

# \* PETITION FOR VARIANCE \*

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

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

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

The proposed building located at or near the intersection of W Cypress Street and N Dale Mabry Hwy is proposed 1.835 million sqft mixed use development of commercial and retail components, the commercial towers will be 11 stories in height. The regulated height of 200 feet or less would create an undue hardship and possible abandonment of the proposed project. The proposed building heights are 259 feet AMSL maximum. The proposed building height of 259 feet AMSL was reviewed and apporved by the FAA and found to have no VFR or IFR affect on any airports in the vicintity.

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: 6-4-18 Nearest Airport: Tampa Int. Overall Height (AMSL): 259 ft 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: YARIM HINN Signature of Authorized Representative: All activities performed under this variance are at applicants own expense and risk, the Authority will not be held liable for any Damages, losses or injuries resulting from or connected with this activity. STATE OF New York , COUNTY OF New York Sworn to (or affirmed) and subscribed before me this 1 day of Jury, 2018 by Karim Hindi Personally Known \_\_\_\_\_ OR Produced Identification \_\_\_\_\_ Type of Id Produced \_\_\_ (NOTARY SEAL) NICOLE M CANALES Notary Public, State of New York Registration #01CA6196209 Qualified In Bronx County Commission Expires Nov. 10, 2020 THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE Airport Study No. 2018-78 Variance Approval FAA Study Number: 2018 - A50 - 2531 - 0E Associated Aeronautical Study Numbers: 2480 - 2540 FDOT Concurrence: YES: WAIVED: In accordance with Resolution No. 2018 - 93 Board of Adjustment Chairman



# \* 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. The application must also contain (1) an FAA Determination of No Hazard; (2) a site survey with an FAA accuracy code of 1A, (3) a Variance application with FDOT response or non response, if applicable; (4) site plan with a building layout; (5) Information requested by the Airport Zoning Director to determine whether or not the proposal will comply with the Airport Zoning Regulations.)

Project Description: Project is a proposed 1.835 million sqft mixed use development of commercial and retail components, the commercial towers will be 11 stories in height. The project is located at or near the intersection of W Cypress Street and N Dale Mabry Hwy. FAA ASNs; 2018-ASO-2480;2540-OF

W Cypress Street and N Dale Mabry Hwy. FAA ASN	
regulations, procedures and laws.	and conditions of such documents and all other applicable laws, rules,
Request Date: 6-4-18 Required Date: From 6-4-1	8 To X-xx-xx Overall Height (AMSL): 259
Nearest Airport: Tampa International Peter O. Knight	Tampa Executive Plant City
Name/Company/Organization:  Bromley Tampa Inv	restors ,LLC
Contact Person for Requested Activity: Karim Hindi	Title: VP of Construction
Mailing address: 120 Fifth Avenue	City: New York
State: NY Zip: 10011 P	hone No.: 431-514-9954 Ext:
Fax No.: Email: khindi	@bromco.com
Use Multiple Point Template for	Coordinate Points & Height Information
Under penalty of perjury, I hereby certify that the above stateme	ents 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	The state of the s
Printed Name of Authorized Representative: KARIM HI	NA
Signature of Authorized Representative:	Date:
STATE OF NEW YORK , COUNTY OF NEW YORK	
Sworn to (or affirmed) and subscribed before me this / day of	June 20 18 by Karin Hindi
Personally Known OR Produced Identification T	ype of ld Produced
INCO	NICOLE M. CANAL
	NICOLE M CANALES Notary Public, State of New York Registration #01CA6196209 Qualified in Brown
Notary Signature Miche Ty Carely	Qualified In Bronx County
All activities performed under this permit is at applicants own expense and	Commission Expires Nov. 10, 2020
resulting from or connected with this activity. This permit does not relieve	the proponent from obtaining any other pormits, approved any determination
from other governmental agencies as may be required in accordance with	law.
THIS SECTION TO BE COMPLETED BY	AVIATION AUTHORITY REPRESENTATIVE
Airport Study No. 2018 - 78	YES NO
	Variance Required:
FAA Study Number 2018 - ASO - 2531 - OE	Recommend Approval:
Associated FAA Study Numbers 2480 - 2540	
Reviewed By: Inthony I Marlegn	
reviewed by.	
Zoning Director	Date Approved Denied

# Airport Study Number 2018-78

# CONDITIONS

- File a FAA 7460-2 form with the FAA and Airport within 5 days after the construction reaches its greatest height.
- Red Obstruction lighting required in accordance with the FAA Advisory Circular, on top of proposed structures that exceed obstruction standards.
- The project is subject to requirements listed in the attached Federal Aviation Administration Aeronautical Studies with the exception that height limits are restricted to the heights shown on the point data sheet attached as Exhibit A.
- Any Glint/Glare issues identified 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 3 business days prior to starting construction at 813-870-7863.
- A Temporary Permit is required for any construction equipment that exceeds the height of the building.

