



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:

Project is a proposed 1.62 million sqft mixed use development of commercial and retail components, the commercial towers will be 17-22 stories in height. The project is located at or near the intersection of W Cypress Street and N Dale Mabry Hwy. FAA ASNs; 2021-ASO-51273:51284-OE

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) Check type of permit being requested
 Temporary (Crane/Equip.)

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

Name/Company/Organization: Tampa Bay Investors

Contact Person for Requested Activity: Roy D. Vice

Phone: 312.550.3016

Project Location: W Cypress Street and N Dale Mabry Hwy Email: rvice@bromco.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: Roy D. Vice

Signature of Authorized Representative: *Roy D. Vice*

Date: 1 June 2022

STATE OF FLORIDA, COUNTY OF Hillsborough
 Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this 1st day of June, 2022, by Roy D. Vice

(NOTARY SEAL)



Notary Signature *Robert C Cook*
 Personally Known 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. 2022-79

Variance Required: _____

FAA Study Number 2022-ASO-27435-OE

Recommend Approval: _____

Associated FAA Study Numbers 27436,27438-27442, 27444-27448

Coordinate with Airport Operations: _____

Reviewed By: _____

Coordinate with ATCT: _____

Approved by Zoning Director _____

Date _____

Airport Study Number 2022-79

CONDITIONS

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

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

Installation equipment (Crane) exceeding 300' AMSL or installation of solar panels 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 Aviation Authority to avoid adverse impacts to aviation.

Due to the FAA's limitation related to Air Traffic Control and TPA radar impacts to "at this time" in the Determination of No Hazard, in the event that the FAA identifies TPA Radar degradation resulting in operational impacts in the future, including but not limited to loss of coverage of aircraft as a result of this project, and FAA demands the Aviation Authority mitigate such TPA radar degradation or contribute to such mitigation, Petitioner agrees it will mitigate such TPA radar degradation on behalf of the Aviation Authority or provide the Aviation Authority any required contribution to such mitigation.

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

In the event any proposed elevation is exceeded the Petitioner acknowledges that it will modify the building to remove any feature or portion of the building exceeding the permitted elevations as soon as possible.

Petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.

Review Summary

Airport Study Number

2022-79

Permit Number

2279

Maximum Height - AMSL

300

Approval Date

Expires

04/13/2024

Permit Type

Height Zoning

Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Exceeds Part 77

TERPS

Exceeds Height Limits

OEI (62.5:1)

N/A

Analysis Summary

The proposed structure would exceed TPA Horizontal Surface by 124' and exceeds CAT A & B Circling Minimums which would result in a MDA increase from 560' to 600'. After further analysis of historical flight track data from 2019 and 2020, it was determined that there were no IFR Circling Approaches by aircraft at TPA and therefore an increase in Circling Minimums would not adversely affect the current or future level of airport operations or have a substantial adverse effect on the utility of TPA. The FAA has determined that the "structure would have no substantial adverse effect on air navigation". The Project would be in the line of sight of the TPA ASR-9 Radar facility and potentially create shielding between 154.13 degrees and 155.93 degrees relative to TPA ASR-9. However, the FAA has determined that it "would not cause an unacceptable adverse impact on ATC at this time".

Coordination with ATCT

Yes

Coordination with Operations

No

Emergency Use

No

Hazard Marking and/or Lighting

Yes

Objects affecting Navigable Airspace

Yes

Exceeds Supportive Screening Criteria

Yes

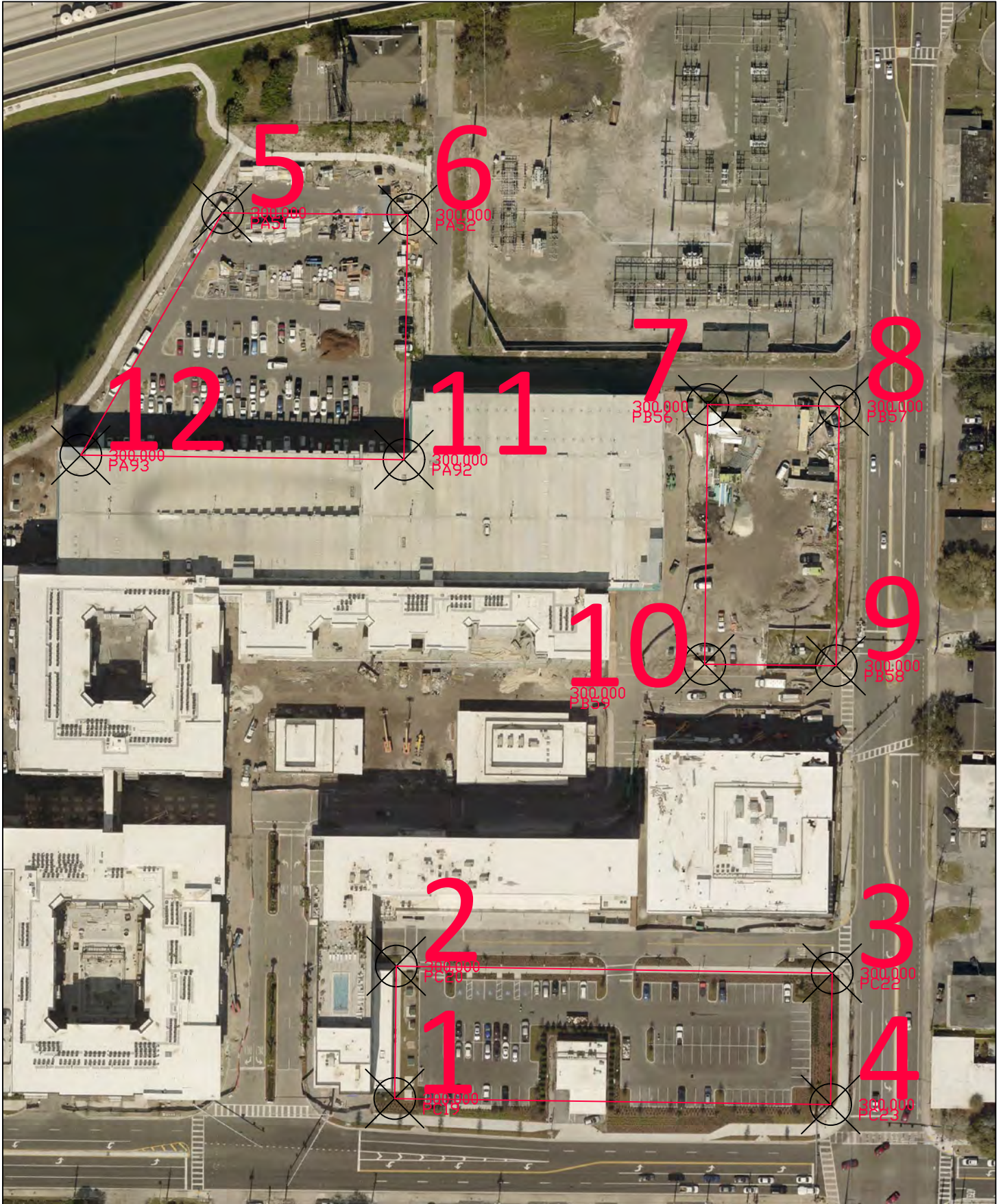
Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA at least 10 days prior to construction and within 5 days after the construction reaches its greatest height. Installation equipment (Crane) exceeding 300' AMSL or installation of solar panels 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 Aviation Authority to avoid adverse impacts to aviation. Due to the FAA's limitation related to Air Traffic Control and TPA radar impacts to "at this time" in the Determination of No Hazard, in the event that the FAA identifies TPA Radar degradation resulting in operational impacts in the future, including but not limited to loss of coverage of aircraft as a result of this project, and FAA demands the Aviation Authority mitigate such TPA radar degradation or contribute to such mitigation, Petitioner agrees it will mitigate such TPA radar degradation on behalf of the Aviation Authority or provide the Aviation Authority any required contribution to such mitigation. The Aviation Authority requires a post construction survey to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height. In the event any proposed elevation is exceeded the Petitioner acknowledges that it will modify the building to remove any feature or portion of the building exceeding the permitted elevations as soon as possible. Petitioner will be required to follow all conditions specified in the FAA Determination to remain in compliance.

