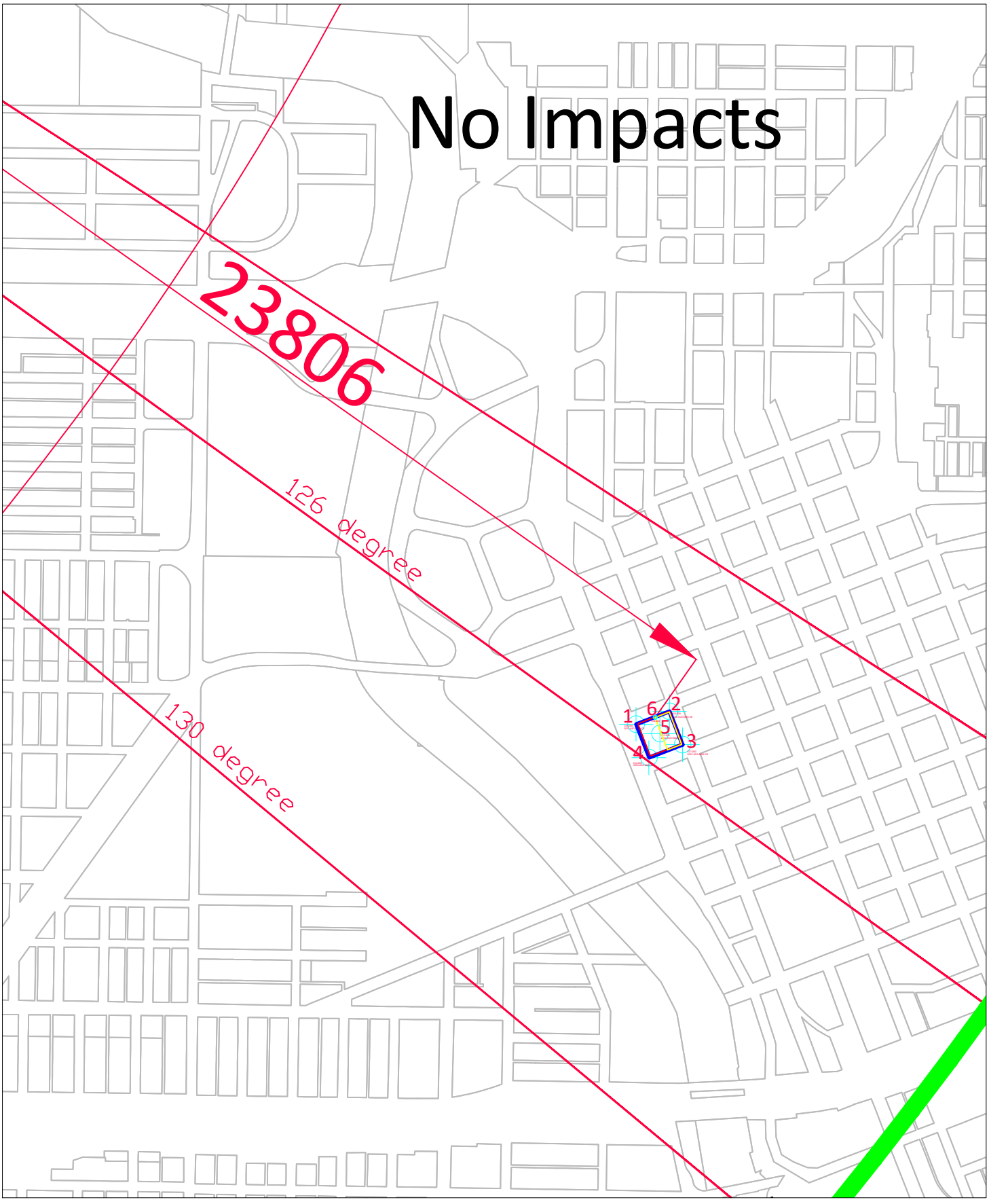
TPF_22_P77_19_Inner_Appch

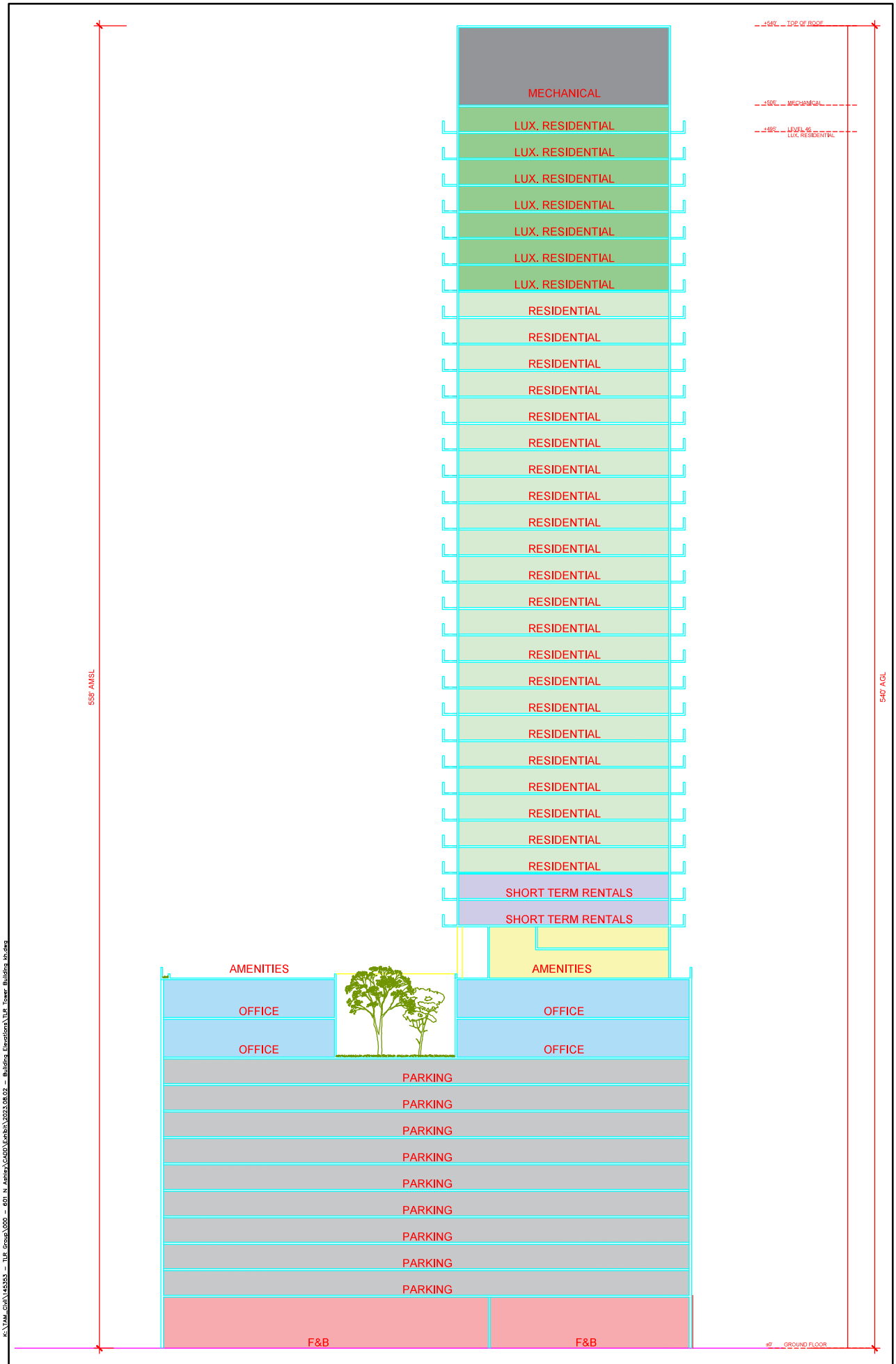
TPF_22_P77_19_Inner_Trans_Appch

Departure


Secondary Surface - Radar Vector
No impacts
1
6
2
558.000
2022-ASO-6665-OE
558.000
556.000
2022-ASO-6664-OE
5
557.000
2022-ASO-6668-OE
3
4
557.000
2022-ASO-6666-OE
554.000
2022-ASO-6667-OE

