



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:
RD Riverwalk District - Uber Icon

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).

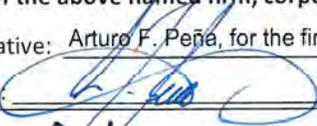
Name/Company/Organization: RD RWD Tampa, LLC

Contact Person for Requested Activity: Justin Rounick Phone: 305-459-8150

Project Location: 102 S Parker Street, Tampa, FL 33606 Email: justin.rounick@relatedgroup.com

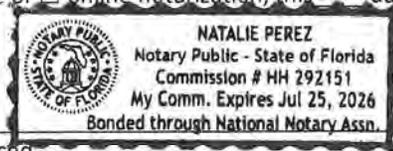
Under penalty of perjury, I hereby certify that the above statements and supplemental data are true and correct and I have full power and authority to act on behalf of the above named firm, corporation or organization in the submission of this application.

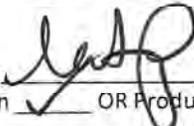
Printed Name of Authorized Representative: Arturo F. Peña, for the firm

Signature of Authorized Representative:  Date: AUGUST 15, 2023

STATE OF FLORIDA, COUNTY OF Miami Dade
Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this 16th day of August, 2023 by Arturo Peña

(NOTARY SEAL)



Notary Signature: 
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. <u>2023-120</u>	Variance Required: Yes
FAA Study Number <u>2022-ASO-32695-OE</u>	Recommend Approval: Yes
Associated FAA Study Numbers <u>32696, 32700, 32705</u>	Coordinate with Airport Operations: No
Reviewed By: _____	Coordinate with ATCT: No

Approved by Zoning Director _____ Date _____



AVIATION AUTHORITY * PETITION FOR VARIANCE *

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

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

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

The RWD Icon project is a 38-story, 269 unit mixed-use project. The project is located at 102 S Parker Street, Tampa, FL. The regulated height of 200' or less would create an undue hardship and proposed abandonment of the project. A proposed building height of 500' was reviewed and approved by the FAA.

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

Date : 8/30/2023 Nearest Airport: Peter O. Knight Airport Overall Height (AMSL): 500'

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

Printed Name of Authorized Representative: Arturo F. Peña, for the firm

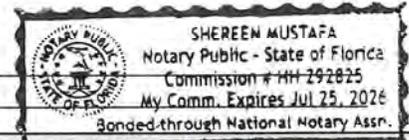
Signature of Authorized Representative: [Signature] Date: 8/30/2023

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

STATE OF FLORIDA, COUNTY OF Miami-Dade
Sworn to (or affirmed) and subscribed before me by means of physical presence or online notarization, this 30th day of August, 20 23, by SHEREEN MUSTAFA

(NOTARY SEAL)

Notary Signature: [Signature]
Personally Known OR Produced Identification _____ Type of Id Produced _____



THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE [Signature] S.M.

Airport Study No. 2023-120

FAA Study Number: 2022-ASO-32695-OE

Associated Aeronautical Study Numbers: 32696, 32700, 32705

FDOT Concurrence: Yes No Waived in accordance with Resolution No. _____

Approved by Board of Adjustment Chairman Date

Review Summary

Airport Study Number

2023-120

Permit Number

23120

Maximum Height - AMSL

500

Approval Date

Expires

2/14/2025

Permit Type

Height Zoning

Review

77.9 Review

Required Notice

77.17 Review

Obstruction

77.19 Review

Within Height Limits

TERPS

Within Height Limits

OEI (62.5:1)

N/A

Analysis Summary

Exceeds obstruction standard 77.17 (a)(2) by being greater than 200' AGL within 3 NM of TPF. No Airspace impacts identified. In-line of sight of ASR-9. No impacts identified by FAA. Coverage from Secondary radars.

Coordination with ATCT:

Yes

Emergency Use

No

Objects affecting Navigable

Yes

Airspace

Coordination with Operations:

Yes

Hazard Marking and/or Lighting

Yes

Exceeds Supportive Screening Criteria

Yes

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Any TPA Radar degradation resulting in operational impacts, including but not limited to loss of coverage of aircraft, from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 500' AMSL will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.The Aviation Authority requires a post survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.In the event that any proposed elevation is exceeded the applicant acknowledges that it will modify the building to remove any feature or portion of the building exceeding the permitted elevations.

Recommended Approval

Yes

Airport Study Number:

2023-120

CONDITIONS

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

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

Any TPA Radar degradation resulting in operational impacts, including but not limited to loss of coverage of aircraft, from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.

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

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

Installation equipment (Crane) exceeding 500' AMSL will require a separate permit by the Aviation Authority.

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

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

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

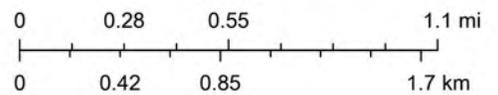
Distance from ARP



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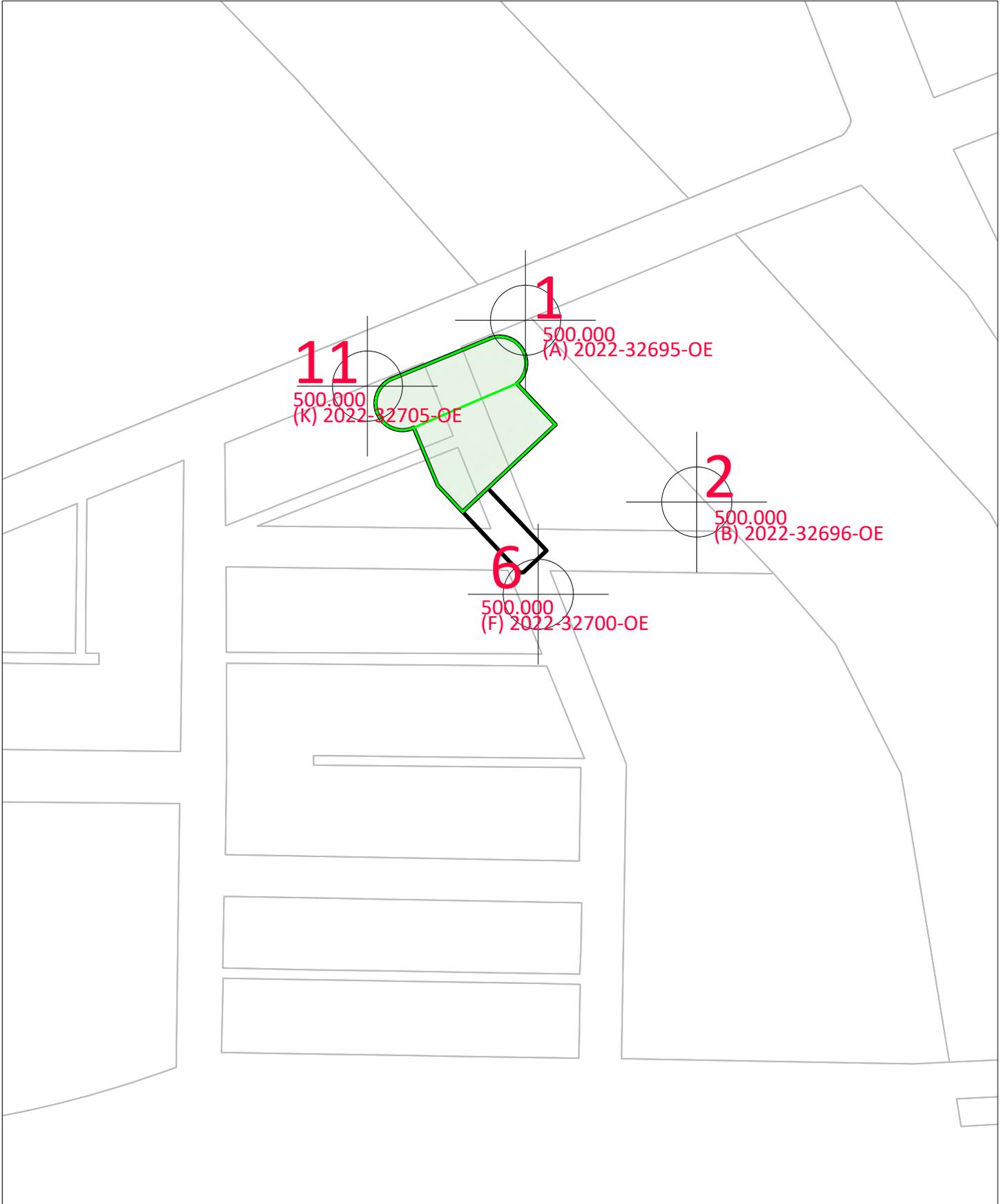
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-  Override 1
-  Override 1
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna