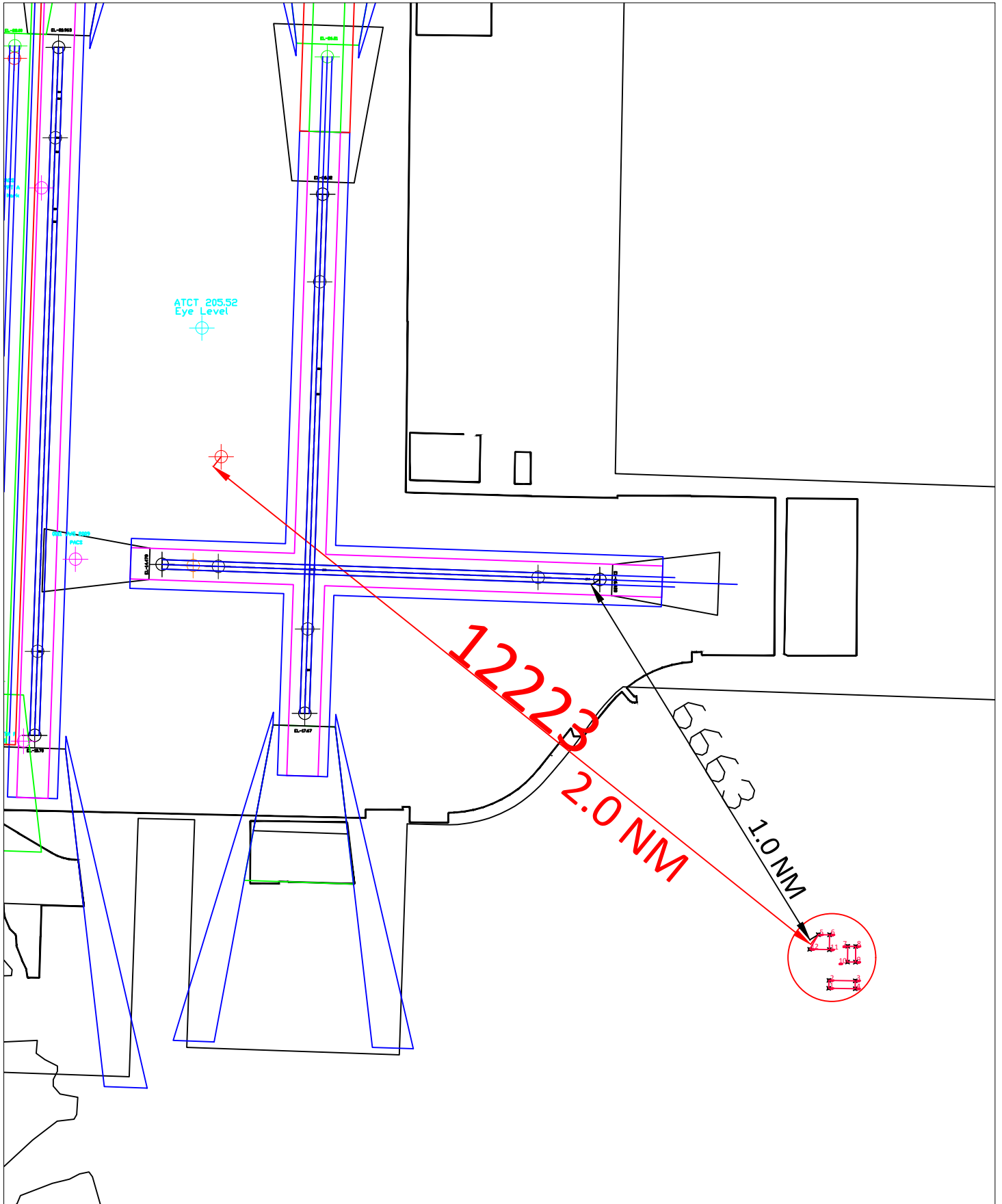
Recommended Approval

Yes No

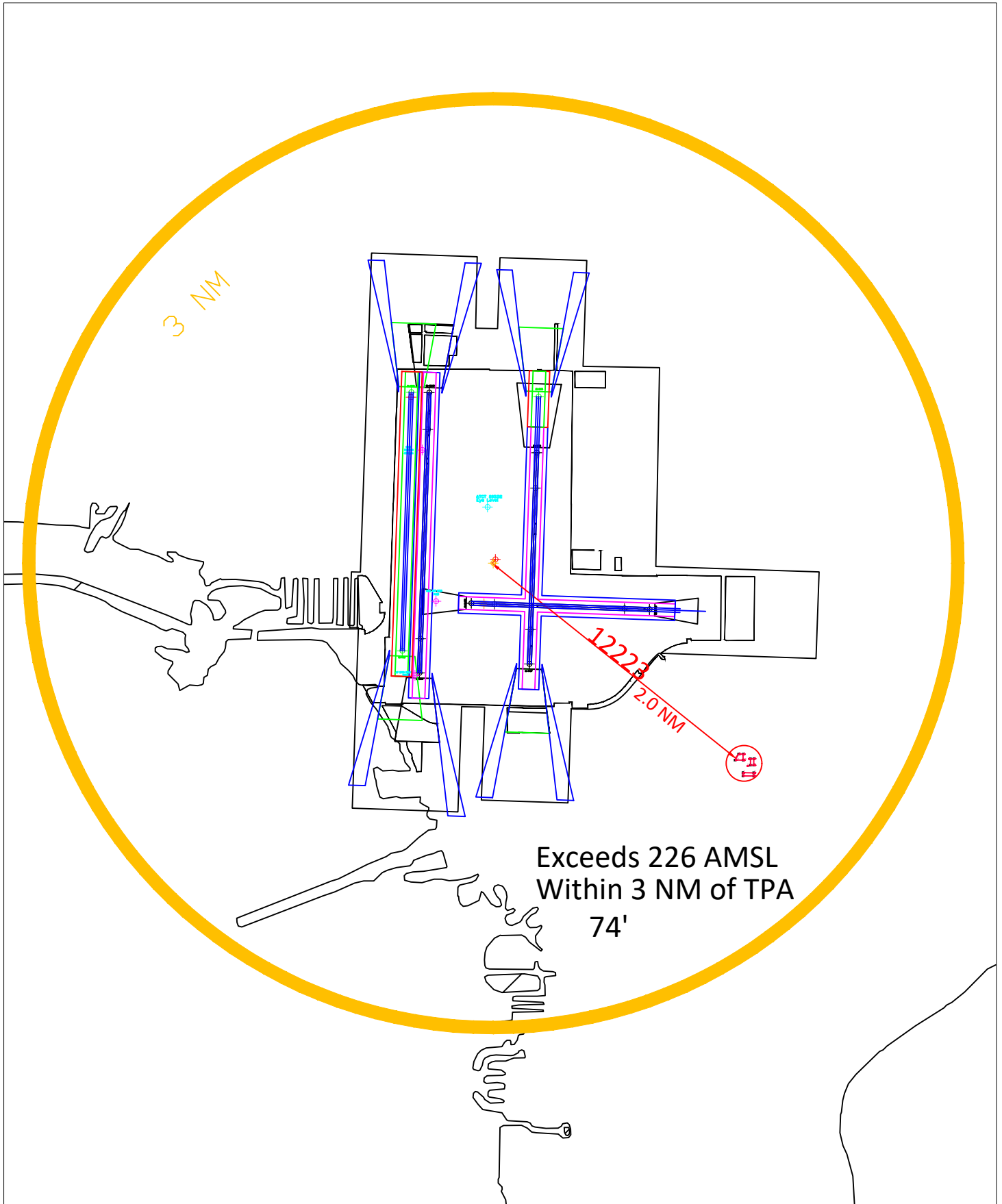
Point Location



Distance

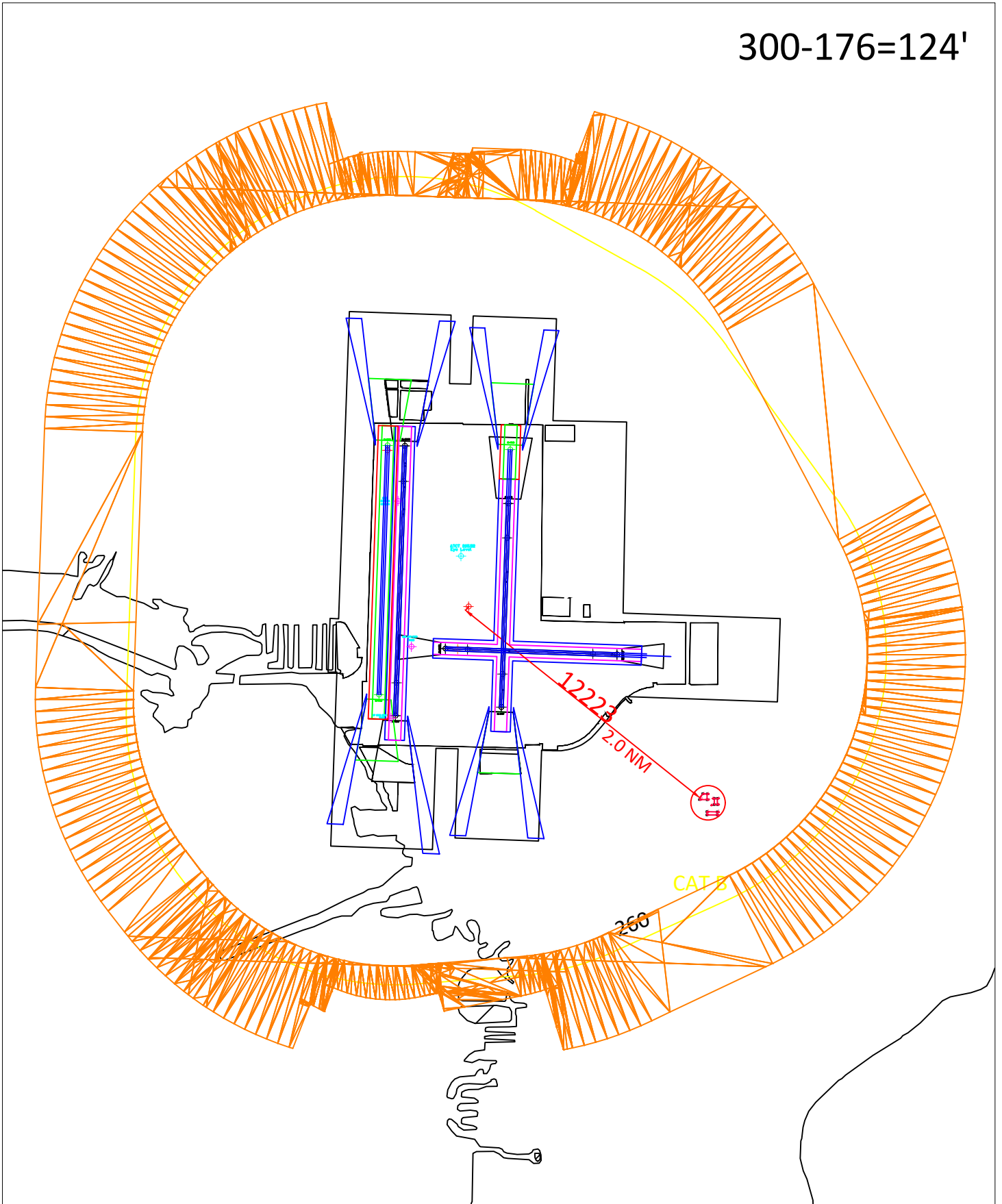


Obstruction Standard

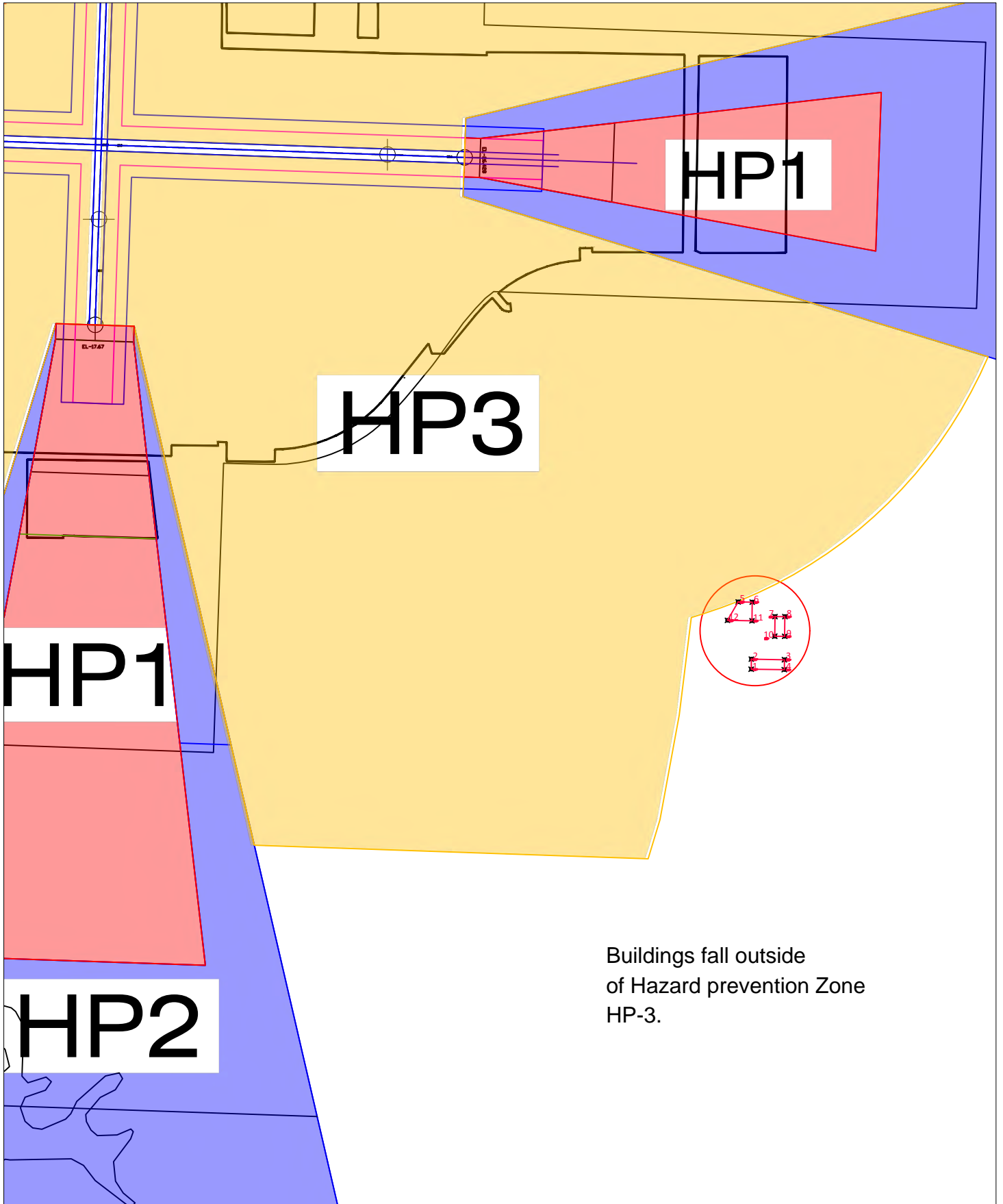


Part 77- Horizontal

300-176=124'