ASR-9 Radar





K:\TAM_Civil\143253 — TLR Group\000 — 601 N Ashley\CADD\Exhibit\2023.08.02 — Building Elevations\TLR Tower Building 3th.dwg

TLR TOWER TAMPA

BUILDING ELEVATION

SOLID WASTE NOTES

1. THE SITE SHALL COMPLY WITH CHAPTER 28-SOLID WASTE; CHAPTER 27, SECTION 27-288
2. THE SITE SHALL UTILIZE A COMPACTOR FOR THE REFUSE COLLECTION SERVICE. THE COMPACTOR SHALL BE LOCATED WITHIN THE BUILDING AND SET ON SLAB AS ILLUSTRATED ON THE SITE PLAN. THE MINIMUM INTERIOR DIMENSIONS OF THE COMPACTOR ROOM AND DOCK/PLATFORM SHALL BE 15' WIDE X 35' DEEP. A MINIMUM 17-6" VERTICAL CLEARANCE FROM FINISHED GRADE SHALL BE PROVIDED WITHIN THE COMPACTOR ROOM AND AT THE POINT OF COLLECTION TO ALLOW FOR ADEQUATE COLLECTION SERVICE. A MINIMUM 14' CLEARANCE SHALL BE PROVIDED AT THE BUILDING ENTRANCE AND THE COMPACTOR ROOM ROLL UP DOOR.
3. THE OPAQUE ROLL UP DOOR TO THE COMPACTOR ROOM, DOCK/PLATFORM SHALL BE A MINIMUM 15' WIDE X 14' HEIGHT (ROLLED UP POSITION) TO ALLOW FOR ADEQUATE COLLECTION SERVICE.
4. SAFETY BOLLARDS SHALL BE INSTALLED WITHIN THE REAR OF THE COMPACTOR ROOM (SET LOCATION TO BE DETERMINED AT THE TIME OF CONSTRUCTION).
5. THE CONCRETE SURFACE SHALL BE MINIMUM 6" THICK/4,000 POUNDS PER SQUARE INCH (15' WIDE X 35' DEEP MINIMUM).
6. A MINIMUM 14' CLEARANCE SHALL BE PROVIDED AT THE BUILDING ENTRANCE. ALL OTHER SOLID WASTE VEHICLE DRIVE AISLES AND SOLID WASTE VEHICLE MANEUVERING AREAS (OUTSIDE OF THE COLLECTION AREAS) SHALL PROVIDE A MINIMUM 17-6" CLEARANCE FROM FINISHED GRADE LEVEL TO LOWEST PART OF OVERHEAD STRUCTURE/TREE CANOPY/OVERHEAD UTILITY LINES.
7. ALL SOLID WASTE VEHICLE DRIVE AISLES AND SOLID WASTE VEHICLE MANEUVERING AREAS SHALL BE CONSTRUCTED TO CURRENT STATE OF FLORIDA, DEPARTMENT OF TRANSPORTATION, STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.

GENERAL NOTES

1. A MAINTENANCE EASEMENT WILL BE PROVIDED TO THE CITY OF TAMPA FOR PRIVATE IMPROVEMENTS WITHIN THE CITY RIGHT OF WAY.
2. ALL WORK PERFORMED WITHIN THE CITY RIGHT-OF-WAY SHALL BE PERMITTED THROUGH THE MOBILITY DEPARTMENT. APPLICANT WILL SUBMIT AN APPLICATION, CONSTRUCTION PLANS, CERTIFICATE OF INSURANCE, AND MOT PLAN ONLINE VIA HTTPS://AGCA.TAMPAGOV.NET/ACTTEENACCESS/DEFAULT.ASPX
3. ANY LANDSCAPING AND STRUCTURES WILL COMPLY WITH SIGHT VISIBILITY STANDARDS IN CHAPTER 27-283.5.
4. TANDEM PARKING WILL BE FOR RESIDENTIAL USES ONLY.
5. ALL PROPOSED AND EXISTING ADDRESSES SHALL BE ASSIGNED THROUGH THE CITY OF TAMPA AND WILL COMPLY WITH ALL CITY OF TAMPA STREETS AND ADDRESSING GUIDELINES ALONG WITH HILLSBOROUGH COUNTY 9-1-1 AND USPS STANDARDS. ALL ADDRESSES SHALL BE POSTED IN COMPLIANCE WITH CITY CODE CHAPTER 5-116.1 AND 19-238.
6. ANY LANDSCAPING & STRUCTURES WILL COMPLY WITH SIGHT VISIBILITY STANDARDS IN CH 27-283.5.
7. THE DEVELOPER WILL ALLOW THE CITY OF TAMPA TO MOUNT A NON-RECORDING CCTV TRAFFIC MONITORING CAMERA, A LOW PROFILE CABINET AND RELATED CABLE, ON THE ROOFTOP AND EDGE OF THE BUILDING AND A PATHWAY FOR CONDUIT AND POWER TO THE CABINET, AT A REASONABLE AND AGREED UPON LOCATION. THE DEVELOPER WILL ALLOW THE CDT MOBILITY DEPARTMENT TO EVALUATE THE ROOFTOP, IN ORDER TO MAKE A DECISION AS TO WHETHER OR NOT THE STRUCTURE WILL BE ADVANTAGEOUS TO OUR MISSION AND WILL ALLOW THE MOUNTING OF SAID EQUIPMENT WITHOUT DAMAGING OR CHANGING THE STRUCTURE ITSELF AND TO ENSURE THE SAFETY OF THE PUBLIC, RESIDENTS AND MAINTENANCE PERSONNEL. THE DEVELOPER WILL ALLOW THE INSTALLATION OF CONDUIT (FUTURE FIBER FOR CCTV) THAT WILL ACCESS THE STRUCTURE, AT GROUND LEVEL, INTO THE MAIN ELECTRICAL ROOM AND WILL THEN CONTINUE TO THE ROOF. THE DEVELOPER WILL AGREE TO ALLOW LIMITED ACCESS INTO THE BUILDING (SPECIFICALLY TO ACCESS THE ROOFTOP), IN ORDER FOR CERTIFIED CITY OF TAMPA TECHNICIAN(S) TO MAINTENANCE THE SYSTEM. THE CITY OF TAMPA CERTIFIED TECHNICIAN MUST SCHEDULE A DATE AND TIME, IN ORDER TO MAINTENANCE THE SYSTEM, WITH THE OWNER/MANAGER AND SECURITY BEFORE GAINING ACCESS.
8. SITE WILL COMPLY WITH THE DOWNTOWN DEVELOPMENT CODE THAT REQUIRES STREETLIGHT IMPROVEMENTS.
9. BACKFLOW PREVENTER SHALL BE ABOVE GROUND AND MAY BE INTERNAL OR EXTERNAL TO THE BUILDING.
10. DEVELOPMENT SHALL BE DESIGNED IN ACCORDANCE WITH NFPA CODE REGULATIONS.
11. EXISTING UTILITIES SHOWN ON THE DDR SITE PLAN ARE BASED ON CITY UTILITY ATLAS DATA AND REPRESENT APPROXIMATE LOCATION.
12. PROPOSED DOMESTIC AND FIRE SPRINKLER CONNECTION TO BE CONFIRMED DURING THE UTL PROCESS.

FLOOD ZONE

ZONE X OF THE FLOOD INSURANCE RATE MAP, COMMUNITY PANEL NO. 12057C0354J LAST REVISED 10/07/2021.

DDR DESIGN EXCEPTIONS

THIS EXCEPTION REQUESTS THAT THE REQUIRED NUMBER OF OFF-STREET LOADING SPACES BE REDUCED FROM 5 TO 2 AND THAT (2) 12X30' SPACES BE PROVIDED.