Point Location



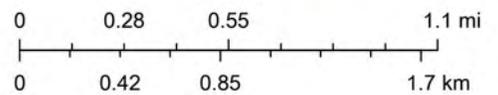
Part 77



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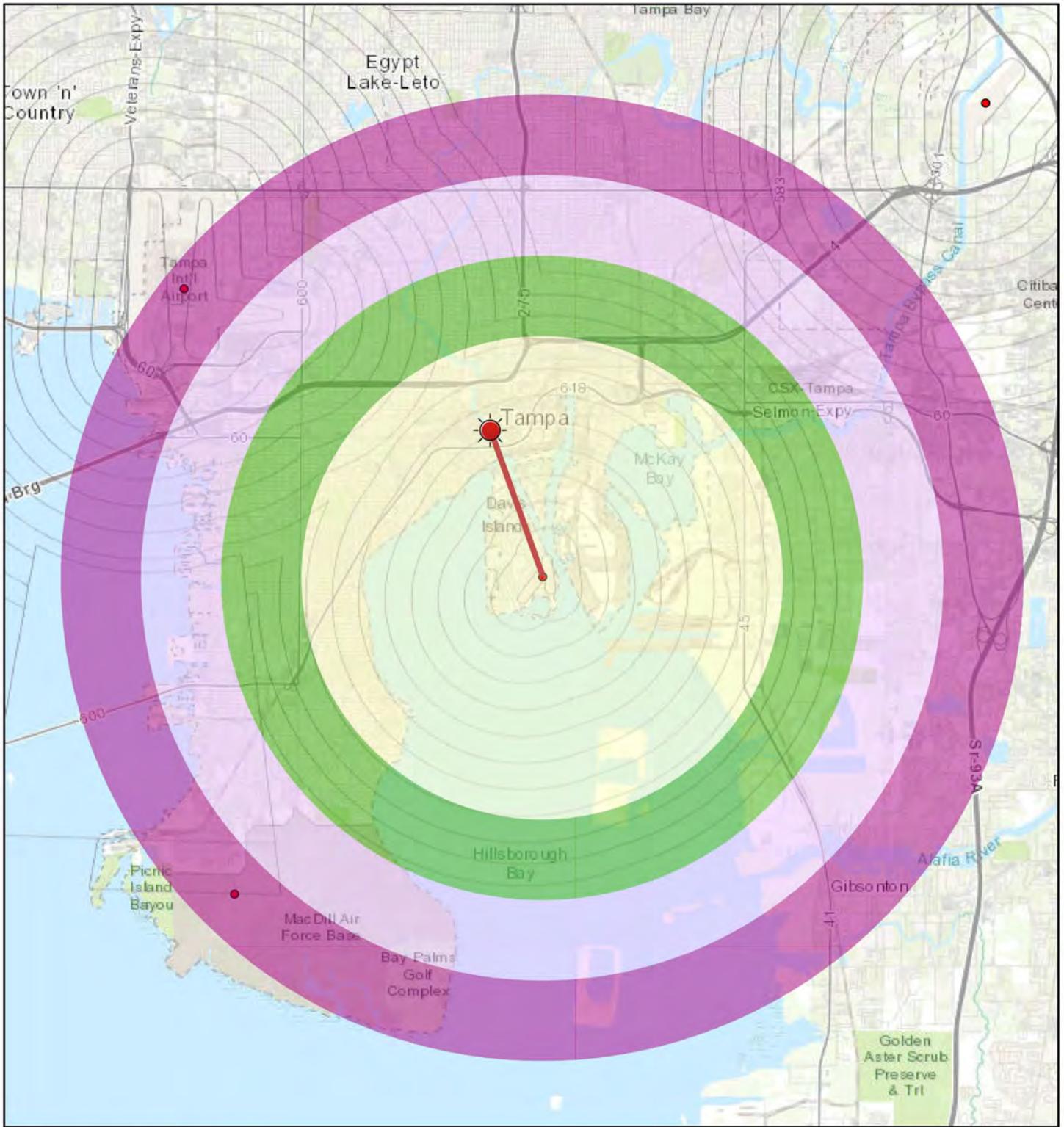
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-  Override 1
-  Override 1
- Airspace - TPF_P77_19_Dissolve
 -  TPF_18-36_P77_19_Primary
 -  TPF_18-36_P77_19_Primary_Trans
 -  TPF_18_P77_19_Inner_Appch
 -  TPF_18_P77_19_Inner_Trans_Appch
-  TPF_22_P77_19_Inner_Appch
-  TPF_22_P77_19_Inner_Trans_Appch
-  TPF_36_P77_19_Inner_Appch
-  TPF_36_P77_19_Inner_Trans_Appch
-  TPF_4-22_P77_19_Primary
-  TPF_4-22_P77_19_Primary_Trans
-  TPF_4_P77_19_Inner_Appch
-  TPF_4_P77_19_Inner_Trans_Appch
-  TPF_P77_19_Conical
-  TPF_P77_19_Horizontal_Plane
-  Airports - ARP
-  TPA Height and Zoning
-  TPA Height and Zoning
-  TPA Height and Zoning



University of South Florida, City of Tampa, Esri, HERE, Garmin, INCREMENT P, USGS, METI/NASA, EPA, USDA, Tony Mantegna