# **Exhibit A**

POINT#

# Project Point Data Sheet

2					One Locati	on field is re	equired	Required	Required	Required	
1	Point#	LATd	LAT m	LATs	LONG d	LONG m	LONGs	MSL	AGL	" NAME " (must be in Quotes)	AMSL
2	1	27	57	8.417	82	30	17.677	23	104	"level roof corner-Bldg 1"	127.00
3   27   57   10.874   82   30   15.141   24   118   "level roof corner-Bildg 1"   142.0   15.0	2	27	57	10.887	82	30	17.654	23	104	"level roof corner-Bldg 1"	127.00
1	3	27	57	10.874	82	30	15.141	24	118		142.00
5	4	27	57	10.881	82	30	12.666	24	118		142.00
Fig.	5	27	57	8.391	82	30	12.689	24			142.00
Fig.   Fig.   Section	6	27	57	8.398	82	30					
Section   Sect	7	27	57	8.423	82						155.00
9	8	27	57	10.797	82	30					
10	9	27	57		82						
11	10	27	57	10.277	82						
12	11	27	57	10.291							
13	12	27	57	10.019	82						
144   27	13	27	57	10.026	82						
15	14	27	57								
16	15					-					
177	-										
18	$\overline{}$										
19											
20   27   57   9.628   82   30   10.748   25   90   "level roof corner-Bidg 3"   115.00   211   27   57   9.609   82   30   8.169   25   232   "level roof corner-Bidg 3"   257.00   22   27   57   9.576   82   30   6.036   25   232   "level roof corner-Bidg 3"   257.00   23   27   57   8.315   82   30   6.048   25   232   "level roof corner-Bidg 3"   257.00   24   27   57   8.334   82   30   7.242   25   232   "level roof corner-Bidg 3"   257.00   25   27   57   9.058   82   30   7.242   25   232   "level roof corner-Bidg 3"   257.00   25   27   57   9.058   82   30   7.242   25   232   "level roof corner-Bidg 3"   257.00   25   27   57   9.055   82   30   9.199   25   232   "level roof corner-Bidg 3"   257.00   25   27   27   57   9.055   82   30   9.199   25   90   "level roof corner-Bidg 3"   115.00   28   27   57   8.349   82   30   9.206   25   90   "level roof corner-Bidg 3"   115.00   28   27   57   11.421   82   30   9.847   25   49   "level roof corner-Bidg 4"   74.00   30   27   57   11.428   82   30   9.847   25   49   "level roof corner-Bidg 4"   74.00   31   27   57   12   82   30   9.841   25   49   "level roof corner-Bidg 4"   74.00   33   27   57   11.434   82   30   8.838   25   49   "level roof corner-Bidg 4"   74.00   33   27   57   11.434   82   30   11.053   25   49   "level roof corner-Bidg 5"   74.00   34   27   57   12.016   82   30   11.989   25   49   "level roof corner-Bidg 6"   74.00   35   27   57   11.437   82   30   11.989   25   49   "level roof corner-Bidg 6"   74.00   36   27   57   11.437   82   30   11.989   25   49   "level roof corner-Bidg 6"   74.00   36   27   57   11.437   82   30   11.989   25   49   "level roof corner-Bidg 6"   74.00   36   27   57   11.437   82   30   11.989   25   49   "level roof corner-Bidg 6"   74.00   36   27   57   11.437   82   30   12.995   25   114   "level roof corner-Bidg 6"   74.00   36   27   57   13.251   82   30   15.066   25   114   "level roof corner-Bidg 6"   139.00   44   27   57   13.251   82   30   15.066   25   114   "level roof											
21   27   57   9.609   82   30   8.169   25   232   "level roof corner-Bidg 3"   257.0	$\overline{}$										
22   27   57   9.576   82   30   6.036   25   232   "level roof corner-Bidg 3"   257.0   238   27   57   8.315   82   30   6.048   25   232   "level roof corner-Bidg 3"   257.0   257.0   24   27   57   8.324   82   30   7.242   25   232   "level roof corner-Bidg 3"   257.0   25   27   57   9.058   82   30   7.235   25   232   "level roof corner-Bidg 3"   257.0   25   27   27   57   9.065   82   30   8.175   25   232   "level roof corner-Bidg 3"   257.0   25   27   27   57   9.065   82   30   8.175   25   232   "level roof corner-Bidg 3"   257.0   25   27   27   27   57   9.072   82   30   9.206   25   90   "level roof corner-Bidg 3"   115.0   28   27   57   8.349   82   30   9.206   25   90   "level roof corner-Bidg 3"   115.0   29   27   57   11.421   82   30   8.843   25   49   "level roof corner-Bidg 4"   74.0   30   27   57   12.82   30   9.847   25   49   "level roof corner-Bidg 4"   74.0   31   27   57   12   82   30   8.838   25   49   "level roof corner-Bidg 4"   74.0   33   27   57   11.491   82   30   8.838   25   49   "level roof corner-Bidg 4"   74.0   33   27   57   11.444   82   30   11.053   25   49   "level roof corner-Bidg 4"   74.0   33   27   57   11.444   82   30   11.053   25   49   "level roof corner-Bidg 5"   74.0   34   27   57   12.016   82   30   11.053   25   49   "level roof corner-Bidg 5"   74.0   35   27   57   12.016   82   30   11.047   25   49   "level roof corner-Bidg 5"   74.0   36   27   57   12.016   82   30   12.945   25   49   "level roof corner-Bidg 5"   74.0   37   27   57   12.016   82   30   12.945   25   49   "level roof corner-Bidg 5"   74.0   36   27   57   12.009   82   30   12.945   25   49   "level roof corner-Bidg 5"   74.0   36   27   57   12.016   82   30   12.945   25   49   "level roof corner-Bidg 5"   74.0   37   27   57   12.009   82   30   12.711   25   49   "level roof corner-Bidg 5"   74.0   37   27   57   12.056   82   30   12.711   26   180   "level roof corner-Bidg 6"   139.00   40   27   57   13.265   82   30   12.711   26   180   "level roof corn											
23   27   57   8.315   82   30   6.048   25   232   "level roof corner-Bldg 3"   257.00											
24         27         57         8.324         82         30         7.242         25         232         "level roof corner-Bldg 3"         257.00           25         27         57         9.058         82         30         7.235         25         232         "level roof corner-Bldg 3"         257.00           26         27         57         9.065         82         30         8.175         25         232         "level roof corner-Bldg 3"         257.00           27         27         57         9.072         82         30         9.199         25         90         "level roof corner-Bldg 3"         115.00           28         27         57         8.349         82         30         9.206         25         90         "level roof corner-Bldg 4"         74.00           29         27         57         11.421         82         30         9.841         25         49         "level roof corner-Bldg 4"         74.00           31         27         57         11.248         23         30         8.838         25         49         "level roof corner-Bldg 4"         74.00           32         27         57         11.437         82         30 <td></td>											
25         27         57         9.058         82         30         7.235         25         232         "level roof corner-Bldg 3"         257.00           26         27         57         9.065         82         30         8.175         25         232         "level roof corner-Bldg 3"         115.00           27         27         57         9.072         82         30         9.199         25         90         "level roof corner-Bldg 3"         115.00           28         27         57         19.072         82         30         9.199         25         90         "level roof corner-Bldg 3"         115.00           29         27         57         11.421         82         30         8.843         25         49         "level roof corner-Bldg 4"         74.00           30         27         57         11.428         82         30         9.841         25         49         "level roof corner-Bldg 4"         74.00           31         27         57         11.992         82         30         8.838         25         49         "level roof corner-Bldg 4"         74.00           32         27         57         11.437         82         30 <td></td>											
26         27         57         9.065         82         30         8.175         25         232         "level roof corner-Bidg 3"         257.00           27         27         57         9.072         82         30         9.199         25         90         "level roof corner-Bidg 3"         115.00           28         27         57         8.349         82         30         9.206         25         90         "level roof corner-Bidg 3"         115.00           29         27         57         11.421         82         30         8.843         25         49         "level roof corner-Bidg 4"         74.00           30         27         57         11.428         82         30         9.841         25         49         "level roof corner-Bidg 4"         74.00           31         27         57         11.92         82         30         8.838         25         49         "level roof corner-Bidg 4"         74.00           32         27         57         11.437         82         30         11.989         25         49         "level roof corner-Bidg 5"         74.00           34         27         57         12.016         82         30											