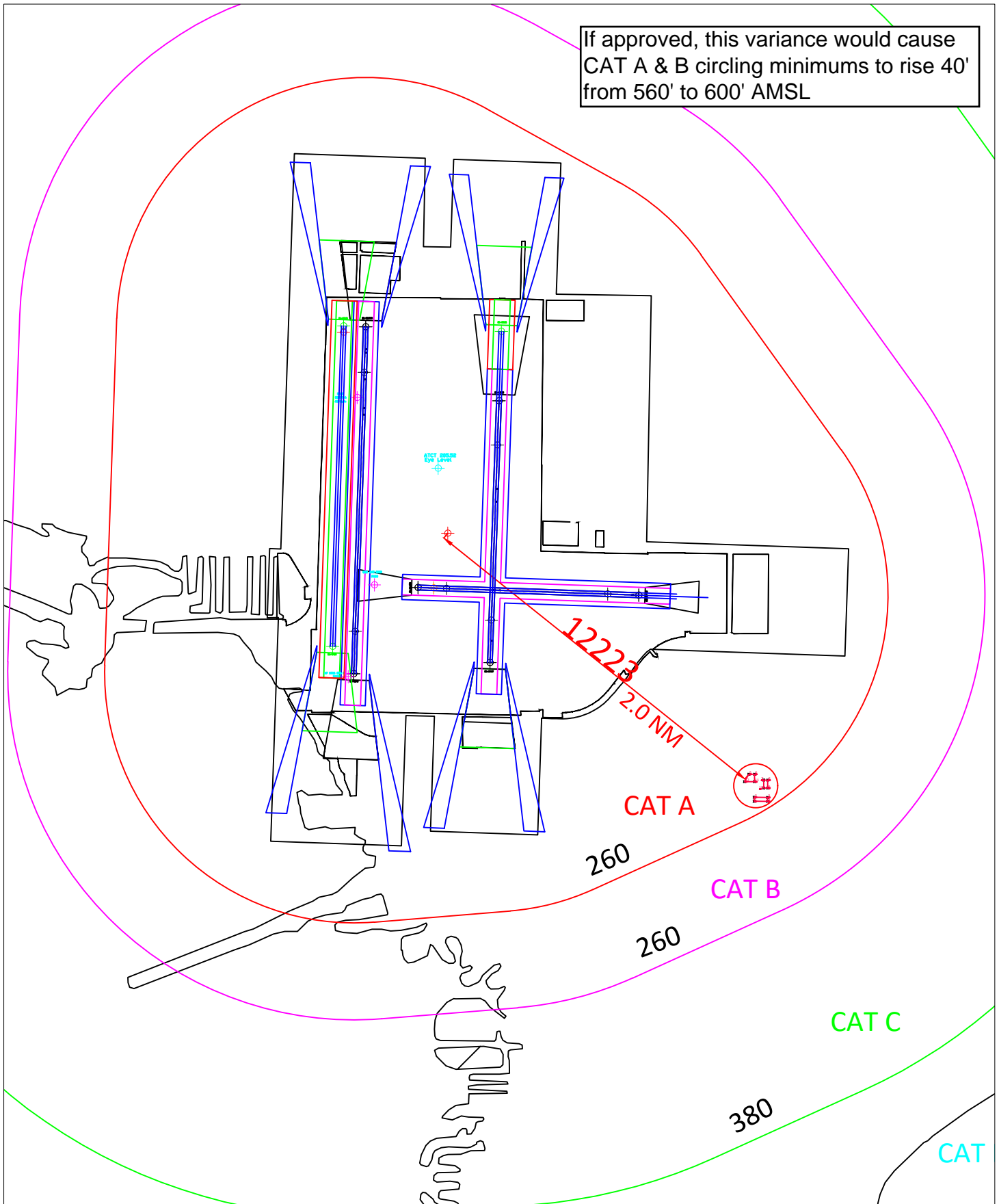


Height Prevention Zone

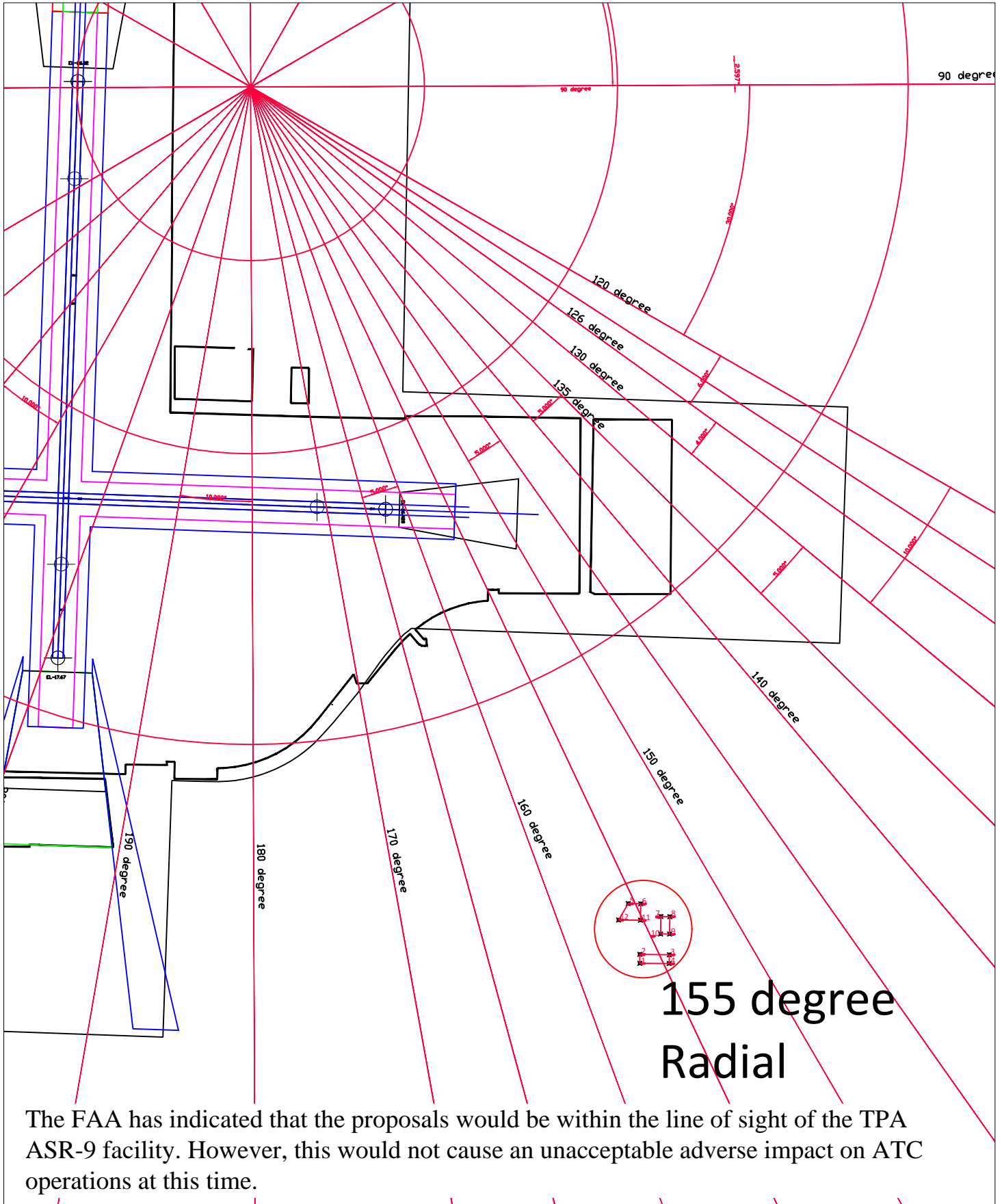


TPA Circling Minimums

If approved, this variance would cause CAT A & B circling minimums to rise 40' from 560' to 600' AMSL



ASR



The FAA has indicated that the proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.



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

Aeronautical Study No.
 2022-ASO-27435-OE
 Prior Study No.
 2021-ASO-51273-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PC19
 Location: Tampa, FL
 Latitude: 27-57-08.36N NAD 83
 Longitude: 82-30-10.76W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27435-OE.

Signature Control No: 543039614-557638620

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27435-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

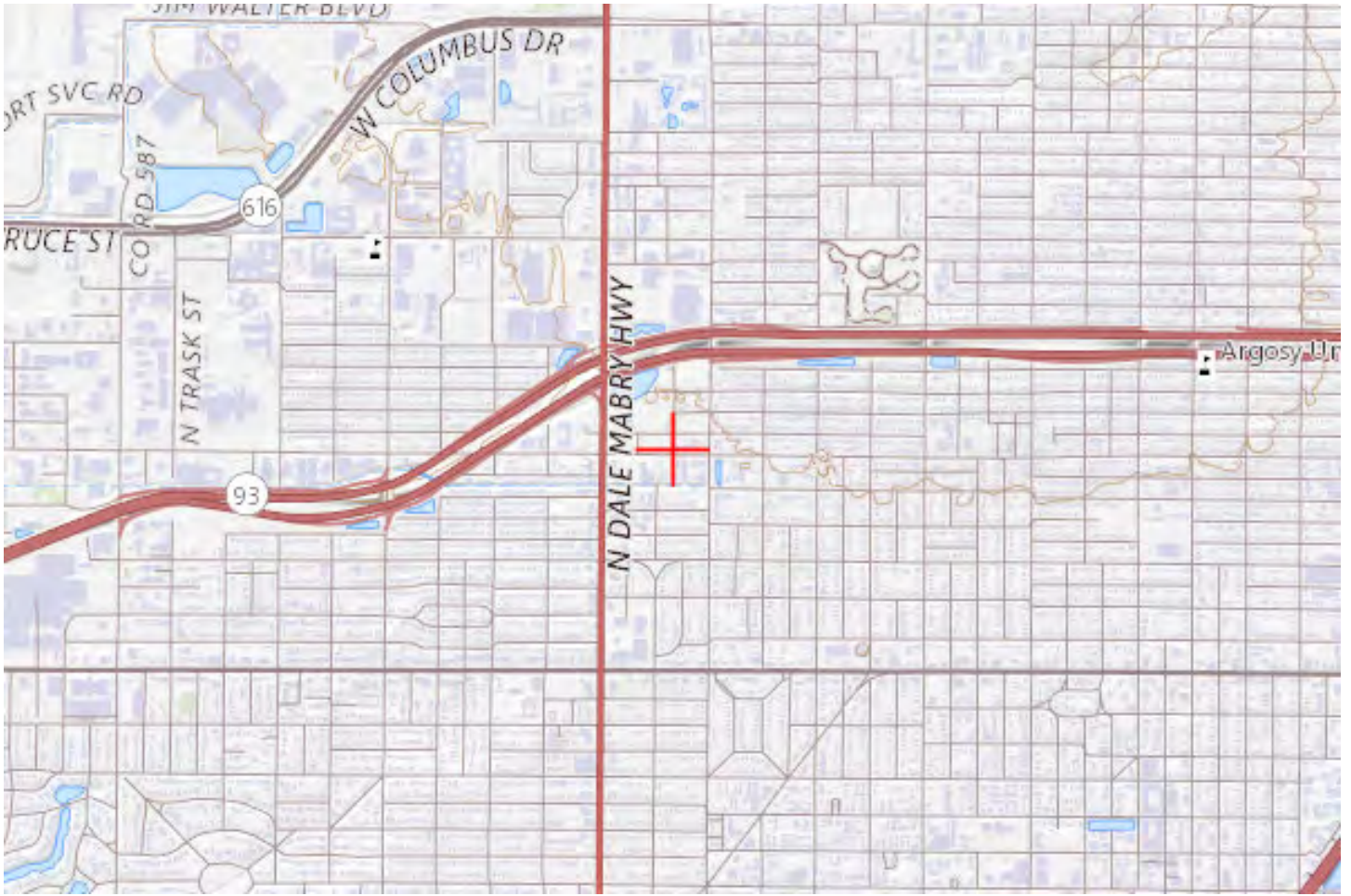
The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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

TOPO Map for ASN 2022-ASO-27435-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-27436-OE
 Prior Study No.
 2021-ASO-51274-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PC20
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 278 feet above ground level (AGL)
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This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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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-27436-OE.

Signature Control No: 543040056-557638632

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-27436-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

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For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

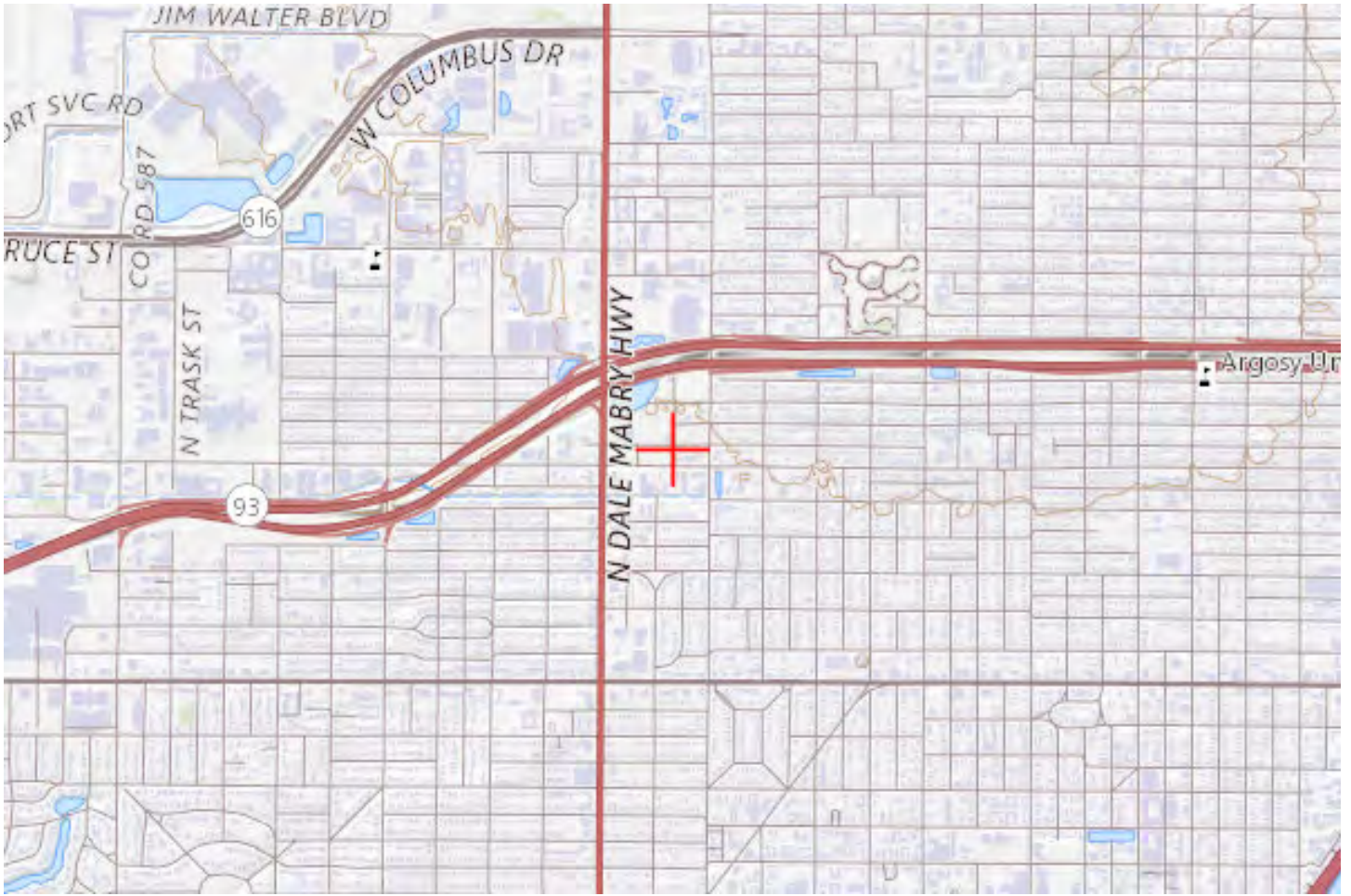
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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

Aeronautical Study No.
 2022-ASO-27438-OE
 Prior Study No.
 2021-ASO-51275-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PC22
 Location: Tampa, FL
 Latitude: 27-57-09.58N NAD 83
 Longitude: 82-30-06.04W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27438-OE.