STORMWATER

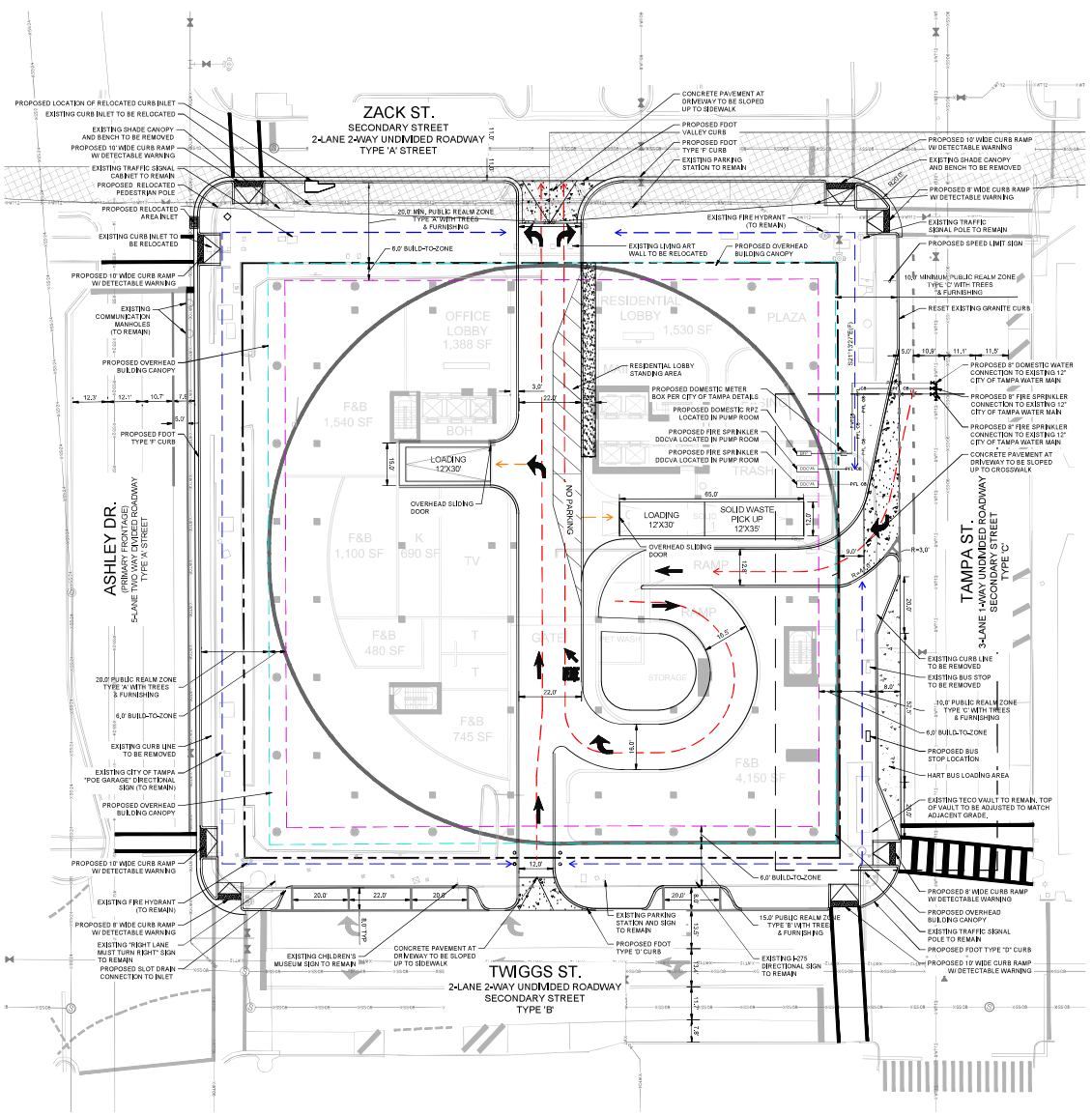
DEVELOPMENT SHALL COMPLY WITH CITY OF TAMPA STORMWATER TECHNICAL STANDARDS.

STATEMENT OF COMMITMENT

ALL NEW DEVELOPMENT ON SITE TO COMPLY WITH CITY OF TAMPA CODE OF ORDINANCES, CHAPTERS 5, 11, 13, 17.5, 22, 25, 26, AND 27 INCLUDING SUPPLEMENTAL REGULATIONS, TECHNICAL, AND DESIGN STANDARDS.

STRUCTURE DATA

NUMBER OF BUILDINGS	1
GROSS SF	960,000 SF
TYPE OF CONSTRUCTION	TYPE I-A / TYPE V-A
NUMBER OF FLOORS	43 FLOORS
PROPOSED BUILDING HEIGHT	460'-0"
FINISHED GROUND FLOOR ELEVATION	0'-0"



LEGEND

- PEDESTRIAN MOVEMENT
- VEHICULAR MOVEMENT
- LOADING MOVEMENT
- BUILD-TO-ZONE LINE
- PUBLIC REALM ZONE
- SIGHT TRIANGLE LIMITS PER FDOT DESIGN MANUAL SECTION 212 (35 MPH)

SITE DATA TABLE

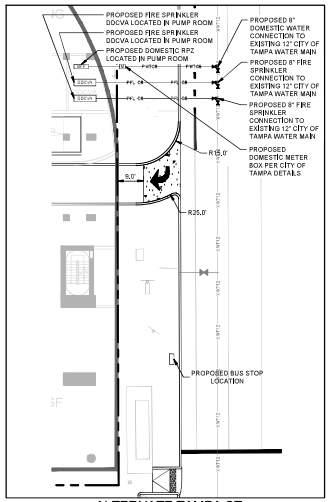
DEVELOPMENT ADDRESS	601 N ASHLEY DR
TAX FOLIO NUMBER	193438-0100 & 193433-0000
ZONING	CBD-1
FUTURE LAND USE	CBD (CENTRAL BUSINESS DISTRICT)
CURRENT USE PER FORM BASED CODE TABLE 184	OFF MULT-STY C
PROPOSED USE PER FORM BASED CODE TABLE 184	MULTI-FAMILY RESIDENTIAL UNITS = 474 UNITS OFFICE = 68,000 SF RETAIL = 11,000 SF
PROPERTY AREA	+/-1.612 AC

OPEN SPACE

REQUIRED PER CODE CH. 27-183	TOTAL: 10% OF SITE AREA (44,084 SF) = 4,409 SF PUBLIC: 30% OF TOTAL OPEN SPACE (4,408 SF) = 1,323 SF
PROVIDED	TOTAL: 8,476 SF OPEN SPACE (19.2% OF SITE AREA) PUBLIC: 2,790 SF PUBLIC OPEN SPACE (63.1% OF REQUIRED OPEN SPACE AREA)

PARKING

PARKING REQUIRED PER CODE CH. 27-184(a)	MULTI-FAMILY: 1.0 / UNIT = 480 SPACES OFFICE: 1/1,000 SF = 68 SPACES RETAIL: 1/1,000 SF = 11 SPACES TOTAL: 559 PARKING SPACES
PARKING PROVIDED	RESIDENTIAL PARKING: 700 SPACES RETAIL/REST. PARKING: 26 SPACES OFFICE PARKING: 170 SPACES ADA PARKING: 20 SPACES TOTAL PARKING SPACES: 916 SPACES
LOADING BERTHS REQUIRED PER CODE CH. 27-283.14	100,000 SF – OVER = 5 BERTHS
LOADING BERTHS PROVIDED	(2) – 12' WIDE 16' HIGH X' 30' LONG



ALTERNATE TAMPA ST. DRIVEWAY CONNECTION*

*TAMPA ST. DRIVEWAY CONNECTION TO BE COORDINATED BETWEEN CITY OF TAMPA AND FDOT

APPROVED

By Andy Mikulski, Urban Design at 12:15 pm, Dec 06, 2022

NO.	REVISIONS	DATE	BY
1	UPDATED DDR SITE PLAN	11/15/22	MRF
2	DDR RESPONSE TO COMMENTS	10/14/22	MRF
3	DDR INITIAL SUBMITTAL	8/10/2022	MRF

Kimley»Horn
© 2022 KIMLEY-HORN AND ASSOCIATES, INC.
201 NORTH FRANKLIN STREET, SUITE 1450, TAMPA, FL 33602
PHONE: 813-620-1460
WWW.KIMLEY-HORN.COM CA 00000696

DESIGN ENGINEER: MATTHEW R. FEMAL, P.E.
FLORIDA REGISTRATION NUMBER: 68397
DATE:

SCALE:
DESIGNED BY BTN
DRAWN BY BTN
CHECKED BY MRF

DDR SITE PLAN

TLR TOWER TAMPA
601 NORTH ASHLEY DRIVE
TAMPA, FL 33602
CITY OF TAMPA FLORIDA

DATE 03/29/2022
PROJECT NO. 145353000
SHEET NUMBER C1

Drawing name: K:\TAM_Civil\145353 – TLR Group\000 – 601 N Ashley\CADD\Work\DDR Plans\01 – SITE PLAN.dwg Layout1 Nov 15, 2022 5:01pm by: Sofia.Mayorga

GRAPHIC SCALE

20 0 10 20 40

(IN FEET)

1 inch = 20 ft.