27   27   57   9.072   82   30   9.199   25   90   "level roof corner-Bidg 3"   115.00											
28         27         57         8.349         82         30         9.206         25         90         "level roof corner-Bldg 3"         115.00           29         27         57         11.421         82         30         8.843         25         49         "level roof corner-Bldg 4"         74.00           30         27         57         11.428         82         30         9.841         25         49         "level roof corner-Bldg 4"         74.00           31         27         57         12         82         30         9.841         25         49         "level roof corner-Bldg 4"         74.00           32         27         57         11.992         82         30         8.838         25         49         "level roof corner-Bldg 4"         74.00           33         27         57         11.437         82         30         11.053         25         49         "level roof corner-Bldg 5"         74.00           34         27         57         12.016         82         30         11.984         25         49         "level roof corner-Bldg 5"         74.00           35         27         57         12.009         82         30											
29         27         57         11.421         82         30         8.843         25         49         "level roof corner-Bldg 4"         74.00           30         27         57         11.428         82         30         9.847         25         49         "level roof corner-Bldg 4"         74.00           31         27         57         12         82         30         9.841         25         49         "level roof corner-Bldg 4"         74.00           32         27         57         11.992         82         30         8.838         25         49         "level roof corner-Bldg 5"         74.00           33         27         57         11.444         82         30         11.053         25         49         "level roof corner-Bldg 5"         74.00           35         27         57         12.016         82         30         11.984         25         49         "level roof corner-Bldg 5"         74.00           36         27         57         12.009         82         30         11.984         25         49         "level roof corner-Bldg 6"         74.00           37         27         57         12.06         82         30	<del></del>										
30   27   57   11.428   82   30   9.847   25   49   "level roof corner-Bidg 4"   74.00   31   27   57   12   82   30   9.841   25   49   "level roof corner-Bidg 4"   74.00   32   27   57   11.992   82   30   8.838   25   49   "level roof corner-Bidg 4"   74.00   33   27   57   11.437   82   30   11.053   25   49   "level roof corner-Bidg 5"   74.00   33   27   57   11.444   82   30   11.989   25   49   "level roof corner-Bidg 5"   74.00   35   27   57   12.016   82   30   11.984   25   49   "level roof corner-Bidg 5"   74.00   36   27   57   12.009   82   30   11.047   25   49   "level roof corner-Bidg 5"   74.00   36   27   57   12.009   82   30   12.995   25   114   "level roof corner-Bidg 6"   139.00   38   27   57   11.437   82   30   12.995   25   114   "level roof corner-Bidg 6"   139.00   38   27   57   13.281   82   30   15.066   25   114   "level roof corner-Bidg 6"   139.00   40   27   57   13.281   82   30   15.047   25   114   "level roof corner-Bidg 6"   139.00   41   27   57   13.265   82   30   12.978   26   180   "level roof corner-Bidg 6"   206.00   42   27   57   13.253   82   30   12.978   26   180   "level roof corner-Bidg 6"   206.00   43   27   57   13.254   82   30   8.774   25   114   "level roof corner-Bidg 6"   206.00   44   27   57   13.254   82   30   8.774   25   114   "level roof corner-Bidg 6"   206.00   44   27   57   13.265   82   30   12.978   26   180   "level roof corner-Bidg 6"   206.00   44   27   57   13.265   82   30   12.716   25   114   "level roof corner-Bidg 6"   206.00   45   27   57   14.013   82   30   12.716   25   114   "level roof corner-Bidg 6"   206.00   46   27   57   14.013   82   30   12.5661   26   180   "level roof corner-Bidg 6"   206.00   48   27   57   15.055   82   30   12.661   26   180   "level roof corner-Bidg 6"   206.00   48   27   57   15.055   82   30   10.657   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.035   82   30   7.934   2											
31   27   57   12   82   30   9.841   25   49   "level roof corner-Bldg 4"   74.00   32   27   57   11.992   82   30   8.838   25   49   "level roof corner-Bldg 4"   74.00   33   27   57   11.437   82   30   11.053   25   49   "level roof corner-Bldg 5"   74.00   34   27   57   11.444   82   30   11.989   25   49   "level roof corner-Bldg 5"   74.00   35   27   57   12.016   82   30   11.984   25   49   "level roof corner-Bldg 5"   74.00   36   27   57   12.009   82   30   11.984   25   49   "level roof corner-Bldg 5"   74.00   36   27   57   12.009   82   30   11.047   25   49   "level roof corner-Bldg 6"   74.00   37   27   57   11.437   82   30   12.995   25   114   "level roof corner-Bldg 6"   139.00   38   27   57   11.452   82   30   15.066   25   114   "level roof corner-Bldg 6"   139.00   39   27   57   13.281   82   30   15.047   25   114   "level roof corner-Bldg 6"   139.00   39   27   57   13.281   82   30   14.508   26   180   "level roof corner-Bldg 6"   206.00   41   27   57   13.253   82   30   12.711   26   180   "level roof corner-Bldg 6"   206.00   43   27   57   13.254   82   30   8.769   26   180   "level roof corner-Bldg 6"   206.00   44   27   57   12.65   82   30   12.716   25   114   "level roof corner-Bldg 6"   139.00   46   27   57   14.013   82   30   12.716   25   114   "level roof corner-Bldg 6"   139.00   46   27   57   16.852   82   30   12.716   25   114   "level roof corner-Bldg 6"   139.00   46   27   57   16.852   82   30   12.661   26   180   "level roof corner-Bldg 6"   206.00   47   27   57   16.852   82   30   12.661   26   180   "level roof corner-Bldg 6"   206.00   48   27   57   15.055   82   30   10.656   26   180   "level roof corner-Bldg 6"   206.00   49   27   57   15.035   82   30   10.656   26   180   "level roof corner-Bldg 6"   206.00   49   27   57   15.035   82   30   10.656   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   2											
32 27 57 11.992 82 30 8.838 25 49 "level roof corner-Bldg 4" 74.00 33 27 57 11.437 82 30 11.053 25 49 "level roof corner-Bldg 5" 74.00 35 27 57 12.016 82 30 11.989 25 49 "level roof corner-Bldg 5" 74.00 35 27 57 12.0016 82 30 11.984 25 49 "level roof corner-Bldg 5" 74.00 36 27 57 12.009 82 30 11.047 25 49 "level roof corner-Bldg 6" 139.00 38 27 57 11.437 82 30 12.995 25 114 "level roof corner-Bldg 6" 139.00 38 27 57 11.452 82 30 15.066 25 114 "level roof corner-Bldg 6" 139.00 39 27 57 13.281 82 30 15.047 25 114 "level roof corner-Bldg 6" 139.00 40 27 57 13.255 82 30 14.508 26 180 "level roof corner-Bldg 6" 206.00 41 27 57 13.253 82 30 12.711 26 180 "level roof corner-Bldg 6" 206.00 42 27 57 13.253 82 30 12.711 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.254 82 30 8.769 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.254 82 30 12.711 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.255 82 30 8.769 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.255 82 30 12.711 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.255 82 30 12.711 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 13.255 82 30 12.716 25 114 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 8.769 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 8.769 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 12.716 25 114 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 12.716 25 114 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 12.661 26 180 "level roof corner-Bldg 6" 206.00 48 27 57 14.013 82 30 12.661 26 180 "level roof corner-Bldg 6" 206.00 48 27 57 15.055 82 30 10.655 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 10.655 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.055 82 30 7.935 26 180 "le	$\overline{}$										