Signature Control No: 543040692-557638618

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-27438-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

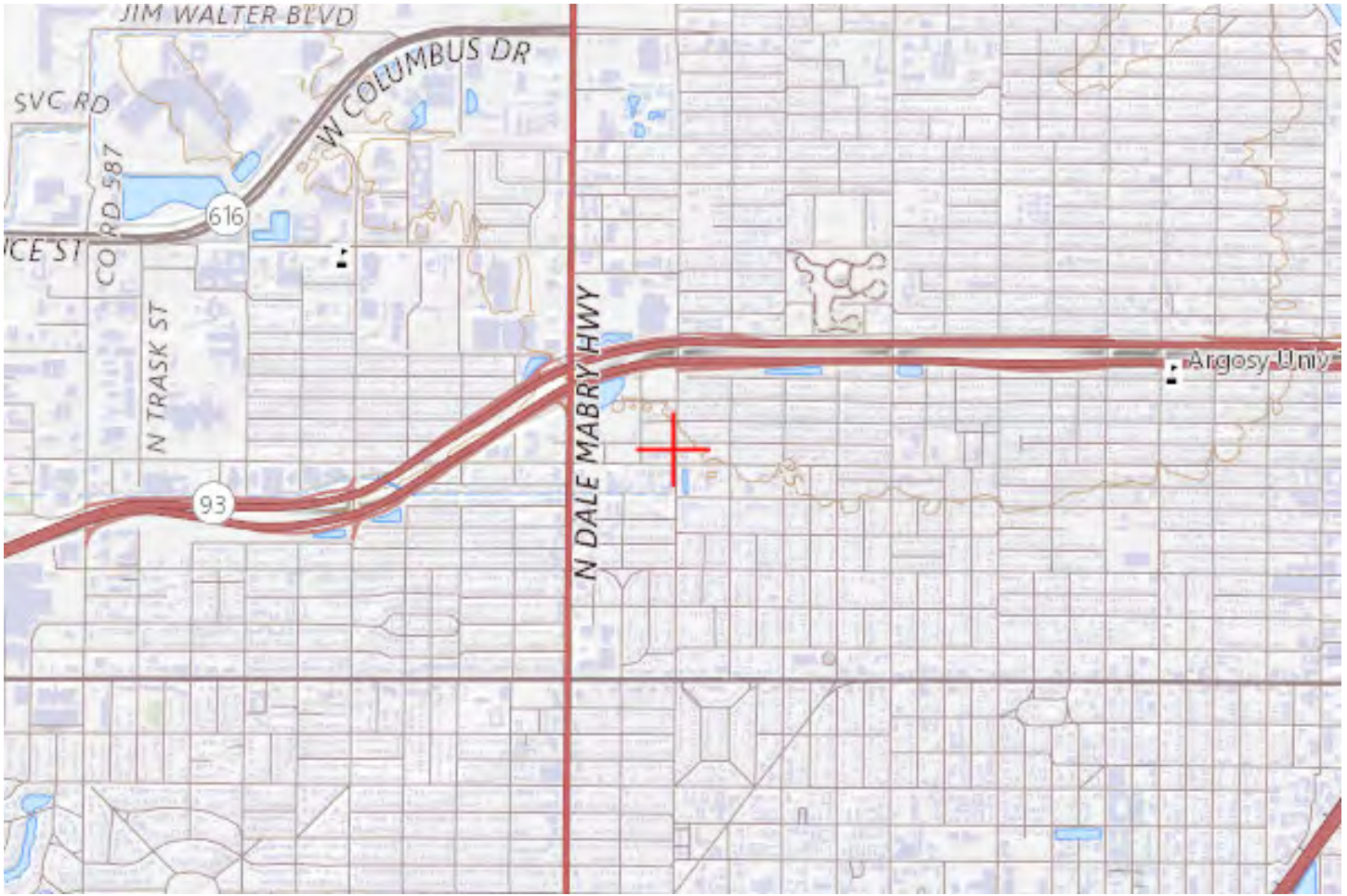
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-ASO-27439-OE
 Prior Study No.
 2021-ASO-51276-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PC23
 Location: Tampa, FL
 Latitude: 27-57-08.32N NAD 83
 Longitude: 82-30-06.05W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27439-OE.

Signature Control No: 543041262-557638629

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27439-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

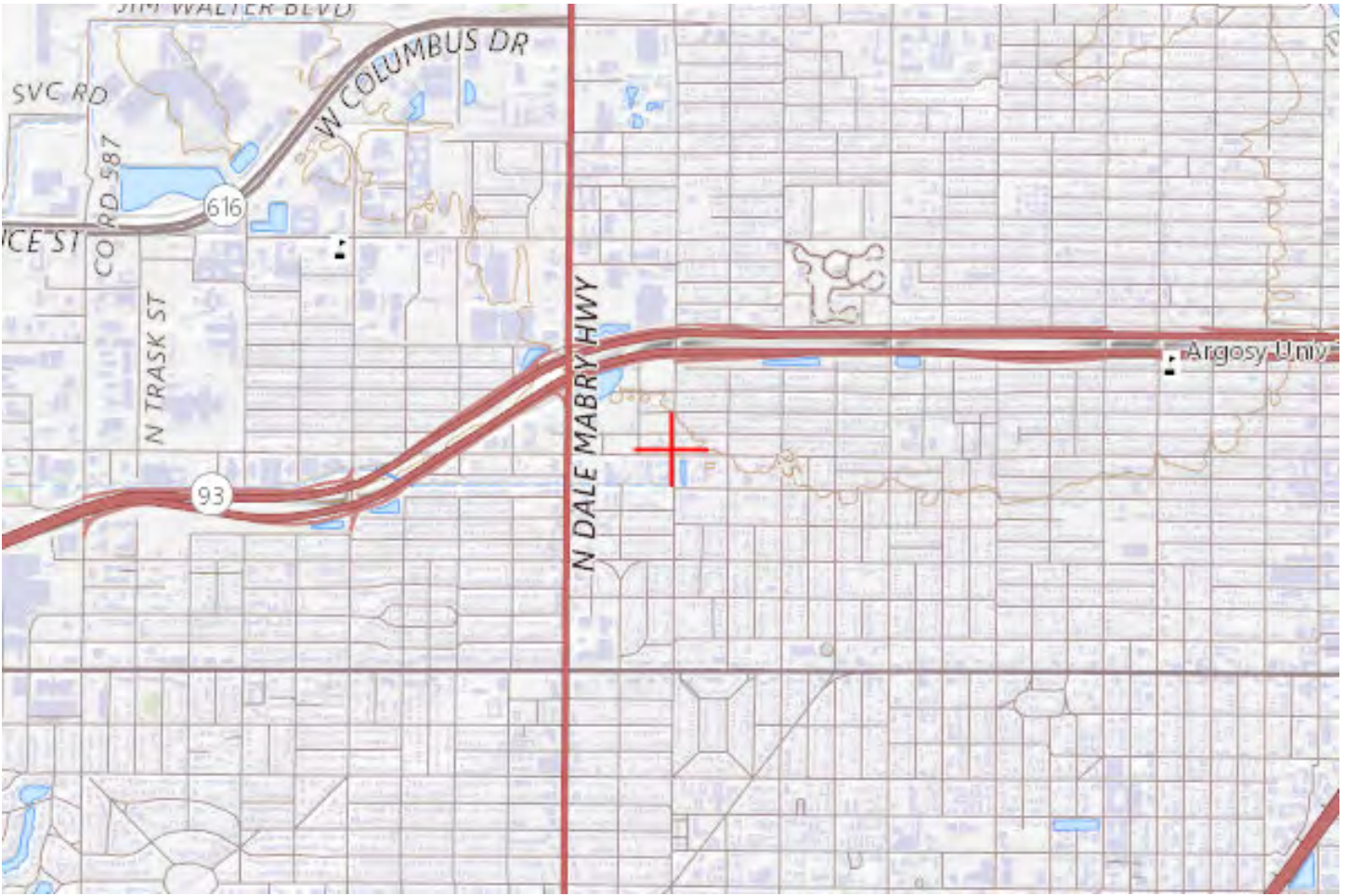
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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





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

Aeronautical Study No.
 2022-ASO-27440-OE
 Prior Study No.
 2021-ASO-51277-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PA51
 Location: Tampa, FL
 Latitude: 27-57-16.85N NAD 83
 Longitude: 82-30-12.66W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27440-OE.

Signature Control No: 543041678-557638631

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27440-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

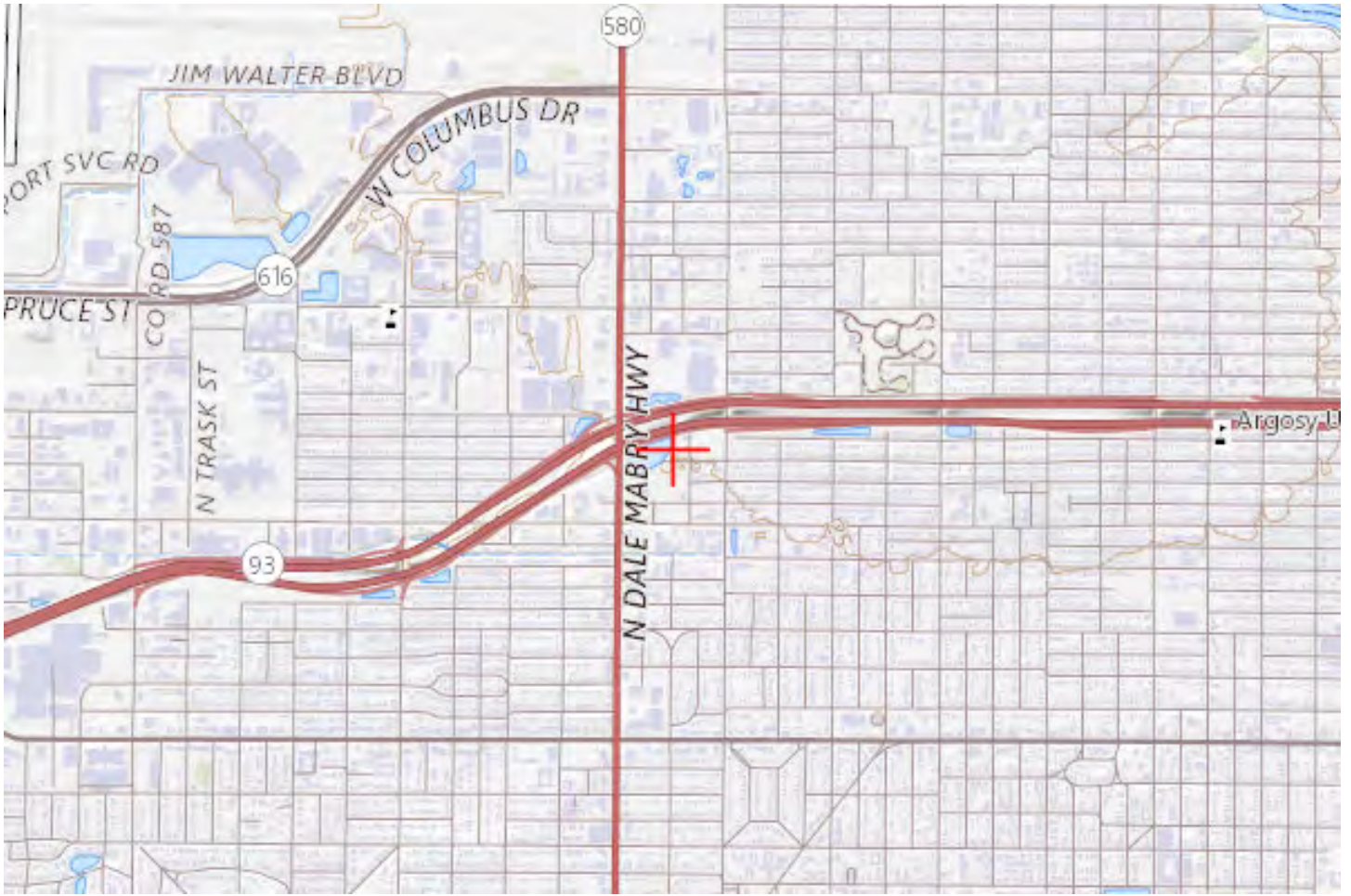
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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

Aeronautical Study No.
 2022-ASO-27441-OE
 Prior Study No.
 2021-ASO-51278-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PA52
 Location: Tampa, FL
 Latitude: 27-57-16.84N NAD 83
 Longitude: 82-30-10.66W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27441-OE.

Signature Control No: 543041856-557638628

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27441-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

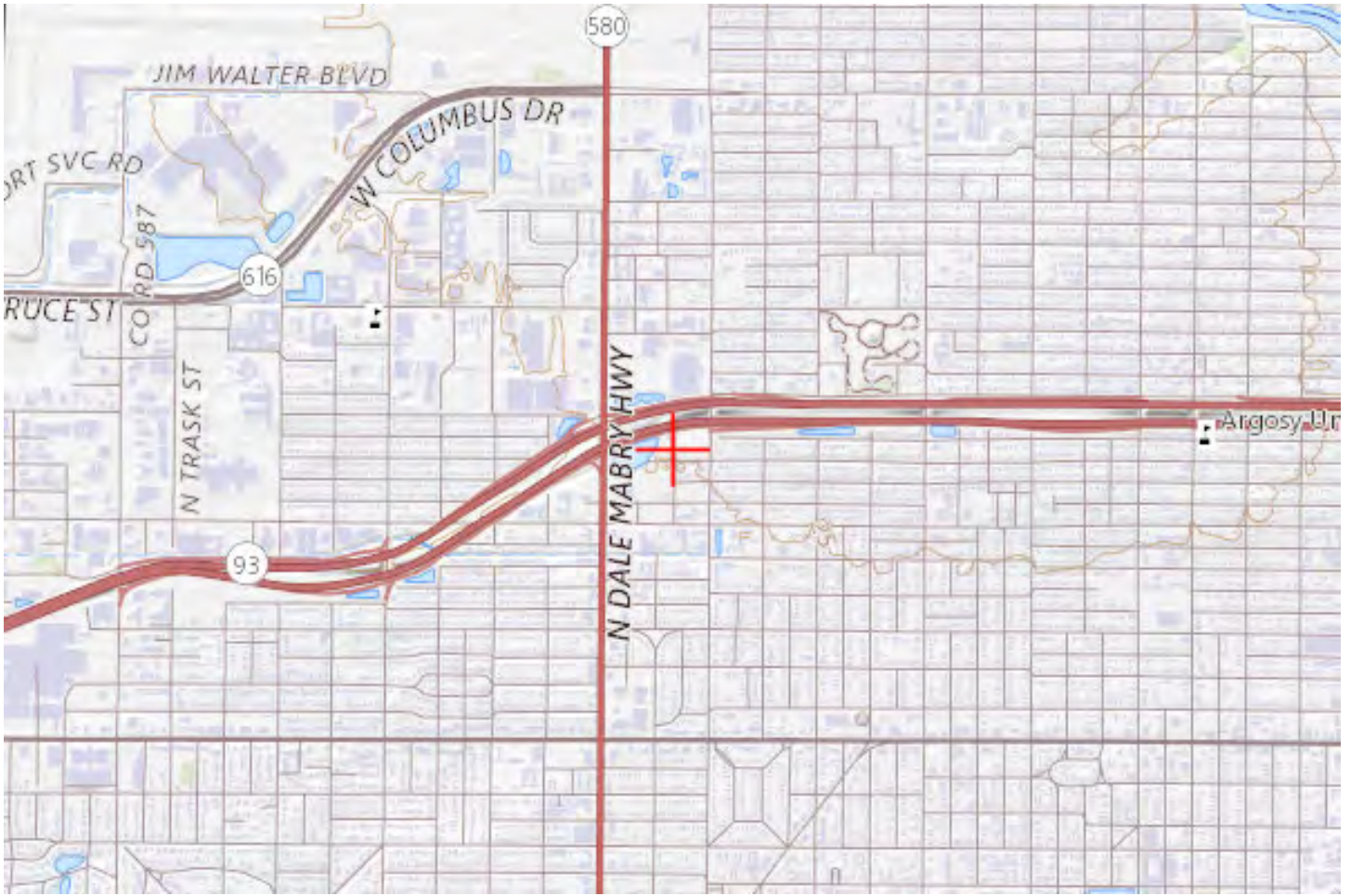
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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





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

Aeronautical Study No.
 2022-ASO-27442-OE
 Prior Study No.
 2021-ASO-51279-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PB56
 Location: Tampa, FL
 Latitude: 27-57-15.03N NAD 83
 Longitude: 82-30-07.41W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27442-OE.