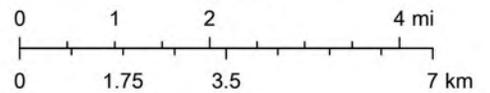
Obstruction Standard



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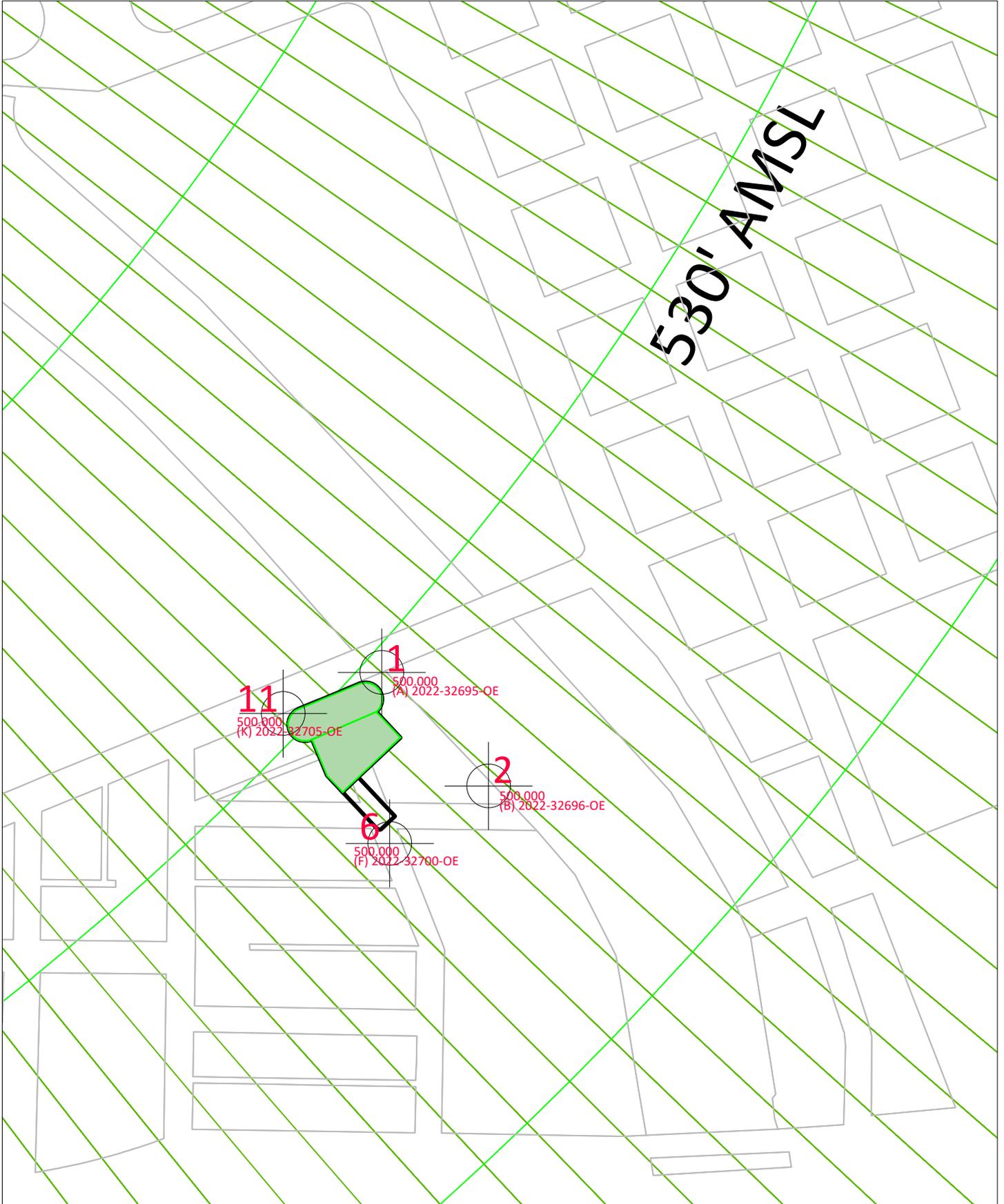
1:144,448

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



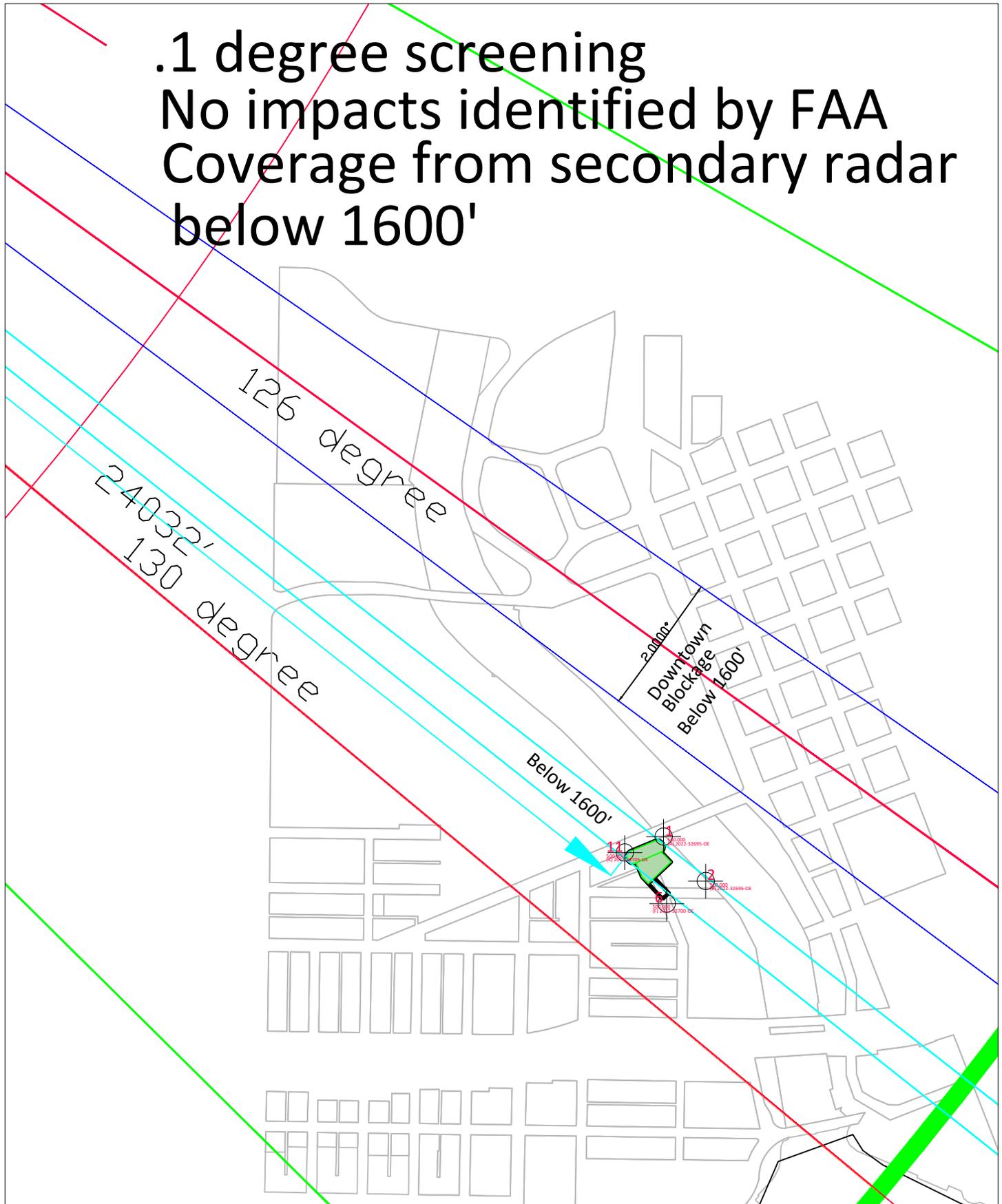
University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS, Tony Mantegna

Departure - Secondary



Radar Screening

.1 degree screening
No impacts identified by FAA
Coverage from secondary radar
below 1600'





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

Aeronautical Study No.
2022-ASO-32695-OE

Issued Date: 08/14/2023

Justin Rounick
RD RWD Tampa, LLC - LT
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** 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 A
Location:	Tampa, FL
Latitude:	27-56-46.93N NAD 83
Longitude:	82-27-40.81W
Heights:	4 feet site elevation (SE) 496 feet above ground level (AGL) 500 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 Air Missions (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 02/14/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 23, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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-32695-OE.

Signature Control No: 548432353-596293896

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-32695-OE

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

The proposed building project consists of eleven points, represented by ASNs 2022-ASO-32695-OE through 32705. The project points were originally submitted at a height of 612 to 621 feet AGL, 625 feet AMSL. However, the Sponsor agreed to lower building point heights by 125 feet and would be from 487 to 496 feet AGL, 500 feet AMSL. The building points are located approximately 1.89 to 1.96 NM north of the TPF ARP and approximately 4.17 to 4.25 NM southeast of the TPA ARP, Tampa, FL and from 114.49 degrees azimuth clockwise to 115.26 degrees azimuth from TPA.

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

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 287 to 293 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 149 to 157 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.

Details of the structure were circularized to the aeronautical public for comment. One letter of objection was received during the comment period. This letter can be summarized as follows:

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on TPA RWY 10 Departure (penetrates secondary). Any increase to Runway 10 departure climb gradient would be objectionable by TPA.

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on Runway 36 LNAV Missed approach for TPF. Any increase to the MDA would be objectionable by TPA.

After Sponsor agreed to lower all building project points from 625 to 500 feet AMSL, there are No IFR Effects.

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

- > The proposal would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposal 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 proposal would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposal would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposal would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
- > The proposal will be appropriately obstruction marked and lighted to make it more conspicuous to airmen.