33   27   57   11.437   82   30   11.053   25   49   "level roof corner-Bldg 5"   74.00   34   27   57   12.016   82   30   11.984   25   49   "level roof corner-Bldg 5"   74.00   35   27   57   12.016   82   30   11.984   25   49   "level roof corner-Bldg 5"   74.00   36   27   57   12.009   82   30   11.047   25   49   "level roof corner-Bldg 5"   74.00   37   27   57   11.437   82   30   12.995   25   114   "level roof corner-Bldg 6"   139.00   38   27   57   11.452   82   30   15.066   25   114   "level roof corner-Bldg 6"   139.00   39   27   57   13.281   82   30   15.066   25   114   "level roof corner-Bldg 6"   139.00   40   27   57   13.281   82   30   15.047   25   114   "level roof corner-Bldg 6"   139.00   41   27   57   13.265   82   30   12.978   26   180   "level roof corner-Bldg 6"   206.00   43   27   57   13.253   82   30   12.711   26   180   "level roof corner-Bldg 6"   206.00   43   27   57   13.224   82   30   8.769   26   180   "level roof corner-Bldg 6"   206.00   44   27   57   12.65   82   30   12.716   25   114   "level roof corner-Bldg 6"   139.00   45   27   57   14.013   82   30   12.716   25   114   "level roof corner-Bldg 6"   139.00   46   27   57   14.013   82   30   12.661   26   180   "level roof corner-Bldg 6"   206.00   48   27   57   16.852   82   30   12.661   26   180   "level roof corner-Bldg 6"   206.00   48   27   57   16.852   82   30   12.661   26   180   "level roof corner-Bldg 6"   206.00   48   27   57   16.852   82   30   10.656   26   180   "level roof corner-Bldg 6"   206.00   49   27   57   15.055   82   30   10.6573   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bldg 6"   206.00   50   27   57   15.035   82   30								-			
34 27 57 11.444 82 30 11.989 25 49 "level roof corner-Bidg 5" 74.00 35 27 57 12.016 82 30 11.984 25 49 "level roof corner-Bidg 5" 74.00 36 27 57 12.009 82 30 11.047 25 49 "level roof corner-Bidg 5" 74.00 37 27 57 11.437 82 30 12.995 25 114 "level roof corner-Bidg 6" 139.00 38 27 57 11.452 82 30 15.066 25 114 "level roof corner-Bidg 6" 139.00 39 27 57 13.281 82 30 15.047 25 114 "level roof corner-Bidg 6" 139.00 40 27 57 13.277 82 30 14.508 26 180 "level roof corner-Bidg 6" 206.00 41 27 57 13.253 82 30 12.978 26 180 "level roof corner-Bidg 6" 206.00 43 27 57 13.224 82 30 8.769 26 180 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 8.774 25 114 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 8.774 25 114 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 8.774 25 114 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 8.774 25 114 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 12.716 25 114 "level roof corner-Bidg 6" 206.00 44 27 57 12.65 82 30 12.716 25 114 "level roof corner-Bidg 6" 139.00 46 27 57 14.013 82 30 14.501 26 180 "level roof corner-Bidg 6" 139.00 46 27 57 16.852 82 30 12.661 26 180 "level roof corner-Bidg 6" 206.00 48 27 57 16.852 82 30 12.661 26 180 "level roof corner-Bidg 6" 206.00 48 27 57 16.852 82 30 12.661 26 180 "level roof corner-Bidg 6" 206.00 49 27 57 15.055 82 30 10.656 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level roof corner-Bidg 6" 206.00 50 27 57 15.055 82 30 7.934 26 180 "level											
35   27   57   12.016   82   30   11.984   25   49   "level roof corner-Bidg 5"   74.00   36   27   57   12.009   82   30   11.047   25   49   "level roof corner-Bidg 5"   74.00   37   27   57   11.437   82   30   12.995   25   114   "level roof corner-Bidg 6"   139.00   38   27   57   11.452   82   30   15.066   25   114   "level roof corner-Bidg 6"   139.00   39   27   57   13.281   82   30   15.047   25   114   "level roof corner-Bidg 6"   139.00   39   27   57   13.281   82   30   15.047   25   114   "level roof corner-Bidg 6"   139.00   40   27   57   13.277   82   30   14.508   26   180   "level roof corner-Bidg 6"   206.00   41   27   57   13.265   82   30   12.978   26   180   "level roof corner-Bidg 6"   206.00   42   27   57   13.253   82   30   12.711   26   180   "level roof corner-Bidg 6"   206.00   43   27   57   13.224   82   30   8.769   26   180   "level roof corner-Bidg 6"   206.00   44   27   57   12.65   82   30   8.774   25   114   "level roof corner-Bidg 6"   139.00   44   27   57   12.679   82   30   12.716   25   114   "level roof corner-Bidg 6"   139.00   46   27   57   14.013   82   30   12.716   25   114   "level roof corner-Bidg 6"   139.00   46   27   57   14.013   82   30   12.716   25   114   "level roof corner-Bidg 6"   139.00   48   27   57   16.852   82   30   12.661   26   180   "level roof corner-Bidg 6"   206.00   48   27   57   16.838   82   30   10.656   26   180   "level roof corner-Bidg 6"   206.00   49   27   57   15.055   82   30   10.673   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.035   82   30   7.934   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.026   82   30   7.934   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.026   82   30   7.951   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.026   82   30   7.951   26   180   "level roof corner-Bidg 6"   206.00   50   27   57   15.026   82   30   7.951   26   180   "level roof corner-Bidg 6"   206.00   206.00   206.00   206.00   206.0											
36         27         57         12.009         82         30         11.047         25         49         "level roof corner-Bldg 5"         74.00           37         27         57         11.437         82         30         12.995         25         114         "level roof corner-Bldg 6"         139.00           38         27         57         11.452         82         30         15.066         25         114         "level roof corner-Bldg 6"         139.00           39         27         57         13.281         82         30         15.047         25         114         "level roof corner-Bldg 6"         139.00           40         27         57         13.277         82         30         14.508         26         180         "level roof corner-Bldg 6"         206.00           41         27         57         13.253         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82											
37         27         57         11.437         82         30         12.995         25         114         "level roof corner-Bldg 6"         139.00           38         27         57         11.452         82         30         15.066         25         114         "level roof corner-Bldg 6"         139.00           39         27         57         13.281         82         30         15.047         25         114         "level roof corner-Bldg 6"         139.00           40         27         57         13.277         82         30         14.508         26         180         "level roof corner-Bldg 6"         206.00           41         27         57         13.253         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82											
38         27         57         11.452         82         30         15.066         25         114         "level roof corner-Bldg 6"         139.00           39         27         57         13.281         82         30         15.047         25         114         "level roof corner-Bldg 6"         139.00           40         27         57         13.277         82         30         14.508         26         180         "level roof corner-Bldg 6"         206.00           41         27         57         13.265         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82         30         8.769         26         180         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82											
39         27         57         13.281         82         30         15.047         25         114         "level roof corner-Bldg 6"         139.00           40         27         57         13.277         82         30         14.508         26         180         "level roof corner-Bldg 6"         206.00           41         27         57         13.265         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82         30         8.769         26         180         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82											
40         27         57         13.277         82         30         14.508         26         180         "level roof corner-Bldg 6"         206.00           41         27         57         13.265         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82         30         8.769         26         180         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         16.838         82											