Signature Control No: 543042002-557638619

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-27442-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

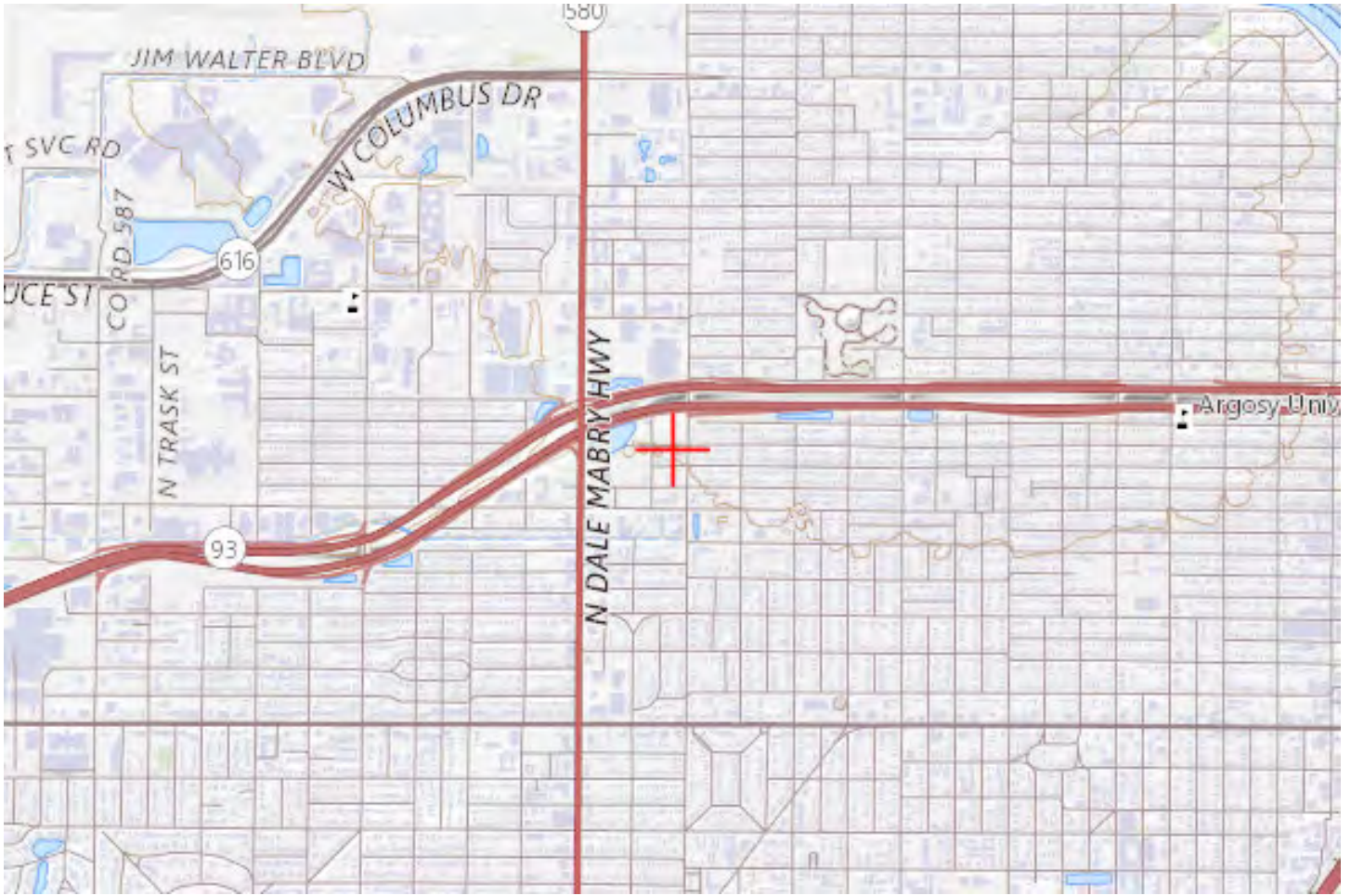
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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

Aeronautical Study No.
 2022-ASO-27444-OE
 Prior Study No.
 2021-ASO-51280-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PB57
 Location: Tampa, FL
 Latitude: 27-57-15.02N NAD 83
 Longitude: 82-30-05.99W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27444-OE.

Signature Control No: 543042331-557638630

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-27444-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
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NM = Nautical Miles
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The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

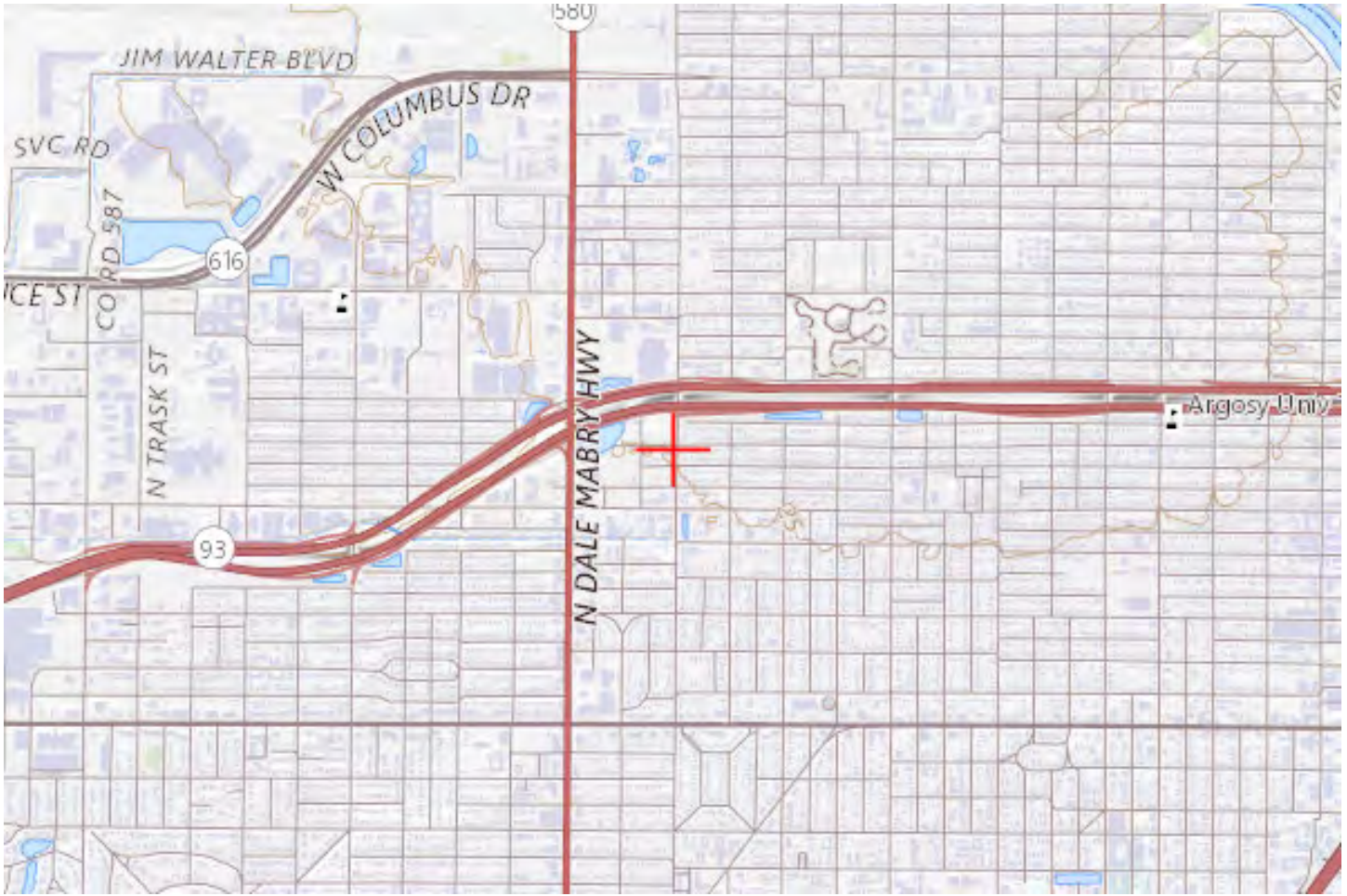
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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

Aeronautical Study No.
 2022-ASO-27445-OE
 Prior Study No.
 2021-ASO-51281-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PB58
 Location: Tampa, FL
 Latitude: 27-57-12.53N NAD 83
 Longitude: 82-30-06.01W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

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

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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-27445-OE.

Signature Control No: 543042574-557638622

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

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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 from 7 to 24 feet.

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AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

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> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

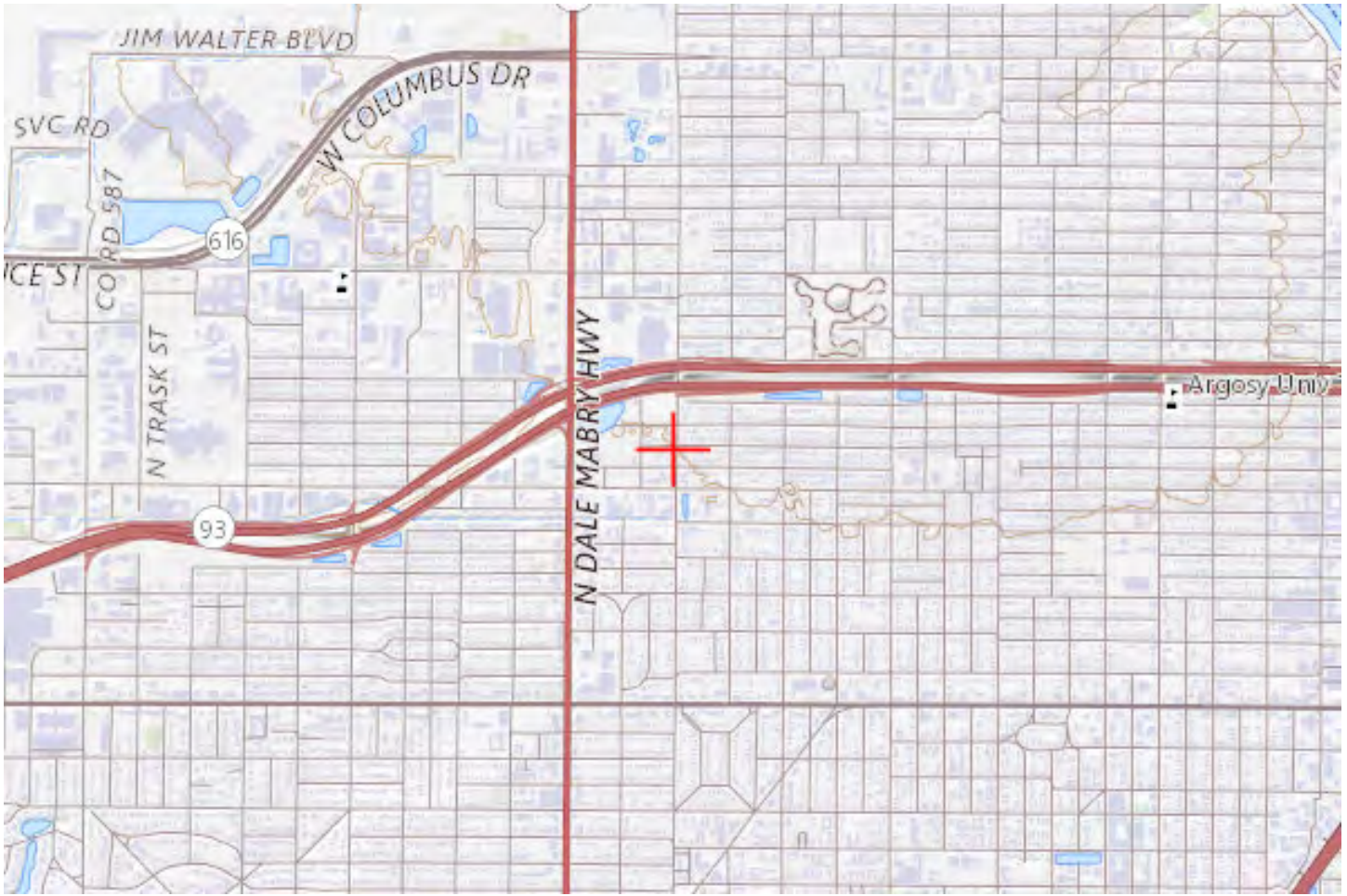
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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

Aeronautical Study No.
 2022-ASO-27446-OE
 Prior Study No.
 2021-ASO-51282-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PB59
 Location: Tampa, FL
 Latitude: 27-57-12.54N NAD 83
 Longitude: 82-30-07.43W
 Heights: 22 feet site elevation (SE)
 278 feet above ground level (AGL)
 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27446-OE.