LEGEND

NOT TO SCALE

FND	FOUND
FCIR	FOUND CAPPED IRON ROD (SIZE NOTED)
FCM	FOUND CONCRETE MONUMENT (SIZE NOTED)
FIP	FOUND IRON PIPE (SIZE NOTED)
FIR	FOUND IRON ROD (SIZE NOTED)
FN&D	FOUND NAIL & BRASS DISK
FPP	FOUND PINCHED PIPE (SIZE NOTED)
FRRS	FOUND RAILROAD SPIKE
SCIR	SET 1/2" CAPPED IRON ROD "LB 4513"
SN&D	SET NAIL & BRASS DISK "LB 4513"
LB	LICENSED BUSINESS
PLS	PROFESSIONAL LAND SURVEYOR
(C)	CALCULATED
(D)	DEED/PLAT
PB	PLAT BOOK
PG	PAGE
RPP	RADIFLOW PREVENTER
DCV	DOUBLE CHECK VALVE
FFE	FINISH FLOOR ELEVATION
INV	INVERT
ORB	OFFICIAL RECORDS BOOK
R/W	RIGHT OF WAY
TBM	TEMPORARY BENCHMARK
TOB	TOP OF BANK
TOS	TOE OF SLOPE
A/C	AIR CONDITIONER
BWF	BARB WIRE FENCE
CLF	CHAIN LINK FENCE
WDF	WOOD PANEL FENCE
CMP	CORRUGATED METAL PIPE
DIP	DUCTILE IRON PIPE
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
HDPE	HIGH DENSITY POLYETHYLENE PIPE
PVC	POLYVINYL CHLORIDE PIPE
VCP	VITRIFIED CLAY PIPE
RCP	REINFORCED CONCRETE PIPE
MES	MITERED END SECTION
FOC	FIBER OPTIC CABLE
OHE	OVERHEAD ELECTRIC
TRAN	TRANSFORMER
TP IP	TRAVERSE POINT IRON ROD
TP SN	TRAVERSE POINT SET NAIL
R	RADIUS
L	ARC LENGTH
Δ	DELTA ANGLE
CB	CHORD BEARING
C	CHORD LENGTH
-CTV-	PAINT OR FLAG MARKING UG CABLE TELEVISION LINE
-E-	PAINT OR FLAG MARKING UG ELECTRIC
-FO-	PAINT OR FLAG MARKING UG FOC
-G-	PAINT OR FLAG MARKING UG GAS LINE
-RCW-	PAINT OR FLAG MARKING UG RECLAIMED WATER
-S-	PAINT OR FLAG MARKING UG SANITARY SEWER
-T-	PAINT OR FLAG MARKING UG TELEPHONE LINE
-VZ-	PAINT OR FLAG MARKING UG VERIZON LINE
-W-	PAINT OR FLAG MARKING UG WATER LINE
	BENCHMARK
	BOLLARD/POST
CATV	BURIED CATV MARKER POST
	CABLE TV BOX
	CONCRETE LIGHT POLE
	CONCRETE UTILITY POLE
	CLEANOUT
	DECORATIVE LIGHT
	ELECTRIC BOX
E	ELECTRIC MANHOLE
	ELECTRIC METER
	FIBER OPTIC CABLE BOX
	FIRE HYDRANT
	FIRE DEPARTMENT CONNECTION
	GAS MARKER POST
	GAS METER/REGULATOR
GAS	GAS VALVE
	GREASE-TRAP MANHOLE
	GUY WIRE
	IRRIGATION CONTROL VALVE
	MAIL BOX
	METAL UTILITY POLE
MW	MONITOR WELL
RCW	RECLAIMED WATER METER BOX
RCW	RECLAIMED WATER VALVE
	ROOF DRAIN
S	SANITARY MANHOLE
SAN	SANITARY VALVE
	SIGN
	SOIL BORING LOCATION
D	STORM OR DRAINAGE MANHOLE
	STREET LIGHT ACCESS BOX
T	TELECOMMUNICATIONS MANHOLE
	TELEPHONE BOX
	TELEPHONE LINE MARKER POST
	TRAFFIC SIGNAL ACCESS BOX
	TRAFFIC SIGNAL POLE
V	VERIZON ACCESS BOX
W	WATER MANHOLE
WV	WATER VALVE
	WATER METER BOX
W	WELL
	WOOD LIGHT POLE
	WOOD UTILITY POLE

NOTES:
1. NO UNDERGROUND INSTALLATIONS OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN.
2. NO INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHT OF WAY AND/OR OWNERSHIP WERE FURNISHED TO THIS SURVEYOR EXCEPT AS SHOWN.
3. THIS SURVEY DOES NOT REFLECT OR DETERMINE OWNERSHIP.
4. USE OF THIS SURVEY BY ANYONE OTHER THAN THOSE PREPARED FOR WILL BE THE REUSERS SOLE RISK WITHOUT LIABILITY TO THE SURVEYOR.
5. THERE MAY BE ITEMS DRAWN OUT OF SCALE TO GRAPHICALLY SHOW THEIR LOCATION.
6. THE SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A CURRENT TITLE COMMITMENT AND IS SUBJECT TO EASEMENTS, RIGHTS-OF-WAY AND SIMILAR MATTERS OF TITLE.
7. NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.
8. THE HORIZONTAL DATUM IS TIED TO THE FLORIDA STATE PLANE COORDINATE SYSTEM (GRID), WEST ZONE NORTH AMERICAN DATUM 1983, ADJUSTMENT 2011.
9. ELEVATIONS SHOWN HEREON ARE IN FEET AND REFER TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, (NAVD). THIS SURVEY IS FOR TOPOGRAPHIC PURPOSES AND IS NOT A BOUNDARY SURVEY.
10. BASIS OF BEARINGS GRID NORTH.
11. THE PURPOSE OF THIS SURVEY IS TO DETERMINE THE ELEVATIONS AT LOCATIONS PROVIDED BY CLIENT.

SURVEYOR'S AFFIDAVIT OF ACCURACY:
I CERTIFY THAT THE COORDINATES AND SITE ELEVATIONS ARE ACCURATE TO WITHIN +/- 20 FEET HORIZONTAL AND +/- 3 FEET VERTICALLY; THE HORIZONTAL DATUM COORDINATES ARE IN TERMS OF THE NORTHERN AMERICAN DATUM OF 1983 (NAD83) AND ARE EXPRESSED IN DEGREES, MINUTES, AND SECONDS; THE VERTICAL DATUM (HEIGHTS) ARE IN TERMS OF THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88) AND ARE DETERMINED TO THE NEAREST FOOT.

SURVEYOR'S CERTIFICATE
I hereby certify that the SURVEY depicted hereon was prepared under my RESPONSIBLE CHARGE as the person shown, and meets the STANDARDS OF PRACTICE set forth by the FLORIDA BOARD OF PROFESSIONAL SURVEYORS AND MAPPERS in Chapter 5J-17, FLORIDA ADMINISTRATIVE CODE, pursuant to Section 472.027, FLORIDA STATUTES.
NOT VALID WITHOUT THE SIGNATURE AND ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER.