41         27         57         13.265         82         30         12.978         26         180         "level roof corner-Bldg 6"         206.00           42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82         30         8.769         26         180         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82         30         14.501         26         180         "level roof corner-Bldg 6"         206.00           47         27         57         16.852         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         15.055         82											
42         27         57         13.253         82         30         12.711         26         180         "level roof corner-Bldg 6"         206.00           43         27         57         13.224         82         30         8.769         26         180         "level roof corner-Bldg 6"         206.00           44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82         30         14.501         26         180         "level roof corner-Bldg 6"         206.00           47         27         57         16.852         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         15.055         82         30         10.673         26         180         "level roof corner-Bldg 6"         206.00           50         27         57         15.035         82											206.00
43 27 57 13.224 82 30 8.769 26 180 "level roof corner-Bldg 6" 206.00 44 27 57 12.65 82 30 8.774 25 114 "level roof corner-Bldg 6" 139.00 45 27 57 12.679 82 30 12.716 25 114 "level roof corner-Bldg 6" 139.00 46 27 57 14.013 82 30 14.501 26 180 "level roof corner-Bldg 6" 206.00 47 27 57 16.852 82 30 12.661 26 180 "level roof corner-Bldg 6" 206.00 48 27 57 16.838 82 30 10.656 26 180 "level roof corner-Bldg 6" 206.00 49 27 57 15.055 82 30 10.673 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.035 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 51 27 57 13.228 82 30 7.951 26 180 "level roof corner-Bldg 6" 206.00 52 27 57 15.026 82 30 7.951 26 180 "level roof corner-Bldg 6" 206.00 52 27 57 15.026 82 30 7.951 26 180 "level roof corner-Bldg 6" 206.00 52 27 57 15.026 82 30 7.405 27 230 "level roof corner-Bldg 7" 257.00											206.00
44         27         57         12.65         82         30         8.774         25         114         "level roof corner-Bldg 6"         139.00           45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82         30         14.501         26         180         "level roof corner-Bldg 6"         206.00           47         27         57         16.852         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         16.838         82         30         10.656         26         180         "level roof corner-Bldg 6"         206.00           49         27         57         15.055         82         30         10.673         26         180         "level roof corner-Bldg 6"         206.00           50         27         57         15.035         82         30         7.934         26         180         "level roof corner-Bldg 6"         206.00           51         27         57         15.026         82											206.00
45         27         57         12.679         82         30         12.716         25         114         "level roof corner-Bldg 6"         139.00           46         27         57         14.013         82         30         14.501         26         180         "level roof corner-Bldg 6"         206.00           47         27         57         16.852         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         16.838         82         30         10.656         26         180         "level roof corner-Bldg 6"         206.00           49         27         57         15.055         82         30         10.673         26         180         "level roof corner-Bldg 6"         206.00           50         27         57         15.035         82         30         7.934         26         180         "level roof corner-Bldg 6"         206.00           51         27         57         13.228         82         30         7.951         26         180         "level roof corner-Bldg 6"         206.00           52         27         57         15.026         82											206.00
46         27         57         14.013         82         30         14.501         26         180         "level roof corner-Bldg 6"         206.00           47         27         57         16.852         82         30         12.661         26         180         "level roof corner-Bldg 6"         206.00           48         27         57         16.838         82         30         10.656         26         180         "level roof corner-Bldg 6"         206.00           49         27         57         15.055         82         30         10.673         26         180         "level roof corner-Bldg 6"         206.00           50         27         57         15.035         82         30         7.934         26         180         "level roof corner-Bldg 6"         206.00           51         27         57         13.228         82         30         7.951         26         180         "level roof corner-Bldg 6"         206.00           52         27         57         15.026         82         30         7.405         27         230         "level roof corner-Bldg 7"         257.00							8.774		114	"level roof corner-Bldg 6"	139.00
47       27       57       16.852       82       30       12.661       26       180       "level roof corner-Bldg 6"       206.00         48       27       57       16.838       82       30       10.656       26       180       "level roof corner-Bldg 6"       206.00         49       27       57       15.055       82       30       10.673       26       180       "level roof corner-Bldg 6"       206.00         50       27       57       15.035       82       30       7.934       26       180       "level roof corner-Bldg 6"       206.00         51       27       57       13.228       82       30       7.951       26       180       "level roof corner-Bldg 6"       206.00         52       27       57       15.026       82       30       7.405       27       230       "level roof corner-Bldg 7"       257.00				12.679		30	12.716	25	114	"level roof corner-Bldg 6"	139.00
48 27 57 16.838 82 30 10.656 26 180 "level roof corner-Bldg 6" 206.00 49 27 57 15.055 82 30 10.673 26 180 "level roof corner-Bldg 6" 206.00 50 27 57 15.035 82 30 7.934 26 180 "level roof corner-Bldg 6" 206.00 51 27 57 13.228 82 30 7.951 26 180 "level roof corner-Bldg 6" 206.00 52 27 57 15.026 82 30 7.405 27 230 "level roof corner-Bldg 7" 257.00						30	14.501	26	180	"level roof corner-Bldg 6"	206.00
49     27     57     15.055     82     30     10.673     26     180     "level roof corner-Bldg 6"     206.00       50     27     57     15.035     82     30     7.934     26     180     "level roof corner-Bldg 6"     206.00       51     27     57     13.228     82     30     7.951     26     180     "level roof corner-Bldg 6"     206.00       52     27     57     15.026     82     30     7.405     27     230     "level roof corner-Bldg 7"     257.00							12.661	26	180		206.00
50     27     57     15.035     82     30     7.934     26     180     "level roof corner-Bldg 6"     206.00       51     27     57     13.228     82     30     7.951     26     180     "level roof corner-Bldg 6"     206.00       52     27     57     15.026     82     30     7.405     27     230     "level roof corner-Bldg 7"     257.00								26	180	"level roof corner-Bldg 6"	206.00
51     27     57     13.228     82     30     7.951     26     180     "level roof corner-Bldg 6"     206.00       52     27     57     15.026     82     30     7.405     27     230     "level roof corner-Bldg 7"     257.00						30	10.673	26	180	"level roof corner-Bldg 6"	206.00
51     27     57     13.228     82     30     7.951     26     180     "level roof corner-Bldg 6"     206.00       52     27     57     15.026     82     30     7.405     27     230     "level roof corner-Bldg 7"     257.00		27		15.035	82	30	7.934	26	180	"level roof corner-Bldg 6"	206.00
52 27 57 15.026 82 30 7.405 27 230 "level roof corner-Bldg 7" 257.00		27	57	13.228	82	30	7.951	26	180	"level roof corner-Bldg 6"	206.00
		27	57	15.026	82	30	7.405	27	230	"level roof corner-Bldg 7"	257.00
	53	27	57	15.015	82	30	5.985		230		257.00
	54	27	57	12.527	82	30					257.00
	55	27		12.537		30					257.00