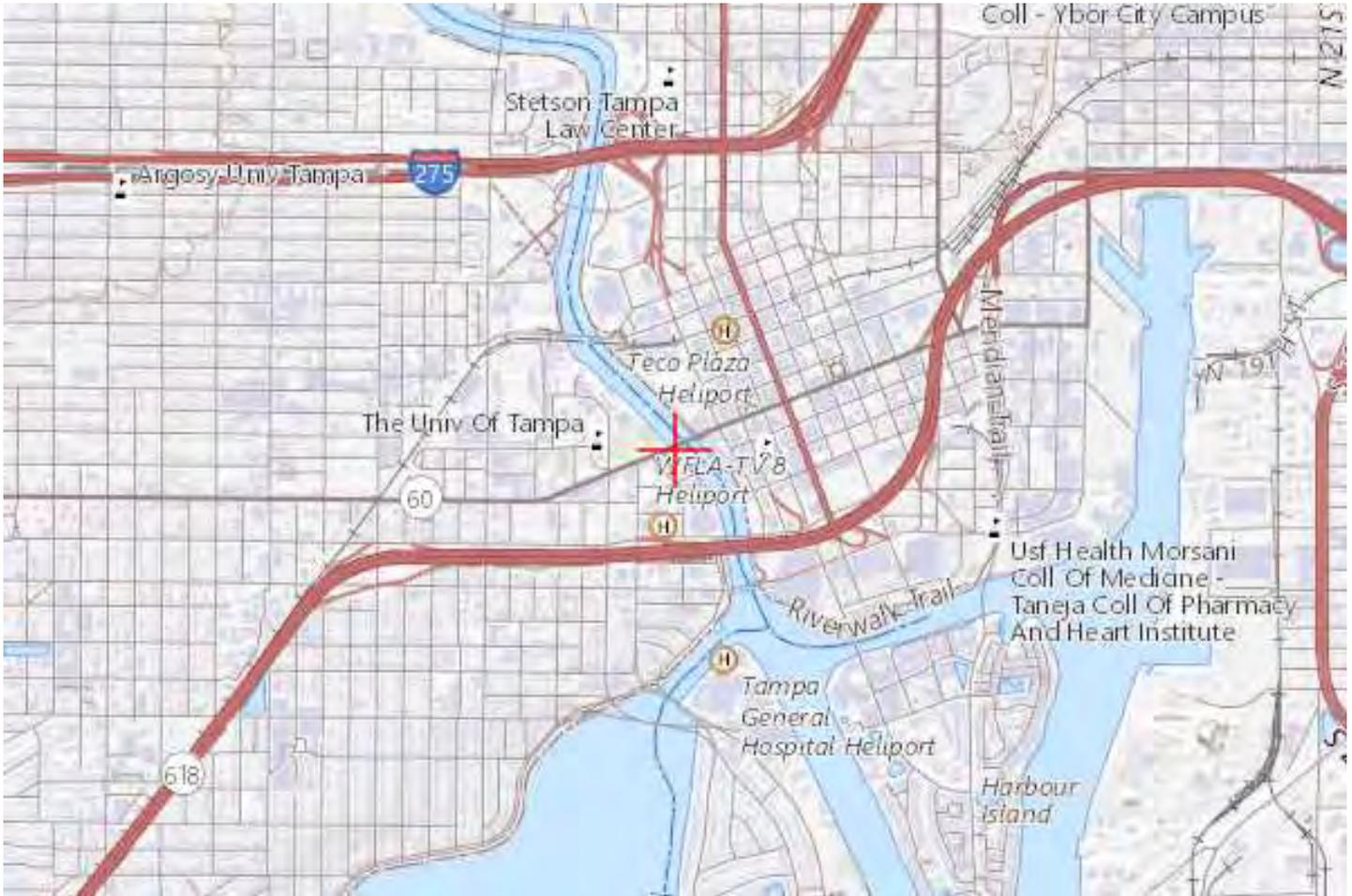
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 structure. The aeronautical study disclosed that the proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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-32695-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-32696-OE

Issued Date: 08/14/2023

Justin Rounick
RD RWD Tampa, LLC - LT
2850 Tigertail Avenue
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Miami, FL 33133

**** 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 B
Location:	Tampa, FL
Latitude:	27-56-44.37N NAD 83
Longitude:	82-27-38.08W
Heights:	5 feet site elevation (SE) 495 feet above ground level (AGL) 500 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.

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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 02/14/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

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This determination 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-32696-OE.

Signature Control No: 548432354-596294783

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-32696-OE

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

The proposed building project consists of eleven points, represented by ASNs 2022-ASO-32695-OE through 32705. The project points were originally submitted at a height of 612 to 621 feet AGL, 625 feet AMSL. However, the Sponsor agreed to lower building point heights by 125 feet and would be from 487 to 496 feet AGL, 500 feet AMSL. The building points are located approximately 1.89 to 1.96 NM north of the TPF ARP and approximately 4.17 to 4.25 NM southeast of the TPA ARP, Tampa, FL and from 114.49 degrees azimuth clockwise to 115.26 degrees azimuth from TPA.

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

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 287 to 293 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 149 to 157 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.

Details of the structure were circularized to the aeronautical public for comment. One letter of objection was received during the comment period. This letter can be summarized as follows:

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on TPA RWY 10 Departure (penetrates secondary). Any increase to Runway 10 departure climb gradient would be objectionable by TPA.

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on Runway 36 LNAV Missed approach for TPF. Any increase to the MDA would be objectionable by TPA.

After Sponsor agreed to lower all building project points from 625 to 500 feet AMSL, there are No IFR Effects.

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

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

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

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

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

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

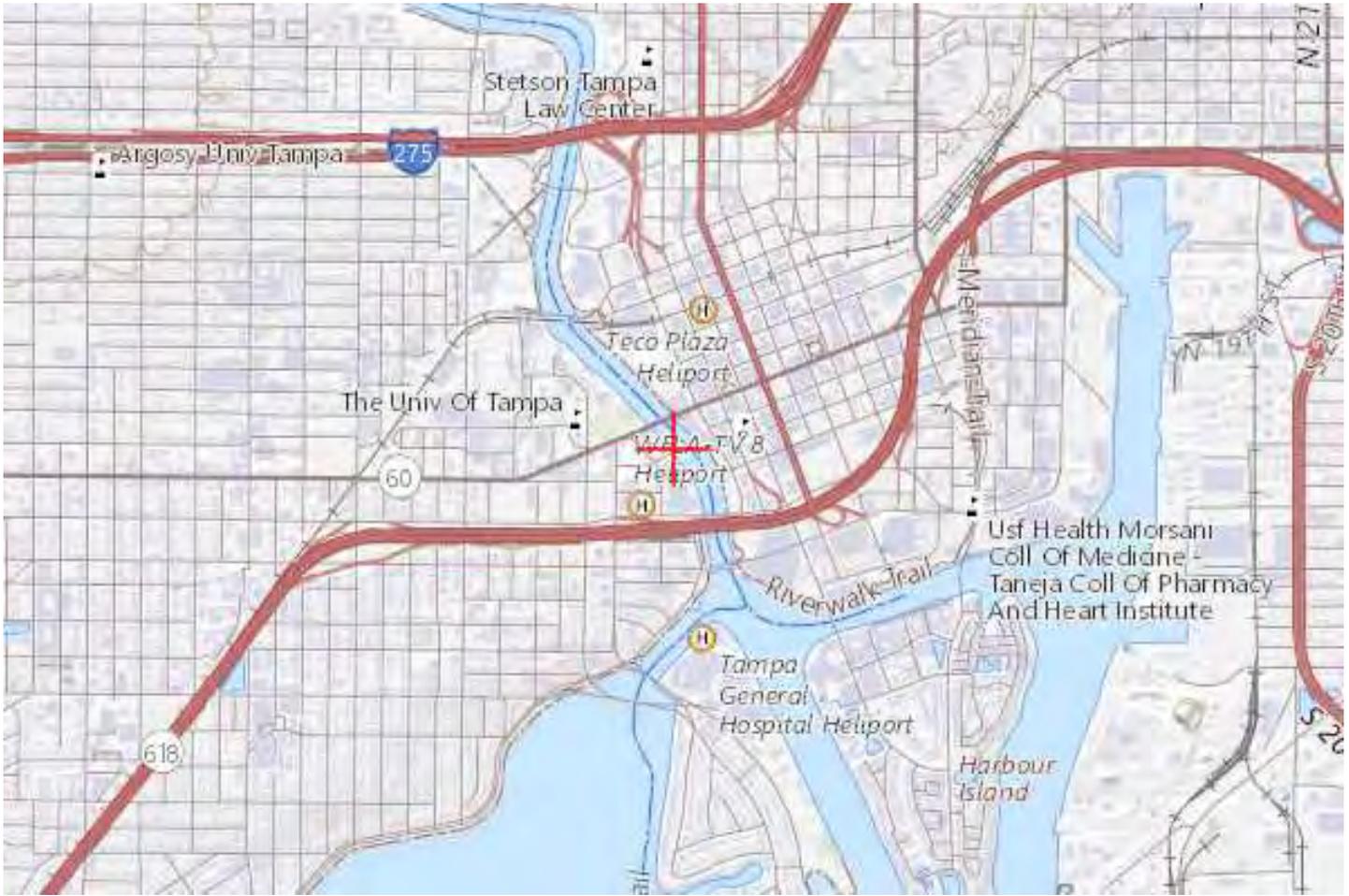
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 structure. The aeronautical study disclosed that the proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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-32696-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-32700-OE