STATE OF FLORIDA
KYLE MCCLUNG
LICENSED SURVEYOR AND MAPPER
6922

KYLE McCLUNG, LS 7227 — DATE OF FIELD SURVEY

SUNCOAST LAND SURVEYING, Inc.
111 FOREST LAKES BOULEVARD
OLDSMAR, FLA. 34677
LB 4513
BOUNDARY - TOPOGRAPHIC - CONSTRUCTION STAKEOUT
(813) 854-1342 SUNCOASTLANDSURVEYING.COM

HILLSBOROUGH COUNTY FLORIDA

SHEET 1 OF 1

PROJECT No.: 21119

SPECIFIC PURPOSE SURVEY
601 N ASHLEY DRIVE

CERTIFIED TO: TLR GROUP

Date: 08-03-2023

Agent Authorization – Folio # 193438-0100, 193433-0000
TLR Tower Tampa
601 N Ashley Drive, Tampa, FL 33602

The undersigned owner of the referenced real property, which is more particularly described as follows (the "Property"):

See Attached Exhibit A Legal Description

hereby authorizes and empowers Matthew R. Femal, PE of Kimley-Horn and Associates, Inc., to act as his agent to apply for any and all approvals and permits in connection with the development of the Property, including but not limited to permit applications, variances, and special exceptions, and to file such applications, papers, documents, requests, and other matters as may be necessary to secure the same.

TLR TOWER LLC.

Signature: _____

Name: Radwan Nassri

Title: OWNER

STATE OF FLORIDA
COUNTY OF Hillsborough

The foregoing instrument was acknowledged before me this 3rd day of August, 2023, by

Radwan Nassri

who ✓ is personally know to me or ___ produced _____ as identification.

NOTARY PUBLIC
Expires
07/10/2027
Stephanie Brief
My Commission
HH 377023
STATE OF FLORIDA

[Notary Seal]

Signature: _____

Print Name: Stephanie Brief

Notary Public, State of Florida

Commission Number: HH 377023

My Commission Expires: 07/10/2027

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

Aeronautical Study No.
2022-ASO-6665-OE

Issued Date: 03/09/2023

Claudia Avalos
TLR Group
601 N Ashley Drive
Suite 900
Tampa, FL 33602

**** 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 PT #2
Location:	Tampa, FL
Latitude:	27-56-58.18N NAD 83
Longitude:	82-27-35.37W
Heights:	18 feet site elevation (SE)
	540 feet above ground level (AGL)
	558 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/09/2024 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 08, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 18, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-6665-OE.

Signature Control No: 512752390-575605016 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
NA = Not Available

The proposed building project consists of five points, represented by ASNs 2022-ASO-6664-OE through 6668.The project points were submitted at a height of 540 feet AGL, 554 through 558 feet AMSL. The building points are located approximately 2.07 to 2.11 NM north of the TPF ARP and 4.17 to 4.22 NM east of the TPA ARP and from 343.83 degrees azimuth clockwise to 344.88 degrees azimuth from TPF.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(1): A height more than 499 feet AGL. The proposals exceed by 41 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 340 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 208 to 213 feet.

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

At 556 AMSL, For TPF, obstacle penetrates RWY 36 40:1 departure surface by 274 feet, however, departure NA due to environmental, No IFR Effect.

For TPA, obstacle penetrates RWY 10 40:1 departure surface by 66 feet, however, departure turns to avoid, No IFR Effect.

In response to a Notice of Preliminary Findings (NPF) Letter issued on July 6, 2022, a request was received from the Sponsor to circularize to the public. On August 8, 2022, for the sake of efficiency, circularization was issued under 2022-ASO-6664-OE. After circularization to all known aviation interests and to non-aeronautical interests that may be affected by the proposal, one objection was received as a result of circularization to the climb gradient increases caused by the proposal.

FAA Response: Upon further review, aeronautical study did not consider an existing building located approximately 400 feet south of the proposal, OAS #12-000984 (Aeronautical Study Number 2008-ASO-6022 at height of 591/606 AMSL). This structure increases minimums per NOTAM !FDC 2/8396 presently that describes this obstacle (12-000984) specifically, and raises the minimum climb to 243 to 800, which changes the previous response to No IFR Effect, as noted above.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at TPF, TPA or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

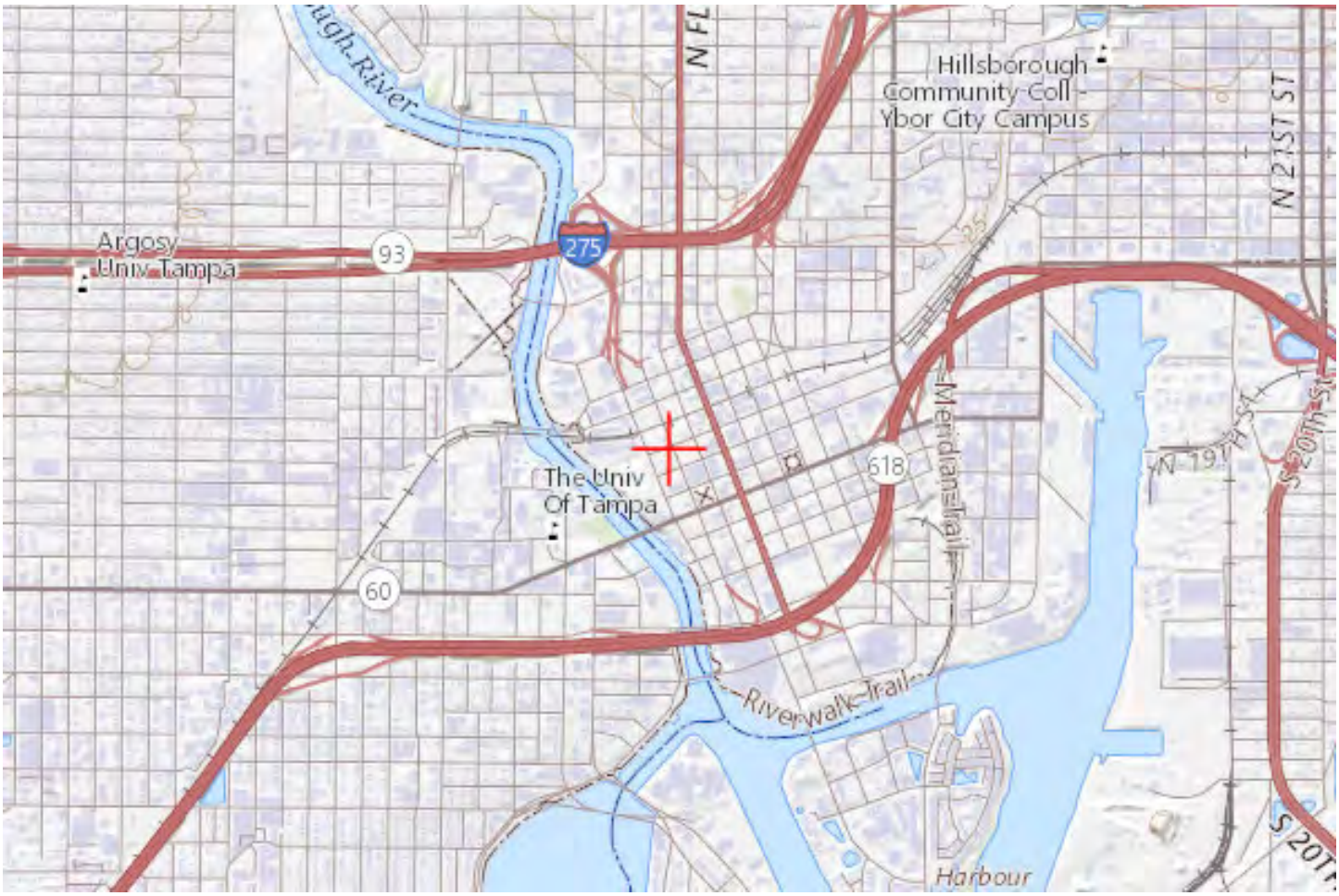
Study for possible VFR effect disclosed the proposal would exceed 77.17 (a) 1 and (a) 2, as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF, TPA or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 540 ft. AGL, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be lit with red lights at select locations to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2022-ASO-6665-OE



Sectional Map for ASN 2022-ASO-6665-OE

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

Aeronautical Study No.
2022-ASO-6664-OE

Issued Date: 03/09/2023

Claudia Avalos
TLR Group
601 N Ashley Drive
Suite 900
Tampa, FL 33602

**** 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 PT #1
Location:	Tampa, FL
Latitude:	27-56-57.42N NAD 83
Longitude:	82-27-37.58W
Heights:	16 feet site elevation (SE)
	540 feet above ground level (AGL)
	556 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/09/2024 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 is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, effective 21 Nov 2007, will void this determination. Any future construction or alteration, including increase to heights, power or the addition of other transmitters, requires separate notice to the FAA. This determination includes all previously filed frequencies and power for this structure.