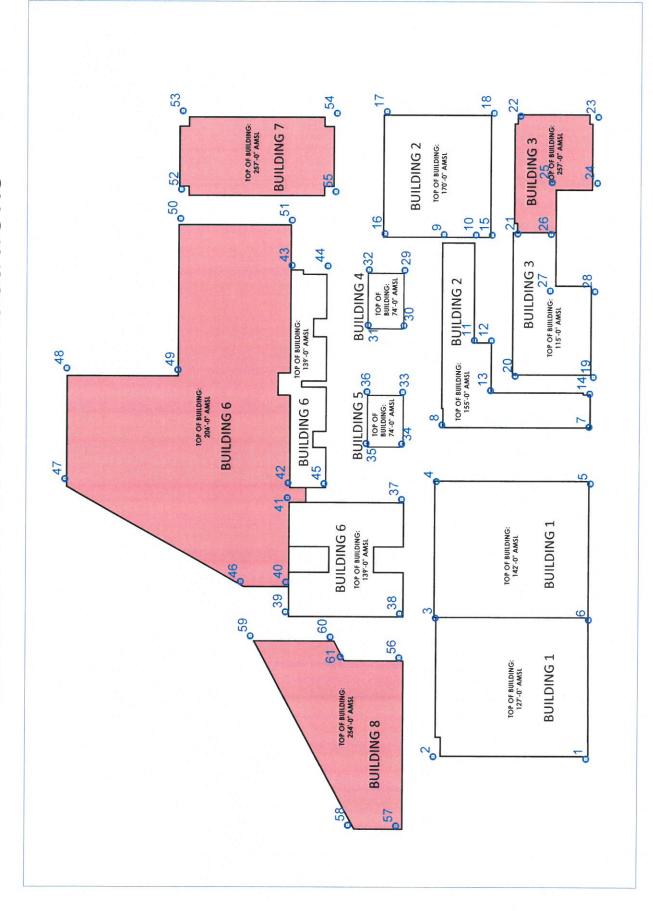
# Project Point Data Sheet

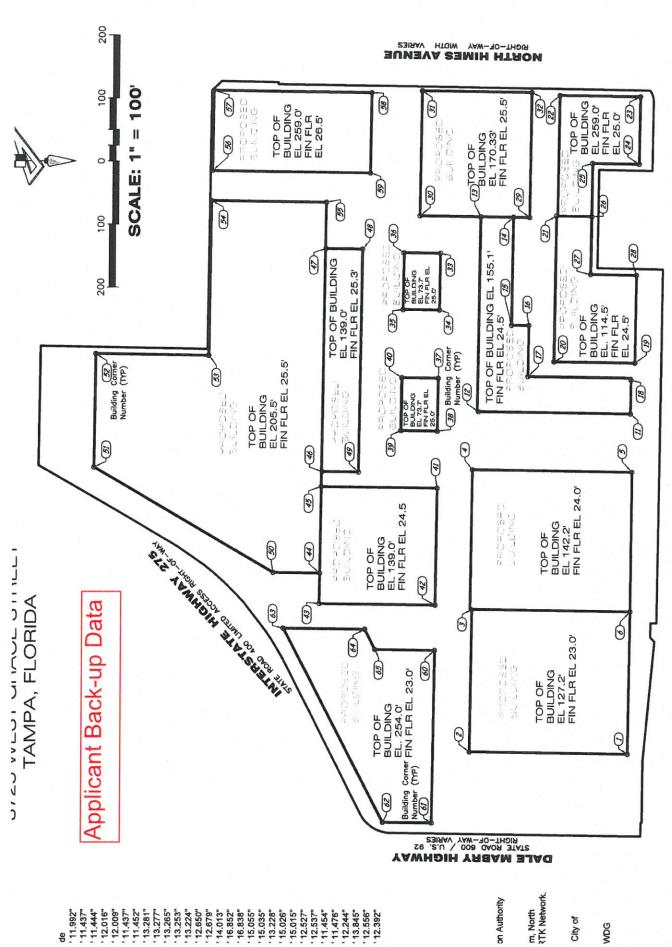
# **Exhibit A**

				One Locati	on field is re	equired	Required	Required	Required	
Point #	LAT d	LAT m	LATs	LONG d	LONG m	LONGs	MSL	AGL	" NAME " (must be in Quotes)	AMSL
56	27	57	11.454	82	30	15.865	23	231	"level roof corner-Bldg 8"	254.00
57	27	57	11.476	82	30	18.915	23	231	"level roof corner-Bldg 8"	254.00
58	27	57	12.244	82	30	18.907	23	231	"level roof corner-Bldg 8"	254.00
59	27	57	13.845	82	30	15.486	23	231	"level roof corner-Bldg 8"	254.00
60	27	57	12.556	82	30	15.498	23	231	"level roof corner-Bldg 8"	254.00
61	27	57	12.392	82	30	15.856	23	231	"level roof corner-Bldg 8"	254.00
				13-4-1						+

Bromley
POINT#
60
61
62
63
64
65

# **Exhibit A Point Data Locations** Midtown Tampa Project





WEST CYPRESS STREET
RIGHT-OF-WAY WIDTH VARIES

# Applicant Back-up Data

Tampa Bay Bromley Investors, LLC Tampa Bay 1 Capitol Airspace Group 1/31/2018

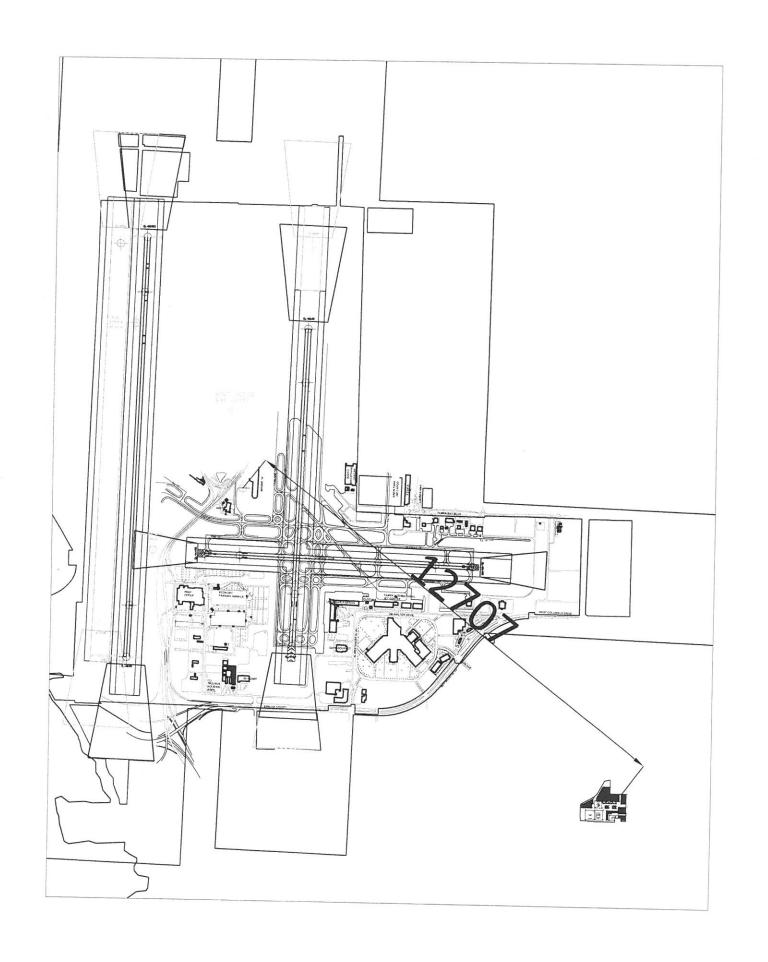
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	M&L	n	na	na	na	na	na		red lights		60	2	red lights	na	na		na																
	7460-2.2	×	×	×	×	×	×		×	: ×	×	×	×	×	×	×	×	×	×	×		>	× ×	×	×	×	×	×	×	×	×		×
	Exp Date	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019
	Determ Date	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018
	Determination	DNE	DNE	DNE	DNE	DNE	DNE		DNH		DNE	DNE	DNH	DNH	DNH	DNH	DNH	DNH	DNE	DNE		DNE											
	ASN	2018-ASO-2480-OE	2018-ASO-2481-OE	2018-ASO-2482-0E	2018-ASO-2483-0E	2018-ASO-2484-0E	2018-ASO-2485-OE		2018-ASO-2486-OE	2018-ASO-2487-0E	2018-ASO-2488-OE	2018-ASO-2489-OE	2018-ASO-2490-OE	2018-ASO-2491-0E	2018-ASO-2492-OE	2018-ASO-2493-OE	2018-ASO-2504-OE	2018-ASO-2505-0E	2018-ASO-2506-0E	2018-ASO-2507-0E		2018-ASO-2494-OE	2018-ASO-2495-OE	2018-ASO-2496-OE	2018-ASO-2497-OE	2018-ASO-2498-OE	2018-ASO-2499-OE	2018-ASO-2500-OE	2018-ASO-2501-OE	2018-ASO-2502-OE	2018-ASO-2503-OE		2018-ASO-2508-0E
Rd AMSL	<b>E</b>	150	150	166	166	166	166		180	180	196	196	180	180	180	180	196	196	196	196		140	140	259	259	259	259	259	529	140	140		66
	AGL (ft)	127	127	142	142	142	142		155	155	170	170	155	155	155	155	170	170	170	170		115	115	234	234	234	234	234	234	115	115		74
	AGL (ft)	104	104	118	118	118	118		130	130	144	144	130	130	130	130	144	144	144	144		06	90	234	234	234	234	234	234	90	90		49
Rd SE	Œ	23	23	24	24	24	24		25	25	56	56	25	25	25	25	56	56	56	56		25	25	25	25	25	25	25	25	25	25		25
	Longitude	82-30-17.677	82-30-17.654	82-30-15.141	82-30-12.666	82-30-12.689	82-30-15.159		82-30-11.661	82-30-11.639	82-30-08.191	82-30-08.196	82-30-10.106	82-30-10.109	82-30-11.012	82-30-11.061	82-30-08.198	82-30-08.182	82-30-05.972	82-30-05.988		82-30-10.760	82-30-10.748	82-30-08.169	82-30-06.036	82-30-06.048	82-30-07.242	82-30-07.235	82-30-08.175	82-30-09.199	82-30-09.206		82-30-08.843
	Latitude	27-57-08.417	27-57-10.887	27-57-10.874	27-57-10.881	27-57-08.391	27-57-08.398		27-57-08.423	27-57-10.797	27-57-10.792	27-57-10.277	27-57-10.291	27-57-10.019	27-57-10.026	27-57-08.418	27-57-10.024	27-57-11.750	27-57-11.734	27-57-10.010		27-57-08.361	27-57-09.628	27-57-09.609	27-57-09.576	27-57-08.315	27-57-08.324	27-57-09.058	27-57-09.065	27-57-09.072	27-57-08.349		27-57-11.421
	Bldg 1	1	2	m	4	2	9	Bldg 2	11	12	13	14	15	16	17	18	59	30	31	32	Bldg 3	19	20	21	22	23	24	25	56	27	28	Bldg 4	33
	₹ 2 2 2								7	80	o	9;	= \$	7 5	14	10	16	17	18		1												29