Signature Control No: 543042703-557638624

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-27446-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

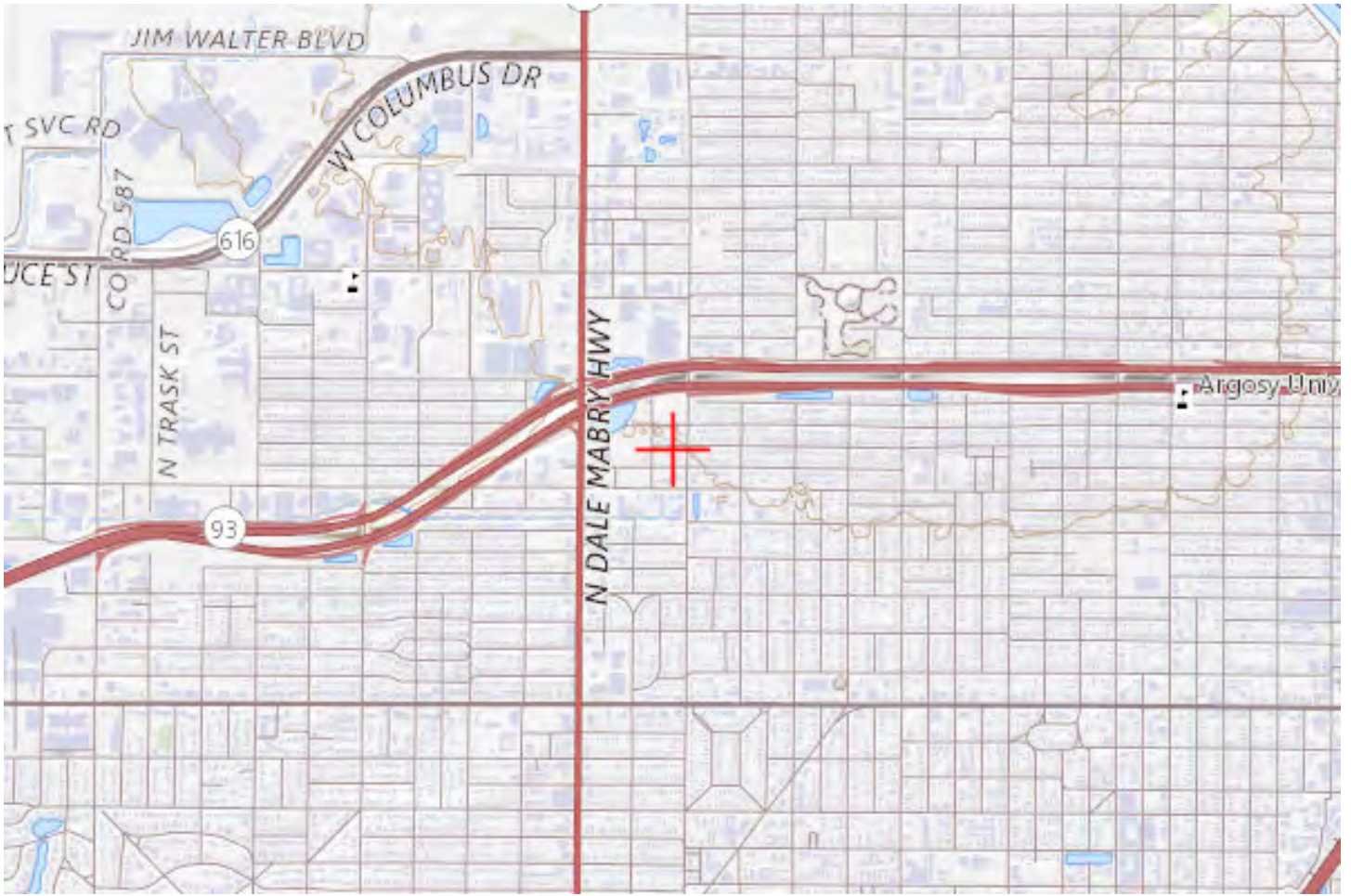
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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







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 Southwest Regional Office
 Obstruction Evaluation Group
 10101 Hillwood Parkway
 Fort Worth, TX 76177

Aeronautical Study No.
 2022-ASO-27447-OE
 Prior Study No.
 2021-ASO-51283-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PA92
Location:	Tampa, FL
Latitude:	27-57-14.49N NAD 83
Longitude:	82-30-10.69W
Heights:	22 feet site elevation (SE) 278 feet above ground level (AGL) 300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27447-OE.

Signature Control No: 543042966-557638621

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27447-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

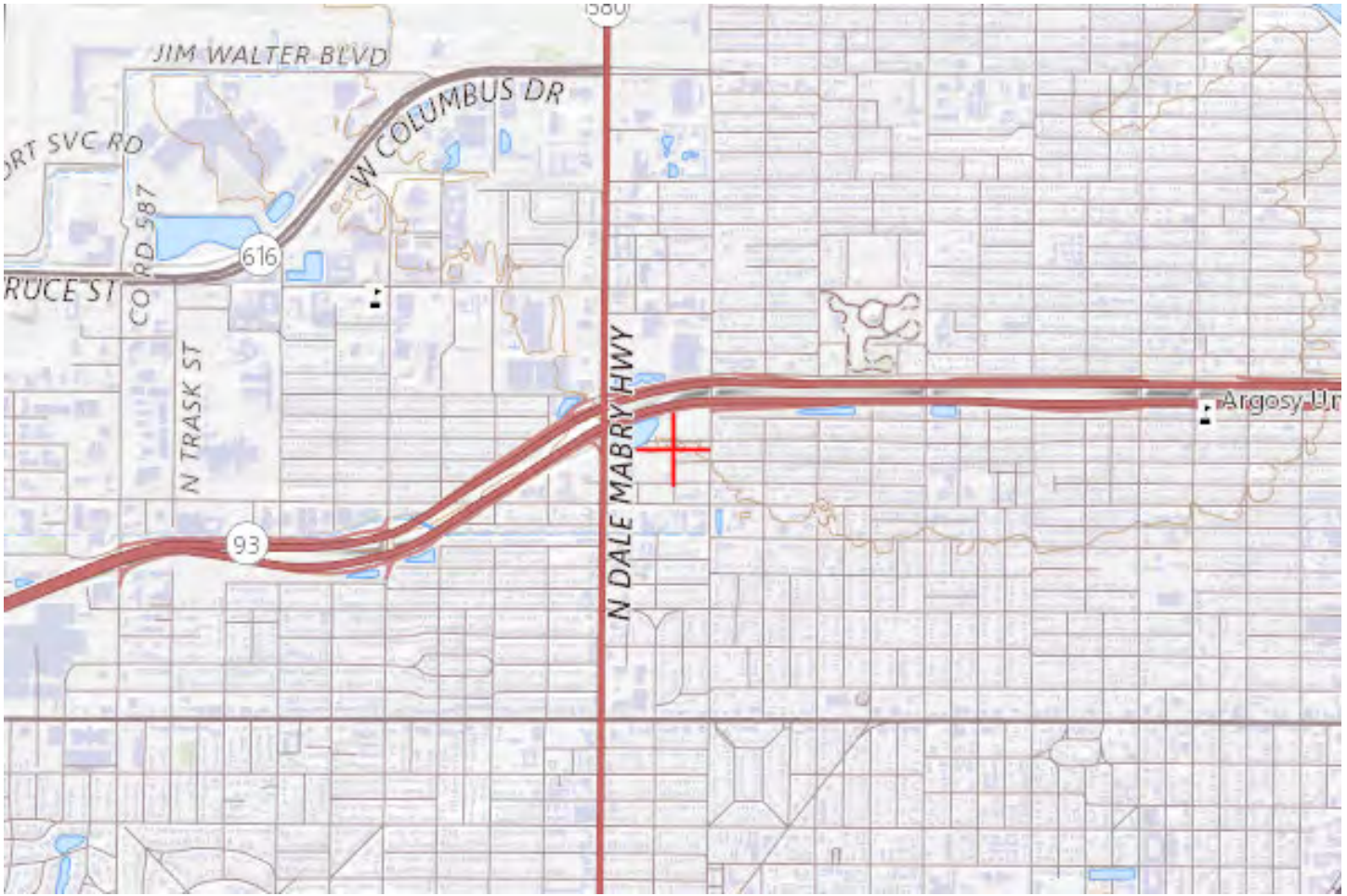
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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





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

Aeronautical Study No.
 2022-ASO-27448-OE
 Prior Study No.
 2021-ASO-51284-OE

Issued Date: 10/13/2022

Roy Vice
 Tampa Bromley Investors, LLC
 120 Fifth Avenue
 New York, NY 10011

**** 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 PA93
Location:	Tampa, FL
Latitude:	27-57-14.52N NAD 83
Longitude:	82-30-14.18W
Heights:	22 feet site elevation (SE)
	278 feet above ground level (AGL)
	300 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 04/13/2024 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 November 12, 2022. In the event a petition for review is filed, it must contain a full statement of the basis upon which it is made and be submitted to the Manager of the Rules and Regulations Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on November 22, 2022 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

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

If we can be of further assistance, please contact 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-27448-OE.

Signature Control No: 543043260-557638623

(DNH)

Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

Additional information for ASN 2022-ASO-27448-OE

TPA = Tampa International Airport
TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway
CAT = Category
MDA = Minimum Descent Altitude
ASR = Airport Surveillance Radar

The proposed building project consists of twelve points, represented by ASNs 2022-ASO-27435-OE, 27436, 27438 through 27442, and 27444 through 27448. The project points were submitted at a height of 278 feet AGL, 300 feet AMSL. The building points are located approximately 2.01 to 2.18 NM southeast of the TPA ARP and located approximately 3.55 to 3.71 NM northwest of the TPF ARP and from 127.21 degrees azimuth clockwise to 130.74 degrees azimuth from TPA.

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

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

For TPA:

Increases CAT A/B Circling MDA, All Procedures, from 560/560 to 600.

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 by 74 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 from 7 to 24 feet.

Section 77.19 (a) TPA: A Horizontal plane 150 feet above the established airport elevation, the perimeter of which is constructed by swinging arcs of a specified radii from the center of each end of the primary surface of each runway of each airport and connecting the adjacent arcs by lines tangent to those arcs. The proposals exceed the Horizontal Surface by 124 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on

protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

These twelve 2022 ASNs were refiled at the same coordinates and heights as prior ASNs 2021-ASO-51273-OE through 51284. ASN 21-51276 was circularized to the aeronautical public for comment. One letter of objection was received during the comment period. The letter can be summarized as follows:

The proposed building project associated with the above reference Circularization received a height zoning permit in 2018 from the Aviation Authority at 257 feet AMSL. The proponent is now requesting a height increase for the building from 257 feet ASML to 300 feet AMSL.

In accordance with the public notice issued on 4/27/2022, the Hillsborough County Aviation Authority (HCAA) is objecting to the height being requested based on the following:

Prior ASN 2018-ASO-2531-OE (Midtown) was issued at 259 feet AMSL which supports the 560 feet MDA for CAT A and B Circling Minimums.

A building height greater than 260 feet AMSL would impact the CAT A & B Circling Minimums at Tampa International Airport (TPA). The proposed 300 feet AMSL building project would impact Instrument Approach Procedures by increasing all Circling MDAs from 560 to 600 which would be considered a loss of utility and potential safety concerns for TPA and would set a precedence for higher structures within 1.3 to 1.7 NM of the Airport.

HCAA doesn't support any loss of utility, especially one that can affect our General Aviation Traffic.

It should also be noted that the building would be within the climb and decent area of the CAT A traffic pattern for Runway 10-28.

Even though this building project has an adverse effect and would increase the CAT A and B Circling MDA, for all procedures, from 560/560 to 600, it would not constitute substantial adverse effect. The structures will require red lights and will be put on aeronautical charts.

The 2021 ASNs originally did not show any possible radar shielding impact. However, at the end of the air traffic evaluation, Technical Operations requested to change their submitted response from No Objection to a No Objection with Provision. The proposals would be located approximately 2.30 NM southeast of the TPA ASR-9. Internal analysis indicate the proposals could have a physical and/or electromagnetic radiation effect upon the TPA ASR-9 radar facility. The proposals, if adopted, could affect the quality and/or availability of the TPA ASR-9 radar signal(s). The shielding could exist between 154.13 to 155.93 degrees (relative to the TPA radar antenna) for building project. The proposals would be within the line of sight of the TPA ASR-9 facility. However, this would not cause an unacceptable adverse impact on ATC operations at this time.

AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed IFR en route routes, operations, or procedures.

> The proposed structures would have no effect on any existing or proposed IFR minimum flight altitudes.

AERONAUTICAL STUDY FOR POSSIBLE VISUAL FLIGHT RULES (VFR) EFFECT DISCLOSED THE FOLLOWING:

> The proposed structures would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.

> The proposed structures would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.

> The proposed structures would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.