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-6664-OE.

Signature Control No: 512752389-575604149 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
NA = Not Available

The proposed building project consists of five points, represented by ASNs 2022-ASO-6664-OE through 6668.The project points were submitted at a height of 540 feet AGL, 554 through 558 feet AMSL. The building points are located approximately 2.07 to 2.11 NM north of the TPF ARP and 4.17 to 4.22 NM east of the TPA ARP and from 343.83 degrees azimuth clockwise to 344.88 degrees azimuth from TPF.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(1): A height more than 499 feet AGL. The proposals exceed by 41 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 340 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 208 to 213 feet.

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

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For TPA, obstacle penetrates RWY 10 40:1 departure surface by 66 feet, however, departure turns to avoid, No IFR Effect.

In response to a Notice of Preliminary Findings (NPF) Letter issued on July 6, 2022, a request was received from the Sponsor to circularize to the public. On August 8, 2022, for the sake of efficiency, circularization was issued under 2022-ASO-6664-OE. After circularization to all known aviation interests and to non-aeronautical interests that may be affected by the proposal, one objection was received as a result of circularization to the climb gradient increases caused by the proposal.

FAA Response: Upon further review, aeronautical study did not consider an existing building located approximately 400 feet south of the proposal, OAS #12-000984 (Aeronautical Study Number 2008-ASO-6022 at height of 591/606 AMSL). This structure increases minimums per NOTAM !FDC 2/8396 presently that describes this obstacle (12-000984) specifically, and raises the minimum climb to 243 to 800, which changes the previous response to No IFR Effect, as noted above.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at TPF, TPA or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

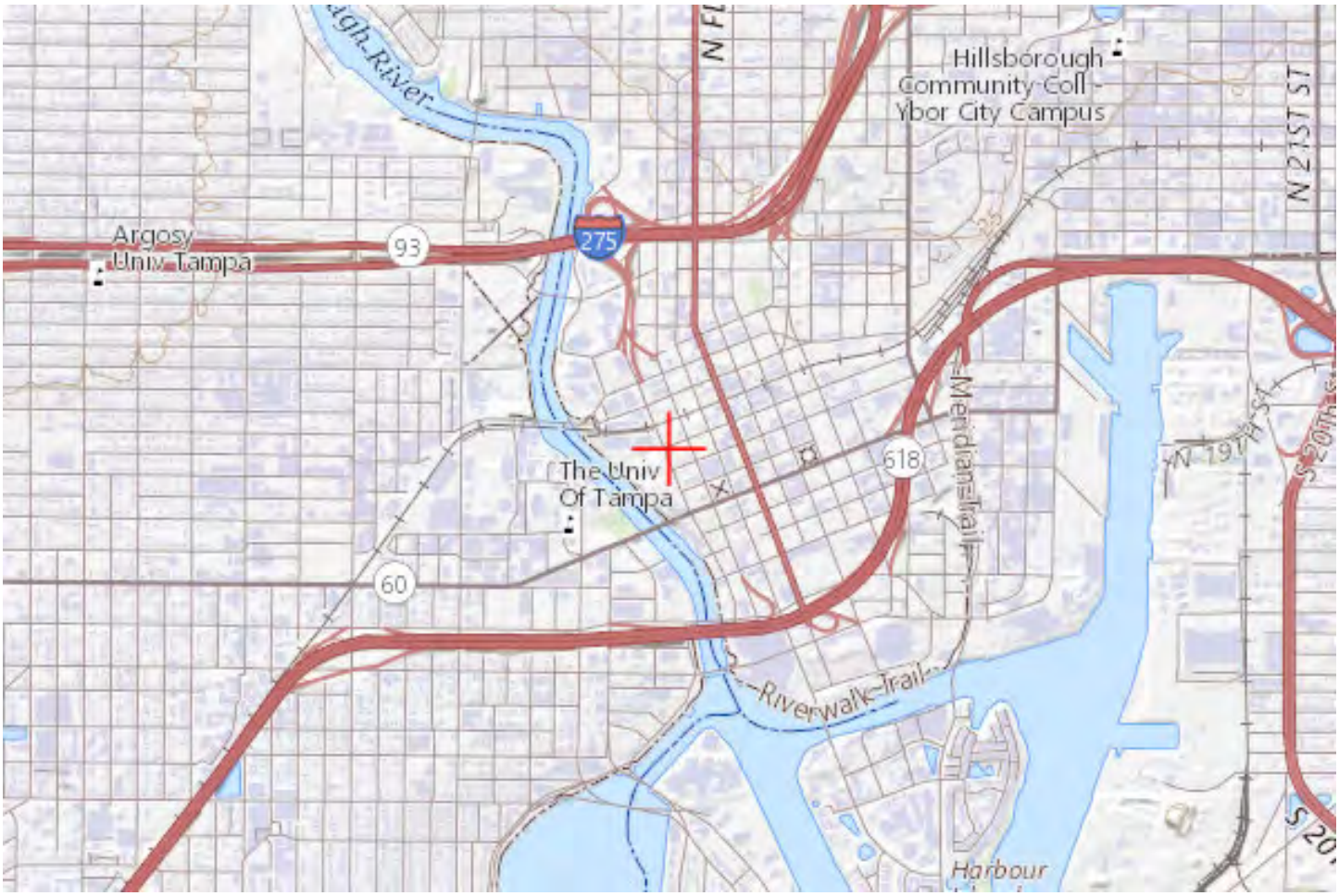
Study for possible VFR effect disclosed the proposal would exceed 77.17 (a) 1 and (a) 2, as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF, TPA or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 540 ft. AGL, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be lit with red lights at select locations to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2022-ASO-6664-OE



Sectional Map for ASN 2022-ASO-6664-OE

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10101 Hillwood Parkway
Fort Worth, TX 76177

Aeronautical Study No.
2022-ASO-6666-OE

Issued Date: 03/09/2023

Claudia Avalos
TLR Group
601 N Ashley Drive
Suite 900
Tampa, FL 33602

**** 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 PT #3
Location:	Tampa, FL
Latitude:	27-56-56.24N NAD 83
Longitude:	82-27-34.51W
Heights:	17 feet site elevation (SE)
	540 feet above ground level (AGL)
	557 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/09/2024 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 08, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 18, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-6666-OE.

Signature Control No: 512752392-575605014 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
NA = Not Available

The proposed building project consists of five points, represented by ASNs 2022-ASO-6664-OE through 6668.The project points were submitted at a height of 540 feet AGL, 554 through 558 feet AMSL. The building points are located approximately 2.07 to 2.11 NM north of the TPF ARP and 4.17 to 4.22 NM east of the TPA ARP and from 343.83 degrees azimuth clockwise to 344.88 degrees azimuth from TPF.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(1): A height more than 499 feet AGL. The proposals exceed by 41 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 340 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 208 to 213 feet.

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

At 556 AMSL, For TPF, obstacle penetrates RWY 36 40:1 departure surface by 274 feet, however, departure NA due to environmental, No IFR Effect.