# Applicant Back-up Data

Pu	na	na		r C	. e	) e	eu		Па	eu	na	red lights	red lights	red lights	red lights	na na	na	red lights		red lights	red lights	red lights	red lights		red lights											
×	×	×		×	: ×	: ×	×		×	×	×	×	×	×	×	×	×	×	×	×	×	×	×		×	×	×	×		×	×	×	×	×	×	
11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019		11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	11/17/2019	
5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018		5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	5/17/2018	
DNE	DNE	DNE		DNE	DNE	DNE	DNE		DNE	DNE	DNE	DNH	DNH	DNH	DNH	DNE	DNE	DNH	DNH	DNH	DNH	DNH	DNH		DNH	DNH	DNH	DNH		DNH	DNH	DNH	DNH	DNH	DNH	
2018-ASO-2509-OE	2018-ASO-2510-0E	2018-ASO-2511-OE		2018-ASO-2512-0E	2018-ASO-2513-OE	2018-ASO-2514-0E	2018-ASO-2515-OE		2018-ASO-2516-0E	2018-ASO-2517-0E	2018-ASO-2518-OE	2018-ASO-2519-0E	2018-ASO-2520-OE	2018-ASO-2521-OE	2018-ASO-2522-0E	2018-ASO-2523-0E	2018-ASO-2524-OE	2018-ASO-2525-0E	2018-ASO-2526-0E	2018-ASO-2527-0E	2018-ASO-2528-0E	2018-ASO-2529-0E	2018-ASO-2530-OE		2018-ASO-2531-OE	2018-ASO-2532-OE	2018-ASO-2533-OE	2018-ASO-2534-0E		2018-ASO-2535-OE	2018-ASO-2536-0E	2018-ASO-2537-0E	2018-ASO-2538-OE	2018-ASO-2539-OE	2018-ASO-2540-OE	
66	66	66		66	66	66	66		164	164	164	232	232	232	232	164	164	232	232	232	232	232	232		259	259	259	259		254	254	254	254	254	254	
74	74	74		74	74	74	74		139	139	139	505	506	505	506	139	139	206	506	206	506	206	206		232	232	232	232		231	231	231	231	231	231	
49	49	49		49	49	49	49		114	114	114	180	180	180	180	114	114	180	180	180	180	180	180		232	232	232	232		231	231	231	231	231	231	
25	25	25		25	25	25	25		25	25	25	56	56	56	56	25	25	56	56	56	56	56	56		27	27	27	27		23	23	23	23	23	23	
82-30-09.847	82-30-09.841	82-30-08.838		82-30-11.053	82-30-11.989	82-30-11.984	82-30-11.047		82-30-12.995	82-30-15.066	82-30-15.047	82-30-14.508	82-30-12.978	82-30-12.711	82-30-08.769	82-30-08.774	82-30-12.716	82-30-14.501	82-30-12.661	82-30-10.656	82-30-10.673	82-30-07.934	82-30-07.951		82-30-07.405	82-30-05.985	82-30-06.008	82-30-07.428		82-30-15.865	82-30-18.915	82-30-18.907	82-30-15.486	82-30-15.498	82-30-15.856	
27-57-11.428	27-57-12.000	27-57-11.992		27-57-11.437	27-57-11.444	27-57-12.016	27-57-12.009		27-57-11.437	27-57-11.452	27-57-13.281	27-57-13.277	27-57-13.265	27-57-13.253	27-57-13.224	27-57-12.650	27-57-12.679	27-57-14.013	27-57-16.852	27-57-16.838	27-57-15.055	27-57-15.035	27-57-13.228		27-57-15.026	27-57-15.015	27-57-12.527	27-57-12.537		27-57-11.454	27-57-11.476	27-57-12.244	27-57-13.845	27-57-12.556	27-57-12.392	
34	35	36	Bldg 5	37	38	39	40	Bldg 6	41	42	43	44	45	46	47	48	49	20	51	25	23	24	55	Bldg 7	99	22	28	29	Bldg 8	09	61	62	63	64	65	
30	31	32		33	34	32	36		37	38	39	40	41	42	43	44	0 4	0 1	4 4	49	20	51			52	53	54	55		26	24	28	29	09	Lo	,

Project TAMPA-000452379-18

Maximum AMSL Elevation at 257' to provide 3' buffer under CAT A Circling Surface



# SPECIFIC PURPOSE SURVEY TAMPA BAY

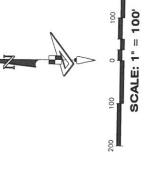
FAA CLASS 1A SURVEY

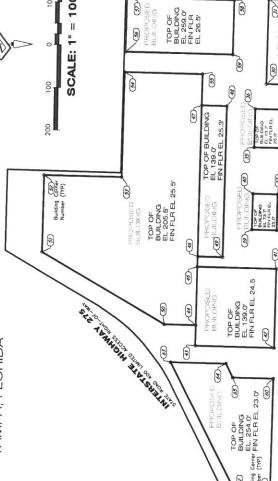
PROPOSED BUILDING LOCATION 3725 WEST GRACE STREET

BUILDING CORNER LATTITUDE AND LONGITUDE CHART









N027 57 11.957
N027 57 11.957
N027 57 11.447
N027 57 12.016
N027 57 12.016
N027 57 11.447
N027 57 11.447
N027 57 11.447
N027 57 11.447
N027 57 11.457
N027 57 11.457
N027 57 11.256
N027 57 12.505

WORE 20 OR 8.38 WORE 20 OR 9.38 WORE 20 OR 9.38 WORE 20 OF 9.3

Latitude
NOZ7: 57: 10.847
NOZ7: 57: 10.297

MORE 2 077.654\*
WORE 2 177.654\*
WORE 2 177.664\*
WORE 2 177.676\*
WORE 2 177.701\*
WORE 2 177.701

0 DALE MABRY HIGHWAY

STATE ROAD 600 / U.S. 92
RICHT-OF-WAY VARIES

TOP OF BUILDING BUILDING Building Conne EL. 254.0' Number (TPP) FIN PLR EL 23.0' 8

TOP OF BUILDING EL 142.2' FIN FLR EL 24.0' 6

NORTH HIMES AVENUE

0

PHOPOSED

8

3

37)
Suilding Corner (Number (TYP)

0

9

BUILDING EL 170.33' FIN FLR EL 25.5'

8

99

9

3

TOP OF BUILDING EL 155.1' FIN FLR EL 24.5' (5)

PROPOSED BUILDING

TOP OF BUILDING EL 259.0' FIN FLR EL 25.0'

88

9

3 0

6

1

(2)

HA OR

TOP OF BUILDING EL. 114.5 FIN FLR EL 24.5

මුල්

0

TOP OF BUILDING EL 127.2' FIN FLR EL 23.0'

2) Latitude (LAT) and Longlude (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 National Geodetic Monument, designation "O 16", was observed and proven for accuracy.

 Elevations shown hereon are based on the North American Vertical Datum of 1988 (NAVID 88), based on City of Tampa Benchmark THV-02 0085", having a published elevation of 22.237 feet (NAVID 88). 4) Proposed Building positions, Finished Floor Elevation (Fin Fir) and Top of Building Elevation provided by WDG Architecture, Dallas,

This Specific Purpose Survey is prepared for the purpose of meeting the requirements of a Federal Aviation Authority (FAA) Class 1A Survey.