Issued Date: 08/14/2023

Justin Rounick
 RD RWD Tampa, LLC - LT
 2850 Tigertail Avenue
 8th Floor
 Miami, FL 33133

**** 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 F
Location:	Tampa, FL
Latitude:	27-56-43.06N NAD 83
Longitude:	82-27-40.59W
Heights:	7 feet site elevation (SE)
	493 feet above ground level (AGL)
	500 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 Air Missions (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 02/14/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before September 13, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 23, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

This determination is based, in part, on the foregoing description which includes specific coordinates, heights, frequency(ies) and power. Any changes in coordinates, heights and frequencies or use of greater power, except those frequencies specified in the Colo Void Clause Coalition; Antenna System Co-Location; Voluntary Best Practices, 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-32700-OE.

Signature Control No: 548432358-596294790

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-32700-OE

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

The proposed building project consists of eleven points, represented by ASNs 2022-ASO-32695-OE through 32705. The project points were originally submitted at a height of 612 to 621 feet AGL, 625 feet AMSL. However, the Sponsor agreed to lower building point heights by 125 feet and would be from 487 to 496 feet AGL, 500 feet AMSL. The building points are located approximately 1.89 to 1.96 NM north of the TPF ARP and approximately 4.17 to 4.25 NM southeast of the TPA ARP, Tampa, FL and from 114.49 degrees azimuth clockwise to 115.26 degrees azimuth from TPA.

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

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 287 to 293 feet.

Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 149 to 157 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.

Details of the structure were circularized to the aeronautical public for comment. One letter of objection was received during the comment period. This letter can be summarized as follows:

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on TPA RWY 10 Departure (penetrates secondary). Any increase to Runway 10 departure climb gradient would be objectionable by TPA.

Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on Runway 36 LNAV Missed approach for TPF. Any increase to the MDA would be objectionable by TPA.

After Sponsor agreed to lower all building project points from 625 to 500 feet AMSL, there are No IFR Effects.

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

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

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

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

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

- > The proposal 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 structure. The aeronautical study disclosed that the proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

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

Therefore, it is determined that the proposal 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-32705-OE

Issued Date: 08/14/2023

Justin Rounick
RD RWD Tampa, LLC - LT
2850 Tigertail Avenue
8th Floor
Miami, FL 33133

**** 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 K
Location:	Tampa, FL
Latitude:	27-56-45.99N NAD 83
Longitude:	82-27-43.32W
Heights:	13 feet site elevation (SE) 487 feet above ground level (AGL) 500 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 Air Missions (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 02/14/2025 unless:

- (a) the construction is started (not necessarily completed) and FAA Form 7460-2, Notice of Actual Construction or Alteration, is received by this office.
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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-32705-OE.

Signature Control No: 548432366-596294792

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s)

Additional Information

Map(s)

Additional information for ASN 2022-ASO-32705-OE

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TPF = Peter O Knight Airport
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AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
ASN = Aeronautical Study Number
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LNAV = Lateral Navigation
MDA = Minimum Descent Altitude

The proposed building project consists of eleven points, represented by ASNs 2022-ASO-32695-OE through 32705. The project points were originally submitted at a height of 612 to 621 feet AGL, 625 feet AMSL. However, the Sponsor agreed to lower building point heights by 125 feet and would be from 487 to 496 feet AGL, 500 feet AMSL. The building points are located approximately 1.89 to 1.96 NM north of the TPF ARP and approximately 4.17 to 4.25 NM southeast of the TPA ARP, Tampa, FL and from 114.49 degrees azimuth clockwise to 115.26 degrees azimuth from TPA.

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Section 77.17 (a) (2) TPA: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed from 149 to 157 feet.

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Possible IFR Effect: The proposed building at 625 feet AMSL may have an impact on Runway 36 LNAV Missed approach for TPF. Any increase to the MDA would be objectionable by TPA.

After Sponsor agreed to lower all building project points from 625 to 500 feet AMSL, there are No IFR Effects.

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

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

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

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

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

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

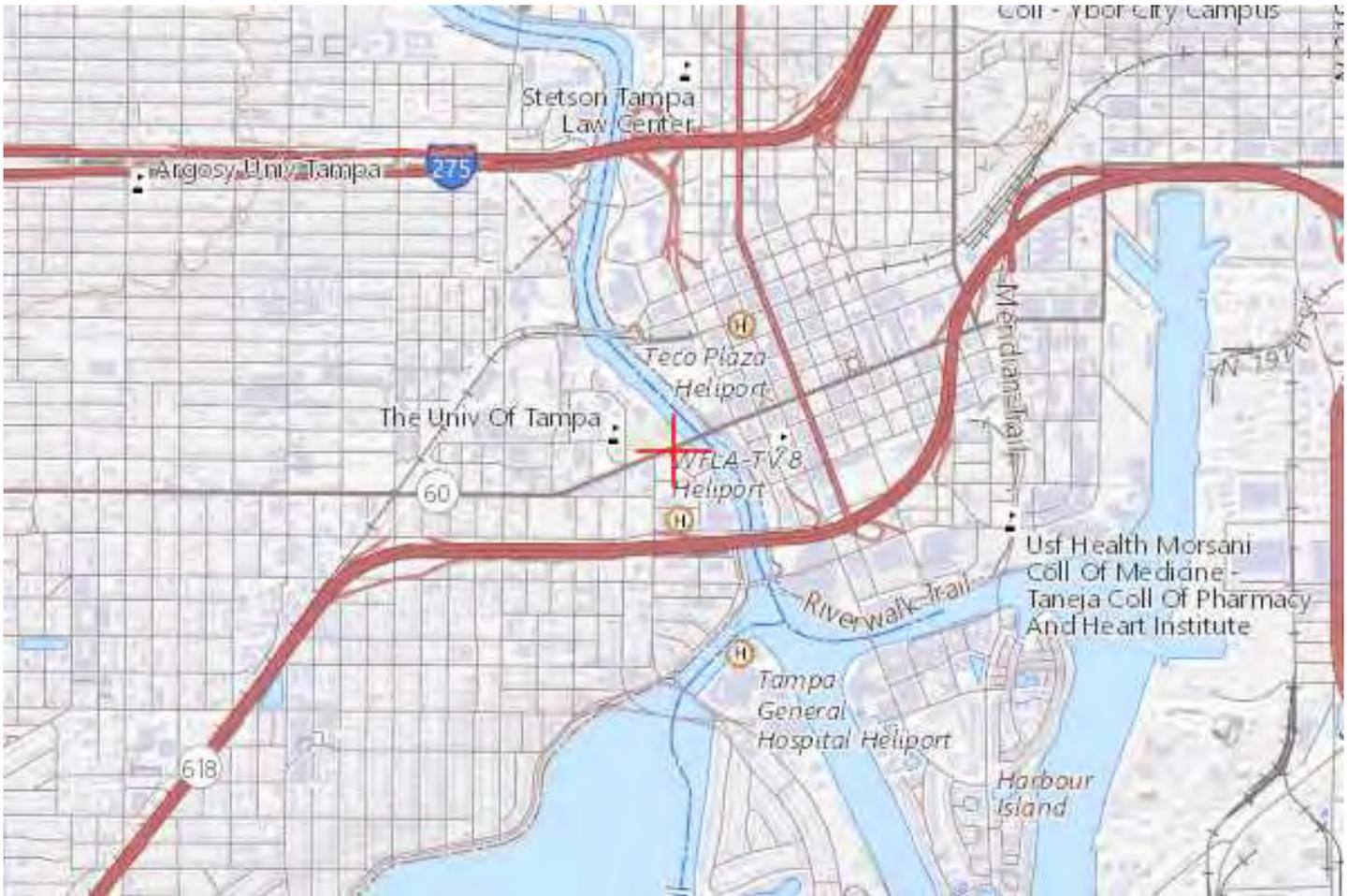
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 structure. The aeronautical study disclosed that the proposal would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