For TPA, obstacle penetrates RWY 10 40:1 departure surface by 66 feet, however, departure turns to avoid, No IFR Effect.

In response to a Notice of Preliminary Findings (NPF) Letter issued on July 6, 2022, a request was received from the Sponsor to circularize to the public. On August 8, 2022, for the sake of efficiency, circularization was issued under 2022-ASO-6664-OE. After circularization to all known aviation interests and to non-aeronautical interests that may be affected by the proposal, one objection was received as a result of circularization to the climb gradient increases caused by the proposal.

FAA Response: Upon further review, aeronautical study did not consider an existing building located approximately 400 feet south of the proposal, OAS #12-000984 (Aeronautical Study Number 2008-ASO-6022 at height of 591/606 AMSL). This structure increases minimums per NOTAM !FDC 2/8396 presently that describes this obstacle (12-000984) specifically, and raises the minimum climb to 243 to 800, which changes the previous response to No IFR Effect, as noted above.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at TPF, TPA or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

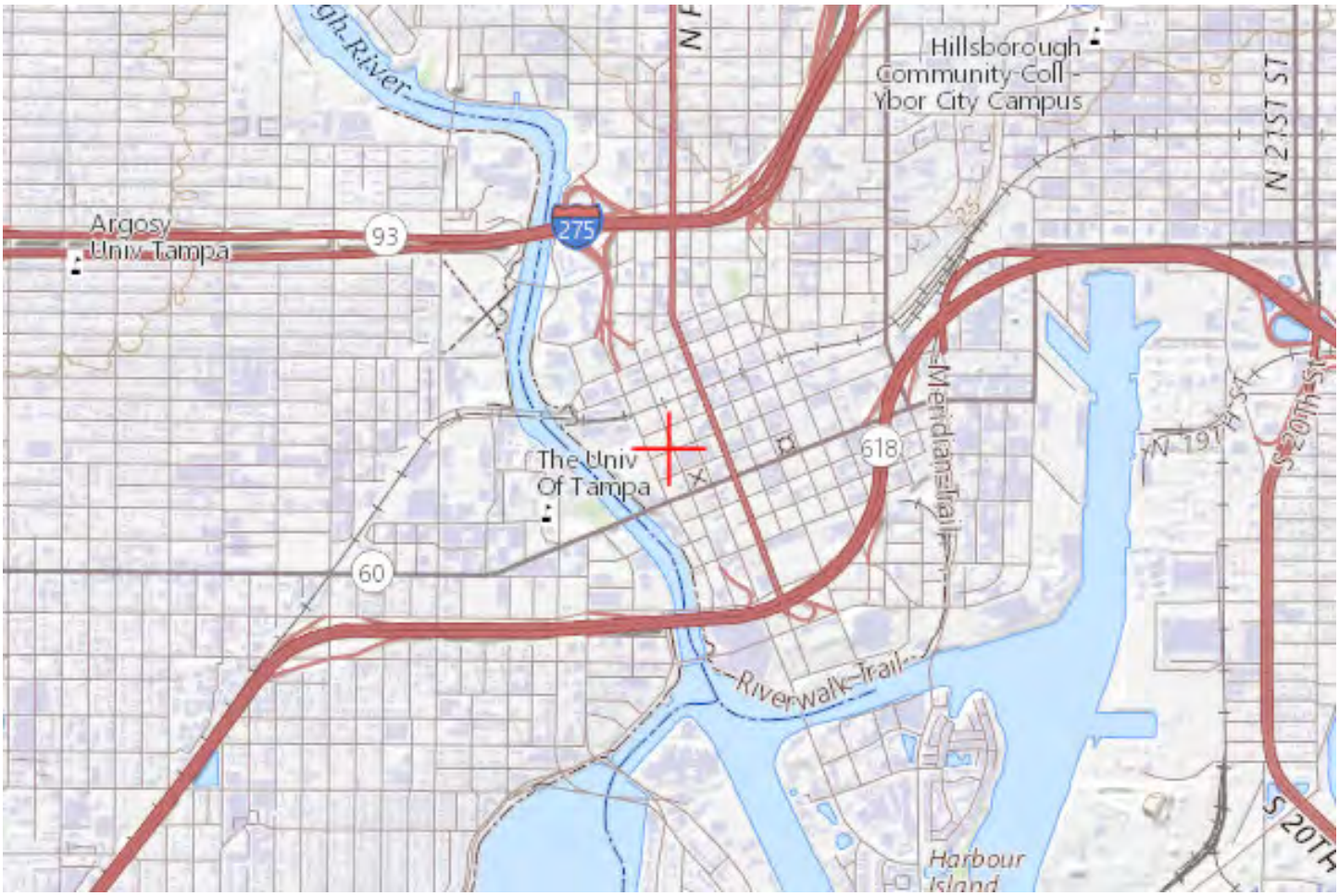
Study for possible VFR effect disclosed the proposal would exceed 77.17 (a) 1 and (a) 2, as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF, TPA or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 540 ft. AGL, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be lit with red lights at select locations to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2022-ASO-6666-OE



Sectional Map for ASN 2022-ASO-6666-OE

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

Aeronautical Study No.
2022-ASO-6667-OE

Issued Date: 03/09/2023

Claudia Avalos
TLR Group
601 N Ashley Drive
Suite 900
Tampa, FL 33602

**** 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 PT #4
Location:	Tampa, FL
Latitude:	27-56-55.47N NAD 83
Longitude:	82-27-36.72W
Heights:	14 feet site elevation (SE)
	540 feet above ground level (AGL)
	554 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/09/2024 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 08, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on April 18, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-6667-OE.

Signature Control No: 512752395-575605013 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
NA = Not Available

The proposed building project consists of five points, represented by ASNs 2022-ASO-6664-OE through 6668.The project points were submitted at a height of 540 feet AGL, 554 through 558 feet AMSL. The building points are located approximately 2.07 to 2.11 NM north of the TPF ARP and 4.17 to 4.22 NM east of the TPA ARP and from 343.83 degrees azimuth clockwise to 344.88 degrees azimuth from TPF.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(1): A height more than 499 feet AGL. The proposals exceed by 41 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 340 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 208 to 213 feet.

Section 77.17(a)(3) - a height that increases minimum instrument flight altitudes within a terminal area (TERPS criteria):

At 556 AMSL, For TPF, obstacle penetrates RWY 36 40:1 departure surface by 274 feet, however, departure NA due to environmental, No IFR Effect.

For TPA, obstacle penetrates RWY 10 40:1 departure surface by 66 feet, however, departure turns to avoid, No IFR Effect.

In response to a Notice of Preliminary Findings (NPF) Letter issued on July 6, 2022, a request was received from the Sponsor to circularize to the public. On August 8, 2022, for the sake of efficiency, circularization was issued under 2022-ASO-6664-OE. After circularization to all known aviation interests and to non-aeronautical interests that may be affected by the proposal, one objection was received as a result of circularization to the climb gradient increases caused by the proposal.