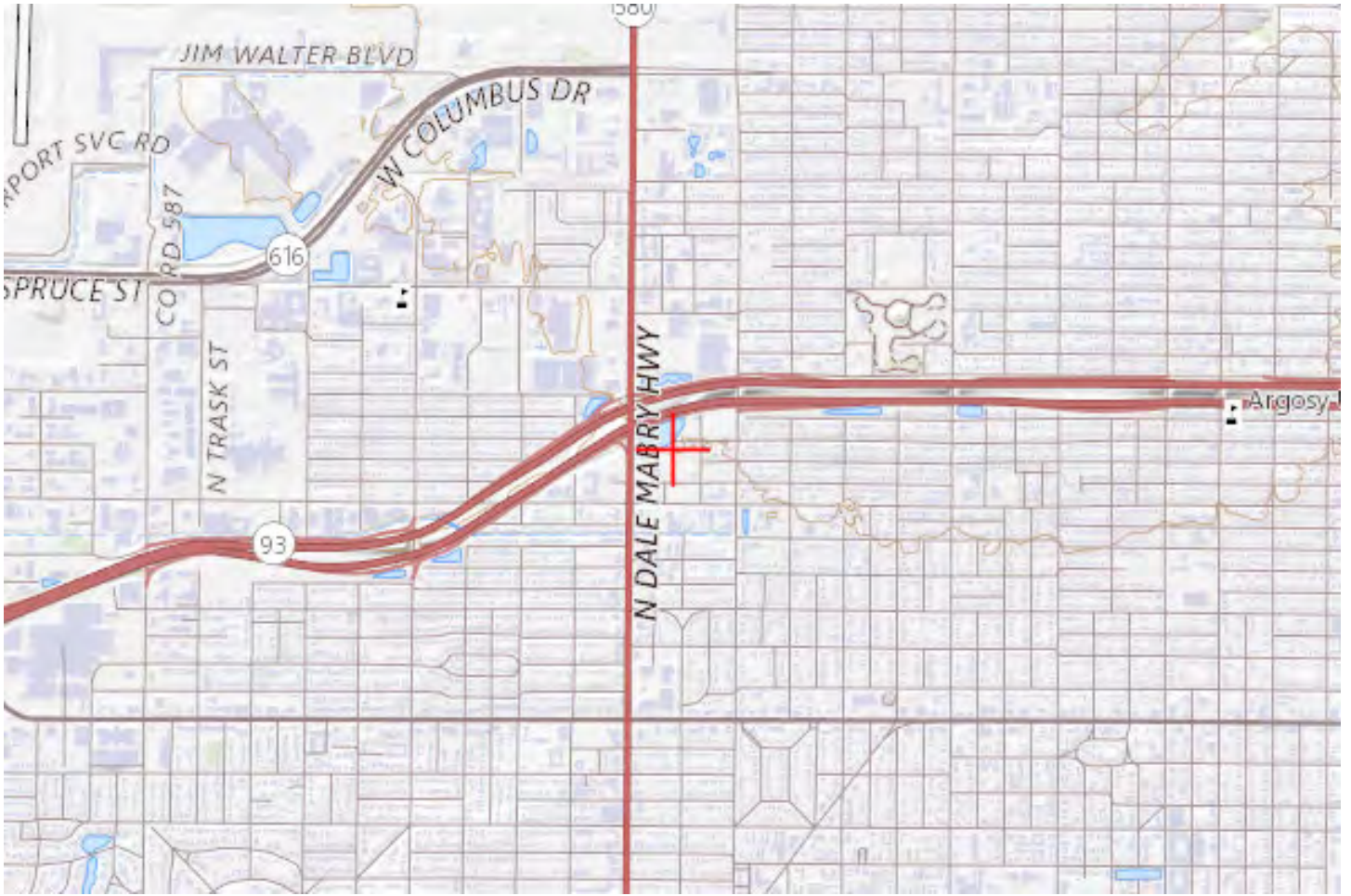
> The proposed structures will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

The proposed structures' proximity to the airport was considered and found to be acceptable.

The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the project. The aeronautical study disclosed that the proposed structures would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the proposals, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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





ROOFTOP CORNER BUILDING LATITUDE AND LONGITUDE CHART

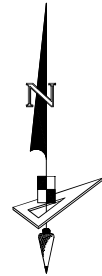
Point Number	Longitude	Latitude	Description	Elevation NAVD 88
1	W082°30'17.677"	N027°57'08.417"	Roof top building corner	93.50'
2	W082°30'17.654"	N027°57'10.887"		96.79'
3	W082°30'15.139"	N027°57'10.910"		103.80'
4	W082°30'12.605"	N027°57'10.939"		105.61'
5	W082°30'12.645"	N027°57'08.356"		105.99'
6	W082°30'14.852"	N027°57'08.413"		102.44'
7	W082°30'15.139"	N027°57'10.871"		105.94'
8	W082°30'15.137"	N027°57'10.511"		103.61'
9	W082°30'11.469"	N027°57'10.048"		117.02'
10	W082°30'11.417"	N027°57'11.990"		44.62'
11	W082°30'11.562"	N027°57'08.497"		101.18'
12	W082°30'11.473"	N027°57'10.934"		116.94'
13	W082°30'08.168"	N027°57'10.814"		123.17'
14	W082°30'08.170"	N027°57'10.284"		123.04'
15	W082°30'10.960"	N027°57'10.304"		116.86'
16	W082°30'08.012"	N027°57'10.146"		77.16'
17	W082°30'10.964"	N027°57'10.043"		116.84'
18	W082°30'10.980"	N027°57'08.416"		101.13'
29	W082°30'08.698"	N027°57'11.972"		44.64'
30	W082°30'07.999"	N027°57'11.681"		77.18'
31	W082°30'06.087"	N027°57'11.668"		77.18'
32	W082°30'06.088"	N027°57'10.145"		77.23'
33	W082°30'08.703"	N027°57'11.446"		44.64'
34	W082°30'10.098"	N027°57'11.371"		41.03'
35	W082°30'10.091"	N027°57'12.068"		40.86'
36	W082°30'08.892"	N027°57'12.059"		40.96'
37	W082°30'11.115"	N027°57'11.461"		40.93'
38	W082°30'12.070"	N027°57'11.471"		44.40'
39	W082°30'12.067"	N027°57'11.993"		44.42'
40	W082°30'11.111"	N027°57'11.991"		40.99'
41	W082°30'12.633"	N027°57'11.430"		107.66'
42	W082°30'14.807"	N027°57'11.438"		107.71'
43	W082°30'14.791"	N027°57'13.295"		106.49'
44	W082°30'08.899"	N027°57'11.363"		40.88'
46	W082°30'12.674"	N027°57'13.274"		105.12'
47	W082°30'08.798"	N027°57'13.183"		105.67'
48	W082°30'08.589"	N027°57'12.524"		106.93'
49	W082°30'12.456"	N027°57'12.546"		106.98'
53	W082°30'10.673"	N027°57'15.055"		93.28'
54	W082°30'07.934"	N027°57'15.035"		94.02'
55	W082°30'07.951"	N027°57'13.228"		97.13'
61	W082°30'17.747"	N027°57'11.546"		151.48'
62	W082°30'18.239"	N027°57'12.226"		162.36'
63	W082°30'15.872"	N027°57'13.529"		151.76'
64	W082°30'15.660"	N027°57'13.166"		151.52'
65	W082°30'15.664"	N027°57'12.556"		151.48'
66	W082°30'11.422"	N027°57'11.468"		44.44'
92	W082°30'10.891"	N027°57'14.469"		93.30'
94	W082°30'14.400"	N027°57'13.277"		106.50'
96	W082°30'12.888"	N027°57'13.100"		105.10'
98	W082°30'12.457"	N027°57'13.101"		105.10'
97	W082°30'08.564"	N027°57'13.235"		106.90'

MISCELLANEOUS ROOFTOP LOCATIONS LATITUDE AND LONGITUDE CHART

Point Number	Longitude	Latitude	Description	Elevation NAVD 88
67	W082°30'17.499"	N027°57'08.912"	Roof Top	102.14'
68	W082°30'17.178"	N027°57'08.691"	Top Street Light	109.78'
69	W082°30'15.777"	N027°57'08.387"	Top Pump Bldg	100.85'
70	W082°30'15.172"	N027°57'08.679"	Top Street Light	109.70'
71	W082°30'14.611"	N027°57'10.308"	Top Equipment	112.26'
72	W082°30'12.931"	N027°57'10.219"	Top Stairwell	111.86'
73	W082°30'11.232"	N027°57'10.160"	Top A/C Unit	123.10'
74	W082°30'08.780"	N027°57'10.812"	Roof Top	123.14'
75	W082°30'07.462"	N027°57'10.413"	Top Equipment Room	84.35'
76	W082°30'08.960"	N027°57'11.772"	Top of Enclosure	49.67'
77	W082°30'11.622"	N027°57'11.734"	Top of Enclosure	49.56'
78	W082°30'07.953"	N027°57'14.803"	Top of Stairwell	94.02'
79	W082°30'07.956"	N027°57'13.662"	Top of Stairwell	97.13'
80	W082°30'08.503"	N027°57'13.862"	Top Street Light	99.76'
81	W082°30'08.817"	N027°57'13.011"	Top of Stairwell	114.94'
82	W082°30'10.549"	N027°57'13.273"	Top of Garage	97.07'
83	W082°30'12.535"	N027°57'13.285"	Top of Elevator Shaft	97.12'
84	W082°30'12.943"	N027°57'13.174"	Top of Equipment	114.27'
85	W082°30'12.951"	N027°57'13.110"	Top of Stairwell	114.04'
86	W082°30'13.852"	N027°57'13.894"	Top Street Light	99.13'
87	W082°30'14.384"	N027°57'14.521"	Top of Stairwell	92.18'
88	W082°30'11.674"	N027°57'13.881"	Top Street Light	100.34'
89	W082°30'10.500"	N027°57'14.942"	Top of wall	93.28'
90	W082°30'17.902"	N027°57'12.479"	Top Parapet Wall	164.40'

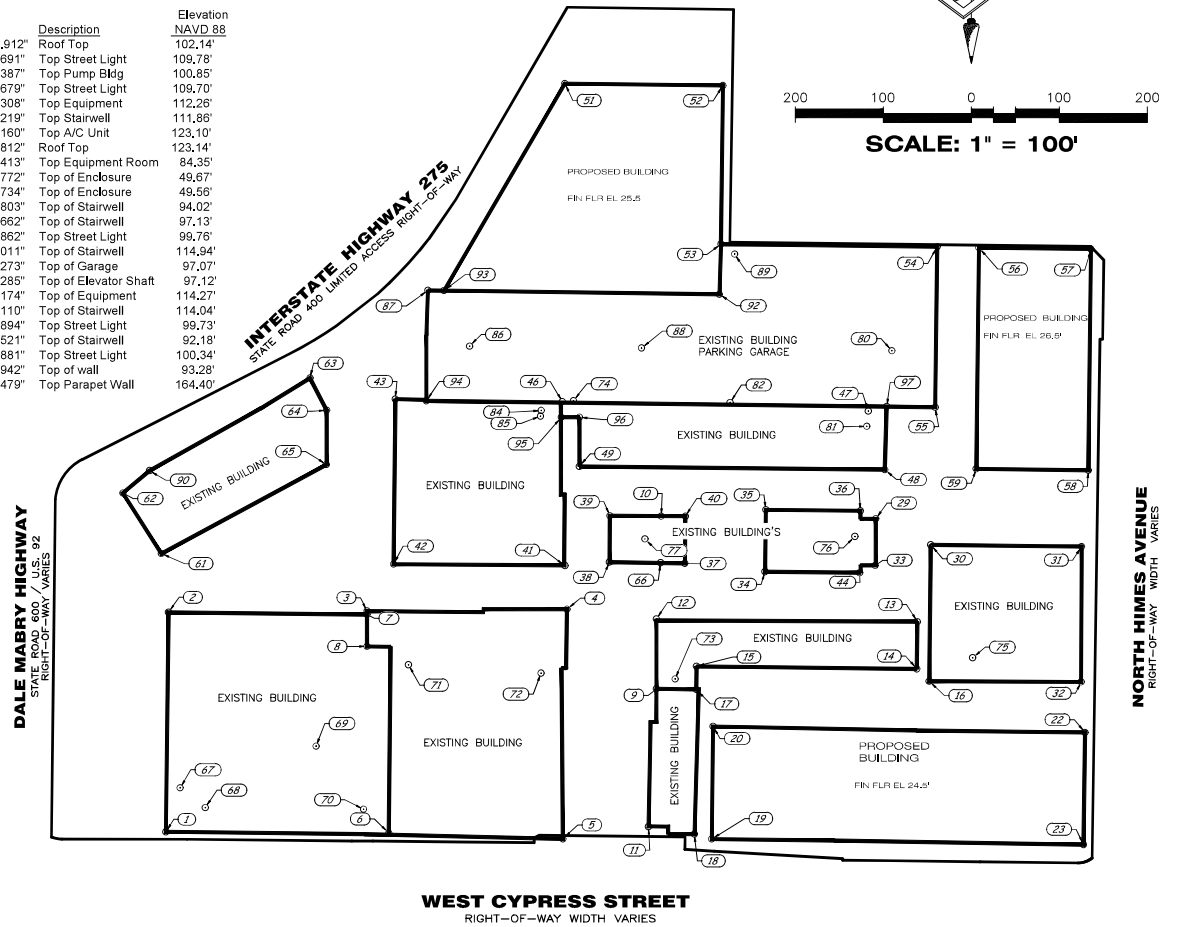
MIDTOWN-TAMPA SPECIFIC PURPOSE SURVEY

FAA CLASS 1A SURVEY
BUILDING LOCATION
3725 WEST GRACE STREET
TAMPA, FLORIDA



200 100 0 100 200

SCALE: 1" = 100'



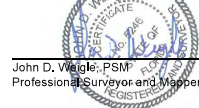
SURVEYORS NOTES:

- This Specific Purpose Survey is prepared for the purpose of meeting the requirements of a Federal Aviation Administration (FAA) Class 1A Survey.
- Latitude (LAT) and Longitude (LON) coordinates shown herein refer to the State Plane Coordinate System, North American Datum of 1983 (NAD 83-2011 ADJUSTMENT) for the West Zone of Florida, as established from RTK Network, National Geodetic Monument, designation "Q 18", was observed and proven for accuracy.
- Elevations shown herein are based on the North American Vertical Datum of 1988 (NAVD 88), based on City of Tampa Benchmark "HV-02 0086", having a published elevation of 22.237 feet (NAVD 88).
- Proposed Building positions, Finished Floor Elevation (Fin Flr) and Top of Building Elevation provided by WDG Architecture, Dallas.

SURVEYORS CERTIFICATION:

I do hereby certify that this survey was made under my supervision and meets the Standards of Practice set forth by the Florida Board of Professional Surveyors and Mappers, stated in Rules 5J-17.051, 5J-17.052 and 5J-17.053, Florida Administrative Code, pursuant to Section 472.027, Florida Statutes.
Also certify that this drawing indicates latitudes (N) and longitude (W) and that the existing site elevations are in feet. These coordinates are accurate to within ± 20 feet horizontally, and the elevation is accurate to within ± 3 feet vertically. The horizontal datum (coordinates) are in terms of the North American Datum of 1983 (NAD 83) and are expressed as degrees, minutes and seconds, to the nearest thousandth of a second. The vertical datum (heights) are in terms of the North American Vertical Datum of 1988 and are determined to the nearest foot.