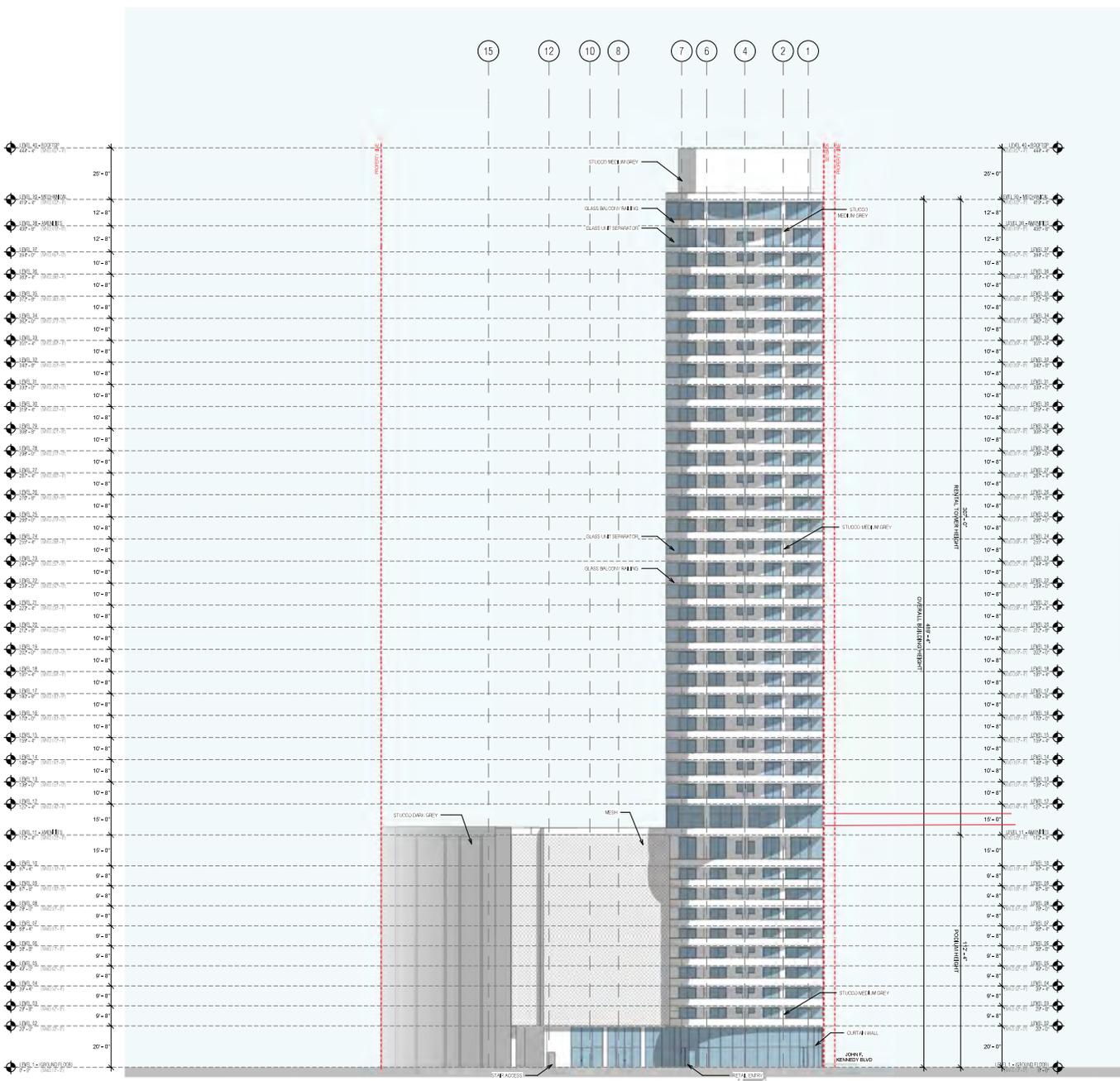
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposal 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-32705-OE







RIVERWALK DISTRICT (RWD) - ICON
 107 S. Parker Street,
 Tampa, FL

OWNER:
 RWD LLC
 2000 Highland Ave, Suite 900
 Miami, Florida 33133
 Tel: (305) 465-9999
 www.rwdgroup.com

ARCHITECTONICA:
 2000 Oak Avenue, Miami, Florida 33133
 2500 N.W. 107th St.
 SUITE 202 175 FAX
 MIAMI, FL 33187
 www.architectonica.com

CIVIL ENGINEER:
 ARCHITECTONICA
 2000 Oak Avenue, Suite 1400, Tampa, Florida 33602
 (813) 272-1100
 www.architectonica.com

STRUCTURAL ENGINEER:
 ARCHITECTONICA (S.E.)
 One Brickyard Lane, Suite 1100,
 21 South Broward Boulevard
 Miami, Florida 33133
 (305) 571-9100
 www.architectonica.com

MEP ENGINEER:
 ARCHITECTONICA (S.E.)
 1201 SW 108th St., Suite 1, Miami, Florida 33156
 (305) 465-9999

LANDSCAPE ARCHITECT:
 SDA
 611 N. 7th Street, 4th Floor, Los Angeles, California 90013-2414
 (213) 233-2000
 www.sda.com

INTERIOR DESIGNER:
 I. A. C. I. B. Interior Design
 2500 South Beach, Rm. 304, 3045 NE, Pompano Beach, FL 33062
 (305) 944-2000
 www.iaicbi.com

REVISIONS/NOTES:

DD PROGRESS SET

ISSUE #	DESCRIPTION	DATE

PROJECT NUMBER:
 1001-1001-01

TO THE BEST OF MY KNOWLEDGE AND BELIEF, THESE PLANS AND SPECIFICATIONS COMPLY WITH THE MINIMUM BUILDING CODES AND THE APPLICABLE FIRE SAFETY STANDARDS AS DETERMINED BY THE CITY OF MIAMI IN ACCORDANCE WITH SECTION 116, FLORIDA BUILDING CODE AND CHAPTER 630, FLORIDA STATUTES.

ALL DESIGN INDICATED IN THESE DRAWINGS ARE THE PROPERTY OF ARCHITECTONICA INTERNATIONAL, C.S.P. ALL COPYRIGHTS, REGISTERED, AND COPIES, TRANSMISSIONS, REPRODUCTIONS OR ELECTRONIC SIMULATIONS OF ANY PORTION OF THESE DRAWINGS BY ANY USER IS PROHIBITED. THIS IS MADE WITHOUT THE EXPRESS WRITTEN PERMISSION OF ARCHITECTONICA INTERNATIONAL, C.S.P.