FAA Response: Upon further review, aeronautical study did not consider an existing building located approximately 400 feet south of the proposal, OAS #12-000984 (Aeronautical Study Number 2008-ASO-6022 at height of 591/606 AMSL). This structure increases minimums per NOTAM !FDC 2/8396 presently that describes this obstacle (12-000984) specifically, and raises the minimum climb to 243 to 800, which changes the previous response to No IFR Effect, as noted above.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at TPF, TPA or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

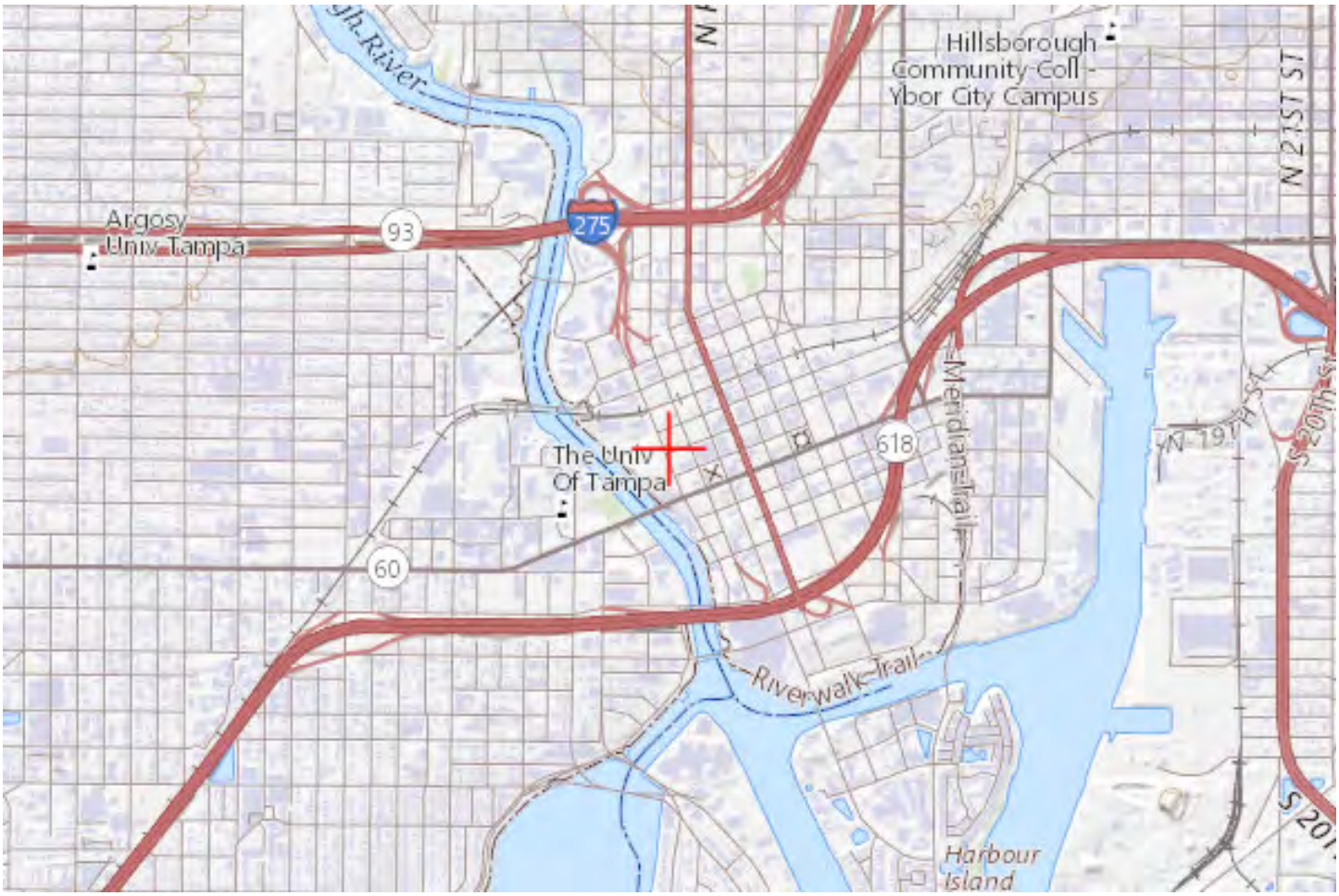
Study for possible VFR effect disclosed the proposal would exceed 77.17 (a) 1 and (a) 2, as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF, TPA or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 540 ft. AGL, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be lit with red lights at select locations to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2022-ASO-6667-OE



Sectional Map for ASN 2022-ASO-6667-OE

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

Aeronautical Study No.
2022-ASO-6668-OE

Issued Date: 03/09/2023

Claudia Avalos
TLR Group
601 N Ashley Drive
Suite 900
Tampa, FL 33602

**** 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 PT #5
Location:	Tampa, FL
Latitude:	27-56-56.88N NAD 83
Longitude:	82-27-36.00W
Heights:	17 feet site elevation (SE)
	540 feet above ground level (AGL)
	557 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

The structure considered under this study lies in proximity to an airport and occupants may be subjected to noise from aircraft operating to and from the airport.

This determination expires on 09/09/2024 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before April 08, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2022-ASO-6668-OE.

Signature Control No: 512752396-575605015 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
TPA = Tampa International Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
RWY = Runway
NA = Not Available

The proposed building project consists of five points, represented by ASNs 2022-ASO-6664-OE through 6668.The project points were submitted at a height of 540 feet AGL, 554 through 558 feet AMSL. The building points are located approximately 2.07 to 2.11 NM north of the TPF ARP and 4.17 to 4.22 NM east of the TPA ARP and from 343.83 degrees azimuth clockwise to 344.88 degrees azimuth from TPF.

The proposal would exceed the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a)(1): A height more than 499 feet AGL. The proposals exceed by 41 feet.

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 340 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 208 to 213 feet.

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For TPA, obstacle penetrates RWY 10 40:1 departure surface by 66 feet, however, departure turns to avoid, No IFR Effect.

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FAA Response: Upon further review, aeronautical study did not consider an existing building located approximately 400 feet south of the proposal, OAS #12-000984 (Aeronautical Study Number 2008-ASO-6022 at height of 591/606 AMSL). This structure increases minimums per NOTAM !FDC 2/8396 presently that describes this obstacle (12-000984) specifically, and raises the minimum climb to 243 to 800, which changes the previous response to No IFR Effect, as noted above.

Aeronautical study disclosed that the proposal would have no effects on existing or proposed arrival, departure, or en route instrument flight rule (IFR) operations, minimum flight altitudes, minimum vectoring altitudes (MVA), aeronautical procedures, aeronautical facilities at TPF, TPA or at any other known public use or military airport. Information on the proposal shall be forwarded for appropriate aeronautical charting.

Study for possible VFR effect disclosed the proposal would exceed 77.17 (a) 1 and (a) 2, as noted above, but would have no effect on any existing or proposed arrival or departure VFR operations or procedures. The proposal would not conflict with any airspace required to conduct normal VFR traffic pattern and/or visual approach operations at TPF, TPA or at any other public-use, joint-use, or military airport. The proposal would not require a VFR aircraft to change its regular flight course or altitude, restrict VFR operations in any way, or create a dangerous situation during a critical phase of flight while operating under VFR conditions. Therefore, at a height of up to 540 ft. AGL, the proposed building would have no substantial adverse effects on any existing or proposed VFR arrival, VFR departure, en route, minimum flight altitudes, or VFR helicopter routes in the vicinity of this location.

The structure should be lit with red lights at select locations to make them more conspicuous to airmen should circumnavigation be necessary.

The cumulative impact of the proposal, when combined with other proposed and existing structures, is not considered to be significant. Study did not disclose any adverse effects on existing or proposed public-use or military airports or navigational facilities, nor does the proposal affect the capacity of any known existing or planned public-use or military airport.

Therefore, it is determined that the proposal would not have a substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on any air navigation facility and would not be a hazard to air navigation.

TOPO Map for ASN 2022-ASO-6668-OE

Sectional Map for ASN 2022-ASO-6668-OE

Tampa International Airport

Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

Hillsborough County
Aviation Authority
P.O. Box 22287
Tampa, Florida 33622
phone/ 813-870-8700
fax/ 813-875-6670
TampaAirport.com

Date: August 10, 2023

Greg Jones
Florida Department of Transportation
Aviation Office
Airspace and Land Use Manager
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2023-116 FAA: 2022-ASO-6664-6668-OE
Structure: New Building Height AGL: 540' Height AMSL: 558'

Greg:

In accordance with Florida Statutes, Chapter 333, the Aviation Authority is forwarding a completed permit application to the department so that it can be evaluated for technical consistency.

I have conducted a review of the project and we recommend approval with conditions. The proposed building exceeds obstruction standards under Section 77.17. As long as conditions are followed we don't see an impact to the utility of our Airports.

Hearing is scheduled for September 14, 2023

Please call me at 813-870-7863 if you have any questions or concerns.

Sincerely,

DocuSigned by:
Anthony S. Mantegna
609743E9903455...
Anthony S. Mantegna
Sr. Manager of Planning

Cc: Jeff Siddle
Michael Kamprath