GeoPoint Surveying, Inc.



12/03/2021

John D. Weigle, PSM
Professional Surveyor and Mapper State of Florida LS 2546

1) This document has been electronically signed and sealed pursuant to Rule 5J-17.062, Section 472.027 of the Florida Statutes. The seal appearing on this document was authorized by John D. Weigle, LS2546 on 12-03-2021
Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROPOSED BUILDINGS LATITUDE AND LONGITUDE CHART

Building Corner Number	Longitude	Latitude
19	W082° 30' 10.780"	N027° 57' 08.361"
20	W082° 30' 10.748"	N027° 57' 09.628"
22	W082° 30' 06.036"	N027° 57' 09.576"
23	W082° 30' 06.048"	N027° 57' 08.315"
51	W082° 30' 12.661"	N027° 57' 16.852"
52	W082° 30' 10.659"	N027° 57' 16.838"
56	W082° 30' 07.405"	N027° 57' 15.026"
57	W082° 30' 05.985"	N027° 57' 15.015"
58	W082° 30' 06.008"	N027° 57' 12.527"
59	W082° 30' 07.428"	N027° 57' 12.537"
93	W082° 30' 14.181"	N027° 57' 14.520"
94	W082° 30' 14.400"	N027° 57' 13.277"

CLIENT:
Bromley Companies

MIDTOWN - TAMPA SPECIFIC PURPOSE SURVEY

REVISIONS			
No.	Date	Description	Dwn.
1	10/21/2021	As-Built height measurements	JDW
2	11/20/2021	Additional roof corner data	JDW
3	12/03/2021	Edt Lat & Long point 87	JDW

GeoPoint
Surveying, Inc.

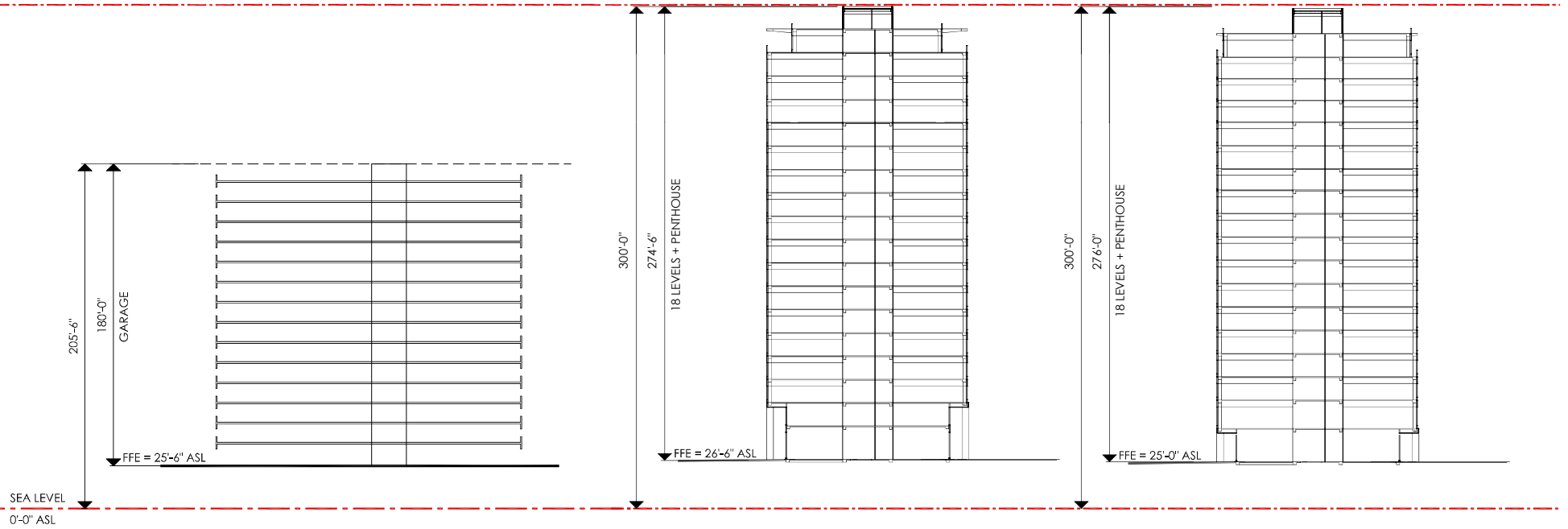
213 Hobbs Street
Tampa, Florida 33619
www.geo-pointsurvey.com

Phone: (813) 248-8888
Fax: (813) 248-2266
Licensed Business Number LB 776-S

Drawn: JDW Date: 01/19/18 Data File: ~
Check: JMG P.C.: CH Field Book: ~
Section: 16 Twn. 29 Rng. 18 Job #: TAMPA 1

Sheet No. 1 of 1 Sheets

PROPOSED FAA RESTRICTION - 300'-0" ASL



PARCEL B
PARKING GARAGE

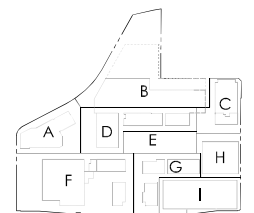
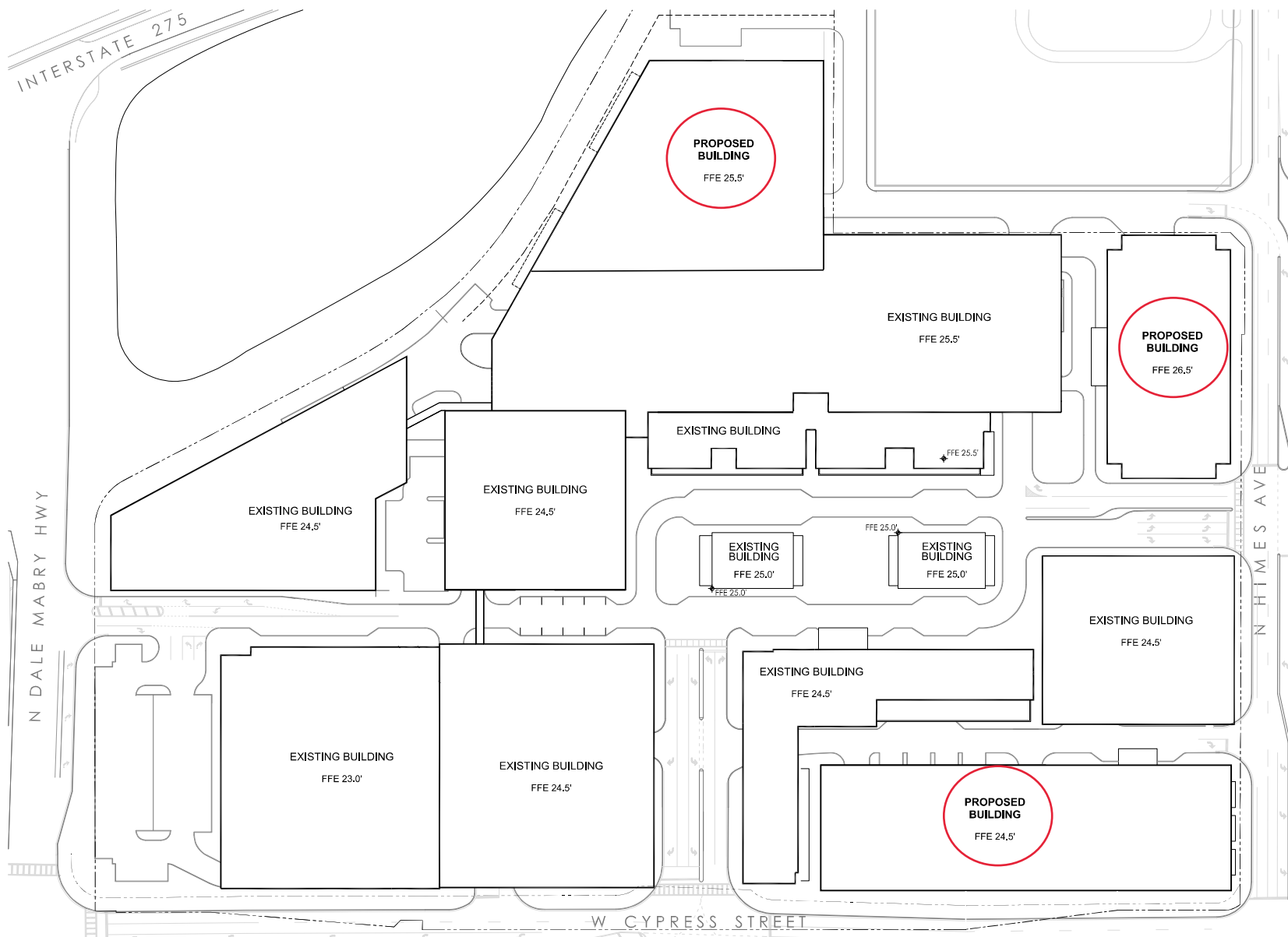
PARCEL C
OFFICE TOWER

PARCEL I
RESIDENTIAL/ OFFICE TOWER

BUILDING HEIGHT SECTIONS - 1:30

NOT FOR PERMITTING OR CONSTRUCTION | 11 X 17 = HALF-SIZED SCALE

06.02.2022 | Sections | Tampa Bay One | DA 17038



SITE PLAN DIAGRAM - 1:50

NOT FOR PERMITTING OR CONSTRUCTION | 11 X 17 = HALF-SIZED SCALE

06.02.2022 | Site Plan | Tampa Bay One | DA 17038

From: [RODRIGUEZ, JAMES A CTR USAF AMC 6 CES/CENPO](#)
To: [Tony Mantegna](#)
Cc: [BAULCH, EVANGELINE B CTR USAF AMC 6 CES/CENL](#); [COLLAO, CRYSTAL M CTR USAF AMC 6 CES/CENL](#); [RODGERS, JOHN G GS-13 USAF AMC 6 CES/CEN](#)
Subject: FW: Temporary crane request - International Mall
Date: Tuesday, July 5, 2022 2:10:08 PM

Mr. Mantegna,
MacDill AFB Airfield Operations states they have no concerns the proposed development will impact flying operations in or around the MacDill airspace.

Thank you for giving MacDill AFB the opportunity to review and comment on this issue.

Respectfully,
Tony Rodriguez, AICP
Contractor, Amentum
Base Community Planner
6th Civil Engineer Squadron
MacDill AFB, FL

-----Original Message-----

From: ROMANO, PEDRO S Capt USAF AMC 6 OSS/OSA <pedro.romano@us.af.mil>
Sent: Tuesday, July 5, 2022 1:20 PM
To: RODRIGUEZ, JAMES A CTR USAF AMC 6 CES/CENPO
<james.rodriquez.8.ctr@us.af.mil>
Subject: FW: Temporary crane request - International Mall

Mr. Rodriguez,

Per AMC TERPs, this will have no impact on currently published/designed KMCF flying procedures. Thank you.

Very respectfully,
Capt Romano

PEDRO S. ROMANO, Capt, USAF
Airfield Operations Flight Commander
6th Operations Support Squadron
MacDill AFB, FL 33621
COMM: (813) 828-1759 DSN: 968-1759
pedro.romano@us.af.mil

-----Original Message-----

From: ALLMAND, CHARLES L GS-12 USAF AMC AMC/A3AT
<charles.allmand.2@us.af.mil>
Sent: Monday, June 27, 2022 8:59 AM
To: ROMANO, PEDRO S Capt USAF AMC 6 OSS/OSA <pedro.romano@us.af.mil>
Subject: RE: Temporary crane request - International Mall

Capt Romano,

Thank you for this heads up. This will have no impact on currently published/designated KMCF procedures.

v/r,
Charles L. Allmand, Civ, DAF
Terminal Instrument Procedures Specialist
HQ AMC/A3AT
DSN: 779-3678 Comm: (618) 229-3678
Email: charles.allmand.2@us.af.mil

-----Original Message-----

From: ROMANO, PEDRO S Capt USAF AMC 6 OSS/OSA <pedro.romano@us.af.mil>
Sent: Saturday, June 25, 2022 12:35 PM
To: ALLMAND, CHARLES L GS-12 USAF AMC AMC/A3AT <charles.allmand.2@us.af.mil>
Cc: HOLBERT, CHARLES T SMSgt USAF AMC 6 OSS/OSAT <charles.holbert@us.af.mil>; TORRES ARROYO, JUAN R MSgt USAF AMC 6 OSS/OSAT <juan.torres_arroyo@us.af.mil>; COLLIER, LINK C CIV USAF AMC 6 OSS/OSAA <link.collier.1@us.af.mil>; HAROLD, JUSTIN B TSgt USAF AMC 6 OSS/OSAM <justin.harold@us.af.mil>; THOMAS, JAI C SSgt USAF AMC 6 OSS/OSAM <jai.thomas@us.af.mil>
Subject: FW: Temporary crane request - International Mall

Mr. Allmand,

Good afternoon! We were notified that 300 ft tall building is being proposed at International Mall southeast of Tampa International. Building would create a blind spot along the 155 degree radial on the air traffic radar at TIA.

I am not sure how this affects any procedures being so far out, but thought you should be aware. Thank you.

Very respectfully,
Capt Romano

PEDRO S. ROMANO, Capt, USAF
Airfield Operations Flight Commander
6th Operations Support Squadron
MacDill AFB, FL 33621
COMM: (813) 828-1759 DSN: 968-1759
pedro.romano@us.af.mil

-----Original Message-----

From: RODRIGUEZ, JAMES A CTR USAF AMC 6 CES/CENPO <james.rodriguez.8.ctr@us.af.mil>
Sent: Thursday, June 23, 2022 9:41 AM
To: ROMANO, PEDRO S Capt USAF AMC 6 OSS/OSA <pedro.romano@us.af.mil>
Cc: COLLIER, LINK C CIV USAF AMC 6 OSS/OSAA <link.collier.1@us.af.mil>; CORTES, JOEL F MSgt USAF AMC 6 OSS/OSAA <joel.cortes@us.af.mil>