DRAWING NAME:
 EAST ELEVATION

1 EAST ELEVATION
 SCALE: 1" = 20'-0"



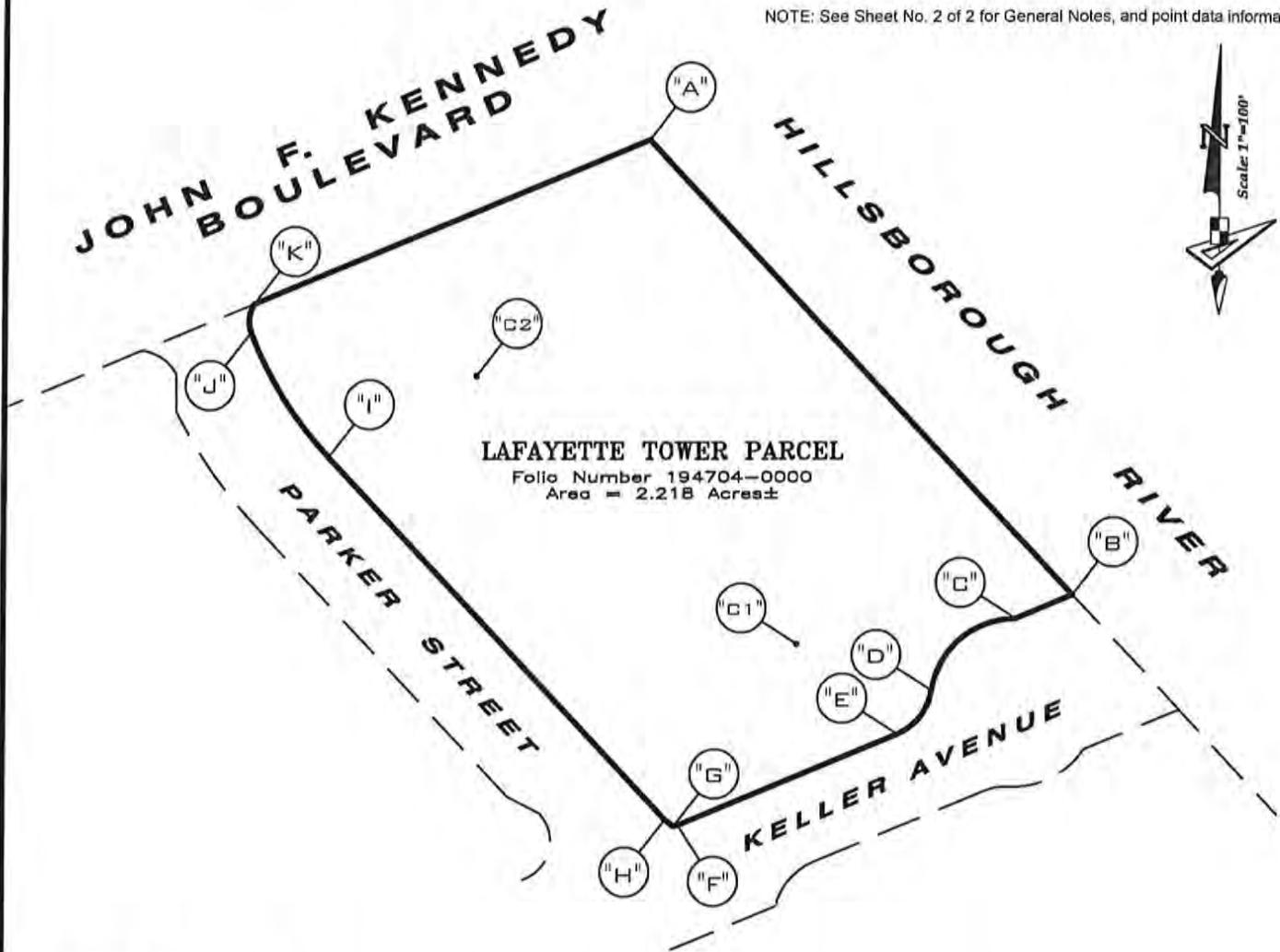
A-202

ARCHITECTONICA INTERNATIONAL, INC.
 CIVIL ENGINEER & ARCHITECT
 SCALE: 1" = 20'-0"

SPECIFIC PURPOSE SURVEY

FAA CLASS 1A SURVEY
 ENVELOPE LOCATION 102 S. PARKER STREET, TAMPA, FLORIDA
 TOWER PARCEL

NOTE: See Sheet No. 2 of 2 for General Notes, and point data information.



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 ± 15 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.

6506

Jack M. Greene, PSM
 Professional Surveyor and Mapper State of Florida LS 8056

PROJECT: HRR-FAA-TOWER

Prepared For: RELATED DEVELOPMENT, LLC

PHASE: HR Realty

DRAWN: JMG | DATE: 06/01/22 | CHECKED BY: DAW

REVISIONS

DATE	DESCRIPTION	DRAWN BY

213 Hobbs Street
 Tampa, Florida 33619
 Phone: (813) 248-8888
 Licensed Business No.: LB 7768



SPECIFIC PURPOSE SURVEY

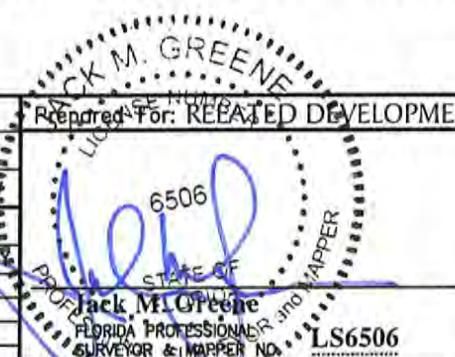
FAA CLASS 1A SURVEY
 ENVELOPE LOCATION 102 S. PARKER STREET, TAMPA,
 FLORIDA
 TOWER PARCEL

TOWER PARCEL LONGITUDE, LATITUDE AND ELEVATION CHART

Point	Latitude	Longitude	Elevation (NAVD 88)
"A"	27°56'46.93"	82°27'40.81"	3.8 feet
"B"	27°56'44.37"	82°27'38.08"	4.9 feet
"C"	27°56'44.24"	82°27'38.44"	5.2 feet
"D"	27°56'43.83"	82°27'38.90"	4.8 feet
"E"	27°56'43.58"	82°27'39.19"	5.3 feet
"F"	27°56'43.06"	82°27'40.59"	6.8 feet
"G"	27°56'43.06"	82°27'40.61"	6.7 feet
"H"	27°56'43.10"	82°27'40.67"	6.8 feet
"I"	27°56'45.13"	82°27'42.84"	11.2 feet
"J"	27°56'45.83"	82°27'43.34"	11.9 feet
"K"	27°56'45.99"	82°27'43.32"	13.0 feet
"C1"	27°56'44.09"	82°27'39.84"	7.0 feet
"C2"	27°56'45.59"	82°27'41.90"	4.9 feet

SURVEYORS NOTES:

- 1) This Specific Purpose Survey is prepared for the purpose of meeting the requirements of a Federal Aviation Administration (FAA) Class 1A Survey.
- 2) Latitude (LAT) and Longitude (LON) coordinates shown hereon 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.
- 3) Elevations shown hereon are based on the North American Vertical Datum of 1988 (NAVD 88), based on City of Tampa Benchmark "HV-02 0183", having a published elevation of 7.62 feet (NAVD 88).

PROJECT: HRR-FAA-TOWER		Prepared For: REBATED DEVELOPMENT, LLC	
PHASE: HR Realty			
DRAWN: JMG	DATE: 06/01/22		
REVISIONS			
DATE	DESCRIPTION	DRAWN BY	
FILE PATH: S:\242918\AVLON\AVLON REZONE\FAA\HRR TOWER FAA.DWG		LAST SAVED BY: JACK	

213 Hobbs Street
 Tampa, Florida 33619
 Phone: (813) 248-8888
 Licensed Business No.: LB 7768



GeoPoint

Surveying, Inc.



Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

////////////////////
Date: September 26, 2023

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

David A. Roberts
Florida Department of Transportation
Aviation Office
Aviation Operations Administrator
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2023-120 FAA: 2022-ASO-32695-32705-OE
Structure: New Building Height AGL: 496' Height AMSL: 500'

Dave:

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

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

Hearing is scheduled for November 16, 2023

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

Sincerely,

DocuSigned by:

Anthony S. Mantegna

6097433E9903455
Anthony S. Mantegna
Sr Manager of Planning

Cc: Jeff Siddle
Michael Kamprath

Tony Mantegna

From: Roberts, David <david.roberts@dot.state.fl.us>
Sent: Wednesday, September 27, 2023 7:21 PM
To: Tony Mantegna
Subject: RE: Height Zoning Permit Request
Attachments: Airport Review 2023-120-FDOT.pdf

CAUTION: This is an external email. Do NOT click links or open attachments unless you recognize the sender and know the content.

Tony:

In accordance with your request for an evaluation of the above referenced Height Zoning Permit Request of Hillsborough County Aviation Authority Obstruction Permit application in accordance with s. 333.025(4), Florida Statutes we are providing the following comments for your consideration:

COMMENTS OF FLORIDA DEPARTMENT OF TRANSPORTATION PURSUANT TO
SECTION 333.025(4), FLORIDA STATUTES ON PETITION/ APPLICATION FOR AIRPORT
OBSTRUCTION ZONING PERMIT APPLICATION

Political Subdivision: Hillsborough County Aviation Authority

FAA Study 2022-ASO-32695-OE, 2022-ASO-32696-OE, 2022-ASO-32705-OE, and 2022-ASO-32705-OE

Airport Study number – 2023-120

Project: New building

Location – 102 S Parker Street

Date of Receipt: September 26, 2023 (by email)

Date Comments sent: September 27, 2023 (by email)

Political Subdivision Representative: Tony Mantegna

Applicant: RD RWD Tamps, LLC

RE: RD Riverwalk District – Uber Icon

FAA Determination(s): 2022-ASO-32695-OE, 2022-ASO-32696-OE, 2022-ASO-32705-OE, and 2022-ASO-32705-OE (Submitted with application)

Gentlemen:

Summary: Based upon the following the Florida Department of Transportation (Department) finds that the above referenced airport obstruction zoning permit application is technically consistent with s. 333.025(4), Florida Statutes, as set forth below.

Review Requirement: Upon receipt of a complete permit application, the local government shall provide a copy of the application to the department's aviation office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery. Section 333.025(4), Florida Statutes (F.S.), provides the Department a 15-day review period, following receipt of a complete permit application from the local government by certified mail, for the construction or alteration of an obstruction which must run concurrently with the local government's permitting process, to evaluate technical consistency with s. 333.025(4), FS. The following Comments are intended to comply with this requirement.

Review Standards: Subsection 333.025(4), F.S. requires the evaluate of airport obstruction zoning permit applications for technical consistency with the requirements of subsection 333.025(4), F.S. The department has received and reviewed the above referenced airport obstruction zoning permit application and attachments, if any, from the Political Subdivision, for technical consistency in accordance with s.333.025(4), F.S., regarding the construction or alteration proposed by the Applicant. The Comments are not intended as legal advice and are non-binding evaluations solely for the consideration of the Political Subdivision with regard to the permit application.

EVALUATION

Section 333.025(4) provides, in part, that:

If political subdivisions have, in compliance with this chapter,
adopted adequate airport protection zoning regulations,
placed such regulations on file with the department's aviation office, and
established a permitting process,

a permit for the construction or alteration of an obstruction is not required from
the department.

COMMENTS

The Political Subdivision's submittal of the airport obstruction zoning permit application to the Department's Aviation Office (AO) is accepted as a representation by the Political Subdivision that:

1. the Political Subdivision is in compliance with Chapter 333.

[whether the Political Subdivision has complied with Chapter 333 requires a legal evaluation beyond the scope of this Comment and it is left to the determination of the Political Subdivision]; and

2. the Political Subdivision has adopted adequate airport protection zoning regulations

[whether the political subdivision has adopted adequate airport protection zoning regulations is a legal determination beyond the scope of this Comment and is left to compliance by the Political Subdivision]; and

3. the Political Subdivision has placed such regulations on file with the department's aviation office

[the department's records reflect that the Political Subdivision has placed certain airport protection zoning regulations on file with department's aviation office however it is undetermined if such regulations are in compliance with Chapter 333]; and

4. the Political Subdivision has established a permitting process

[submission of an airport obstruction zoning permit application reflects the existence of a permitting process – it is noted that the application required appropriate information and documents for evaluation of a permit application including documentation showing compliance with the federal requirement for notification of proposed construction or alteration of structures and valid aeronautical studies. Adequacy of the permitting process is beyond the scope of these Comments and is left to compliance by the Political Subdivision. The intent of the Comments is to evaluate the Political Subdivision's compliance with the requirements of s. 333.025(4). Whether the compliance is legally adequate is the responsibility of the Political Subdivision.

1. Section 333.025(4) also provides, in part, that:

Upon receipt of a complete permit application, the local government shall provide a copy of the application to the department's aviation office by certified mail, return receipt requested, or by a delivery service that provides a receipt evidencing delivery.

[the Department notes receipt of the permit application by **email** on September 26, 2023]

2. Section 333.025(4) provides, in part, that:

To evaluate technical consistency with this subsection, the department shall have a 15-day review period following receipt of the application by certified mail, which must run concurrently with the local government permitting process.

[The AO has received the permit application, evaluated technical consistency as set forth herein and provided its Comments within 15 days after receipt of the permit application by **email**].

COMMENT: In view of the foregoing it is demonstrated that the Political Subdivision has substantially complied with the requirements of s. 333.025(4), Chapter 333, Florida Statutes and is entitled to proceed with the permitting process in accordance with its airport zoning regulations. The department accepts the filing of the Airport Obstruction Zoning Permit Application with the Aviation Office as a representation that the Political Subdivision has zoning authority in this matter, unless otherwise advised in writing. Since the foregoing requirements have been met a permit for the construction or alteration of an obstruction is not

required from the Department and Hillsborough County appears to be the appropriate zoning authority subject to the foregoing.

These Comments do not constitute approval or disapproval of the permit application. The Comments are solely required to evaluate technical consistency with Section 333.025(4), F.S.

If there are any questions regarding the foregoing please contact:

David A. Roberts, CPM
Interim State Aviation Manager, Aviation Operations Administrator
Aviation Operations
Aviation Office
Florida Department of Transportation
605 Suwannee Street, MS 46
Tallahassee, FL 32399-0450

Office Phone: 850-414-4507
Office Fax: 850-414-4508

Web Page: <https://www.fdot.gov/aviation>
Web Page: <https://www.floridaprivateairport.com>
Web Page: <https://www.florida-aviation-database.com>



From: Tony Mantegna <TMantegna@TampaAirport.com>
Sent: Tuesday, September 26, 2023 4:35 PM
To: Roberts, David <david.roberts@dot.state.fl.us>
Subject: Height Zoning Permit Request

EXTERNAL SENDER: Use caution with links and attachments.

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

Hearing is scheduled for November 16, 2023.

FAA Study 2022-ASO-32695-32705-OE
Airport Study number – 2023-120
Project: New building
Location – 102 S Parker Street

Tony Mantegna | Tampa International Airport | Sr. Manager of Planning
Preferred: (813) 870-7863 | Secondary: (813) 781-8289 | Email: tmantegna@TampaAirport.com

***** Important Notice *****

The Hillsborough County Aviation Authority is a public agency subject to Chapter 119 of Florida Statutes concerning public records.

E-mail messages are covered under such laws and thus subject to disclosure. All e-mail sent and received is captured by our server and kept as a public record.