SURVEYORS NOTES:

6

Q

WEST CYPRESS STREET
RIGHT-OF-WAY WIDTH VARIES

JeoPoinít SPECIFIC PURPOSE SURVEY Dwn.

Surveying, Inc. Phone: (813) 248-8888 Fax: (813) 248-2266 Ucensed Business Number LB 7

Job #:TAMPA 1

1403 E. 5th Avenue
Tampa Florida 33605
WWW.geopointsurvey.com
Down: JOM Dole: Orlinys | Gotol
Orecc. JMG P.C.: CH | Field
Section: 16 Twn. 29 Rng. 18

Sheet No. 1 of 1 Sheets

CLIENT: Bromely Companies

Ldo hereby certify that this survey was made under my supervision and meets the Standards of Practice set forth by the Administrative Code, pressural Strategies and Mappers, stated in Rules 5-17,051, 5J-17,052 and 5J-17,053, Florida Administrative Code, pursuant to Section 47.2027, Florida Statutes, Administrative Code, pursuant to Section 47.2027, Florida Statutes, Administrative Code, pursuant to Section 47.2027, Florida Statutes, Administrative Section Se

SURVEYORS CERTIFICATION:

Surveyor and Mapper State of Florida LS 5246 NOT VALID WITHOUT THE SIGNATURE AND THE ORIGINAL RAISED SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER John D. Weigle, PSIM Professional Surveyor



Project Location

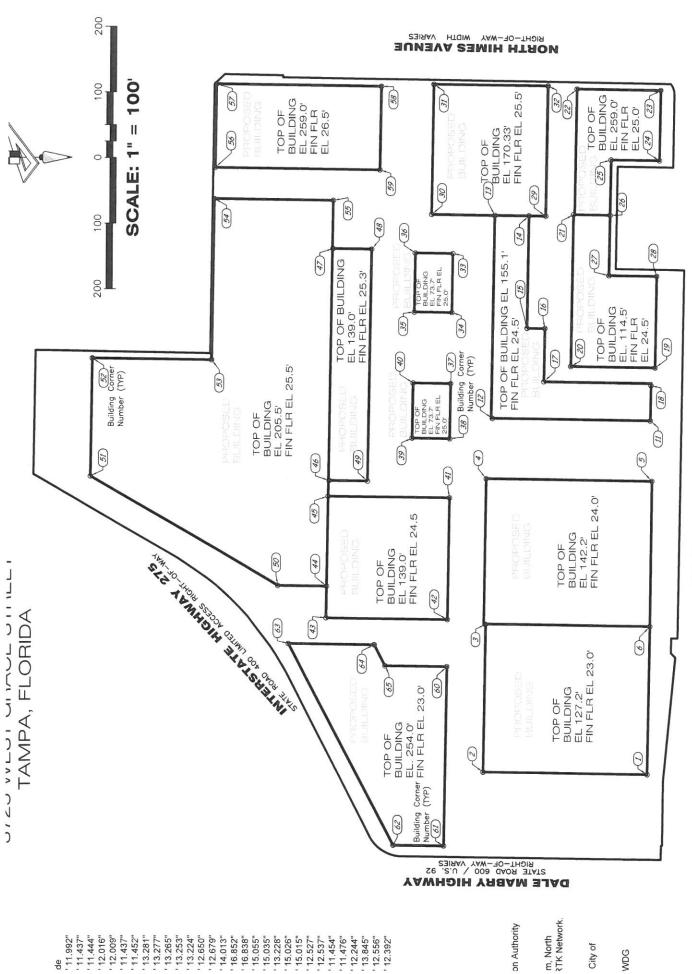
Tampa Bay Bromley Investors, LLC Tampa Bay 1 Capitol Airspace Group 1/31/2018

Activation of the control of				Rd SE		Determ	Rd AMSL						
82-30-17677         23         104         127         150         2018-ASO-2481-0E         DNE         \$/17/2018         11/17/2019         x           82-30-12.664         24         118         142         166         2018-ASO-2481-0E         DNE         \$/17/2018         11/17/2019         x           82-30-12.666         24         118         142         166         2018-ASO-2483-0E         DNE         \$/17/2018         11/17/2019         x           82-30-12.669         24         118         142         166         2018-ASO-2483-0E         DNE         \$/17/2018         11/17/2019         x           82-30-12.669         24         118         142         166         2018-ASO-2483-0E         DNE         \$/17/2018         11/17/2019         x           82-30-12.669         25         130         155         180         2018-ASO-2483-0E         DNH         \$/17/2018         11/17/2019         x           82-30-11.651         25         130         155         180         2018-ASO-2489-0E         DNH         \$/17/2018         11/17/2019         x           82-30-01.1061         25         130         155         180         2018-ASO-2489-0E         DNH         \$/17/2018         1		Latitude	Longitude	€	AGL (ft)	AGL (ft)	€	ASN	Determination	Determ Date	Exp Date	7460-2.2	M&L
82-30-17.644         23         1104         1127         150         2016-ASO-2481-0f         DNE         \$117/2018         11/17/2019         x           82-30-17.664         24         118         142         166         2018-ASO-2483-0f         DNE         \$1/17/2018         11/17/2019         x           82-30-12.669         24         118         142         166         2018-ASO-2483-0f         DNE         \$1/17/2018         11/17/2019         x           82-30-11.659         24         118         142         166         2018-ASO-2485-0f         DNE         \$1/17/2018         11/17/2019         x           82-30-11.659         25         130         155         180         2018-ASO-2485-0f         DNH         \$1/17/2019         11/17/2019         x           82-30-11.639         25         130         155         180         2018-ASO-2485-0f         DNH         \$1/17/2019         11/17/2019         x           82-30-11.639         25         130         155         180         2018-ASO-2485-0f         DNH         \$1/17/2019         x           82-30-0.109         25         130         155         180         2018-ASO-2485-0f         DNH         \$1/17/2019         11/17/2019		27-57-08.417	82-30-17.677	23	104	127	150	2018-ASO-2480-OE	DNE	5/17/2018	11/17/2019	×	na
82-30-15.14		27-57-10.887	82-30-17.654	23	104	127	150	2018-ASO-2481-OE	DNE	5/17/2018	11/17/2019	×	na
82-30-12.666 24 118 142 166 2018-ASO-2483-OF DNE 5/17/2018 11/17/2019 × 82-30-12.689 24 118 142 166 2018-ASO-2483-OF DNE 5/17/2018 11/17/2019 × 82-30-11.651 25 130 155 180 2018-ASO-2483-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 130 155 180 2018-ASO-2483-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 130 155 180 2018-ASO-2483-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 130 155 180 2018-ASO-2483-OF DNH 5/17/2018 11/17/2019 × 82-30-10.109 25 130 155 180 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 130 155 180 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-10.109 25 130 155 180 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 130 155 180 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 144 170 196 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.198 26 144 170 196 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.198 25 144 170 196 2018-ASO-2493-OF DNH 5/17/2018 11/17/2019 × 82-30-08.198 25 244 234 234 234 234 234 234 234 234 234		27-57-10.874	82-30-15.141	24	118	142	166	2018-ASO-2482-OE	DNE	5/17/2018	11/17/2019	×	na
82-30-12.689         24         118         142         166         2018-ASO-2489-OE         DNE         \$/17/2018         11/17/2019         ×           82-30-11.661         25         130         155         180         2018-ASO-2486-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-11.661         25         130         155         180         2018-ASO-2486-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-08.191         26         144         170         196         2018-ASO-2480-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-08.196         26         144         170         196         2018-ASO-2490-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-10.106         25         130         155         180         2018-ASO-2491-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-11.002         25         130         155         180         2018-ASO-2491-OE         DNH         \$/17/2018         11/17/2019         ×           82-30-0.10.06         25         130         155         180         2018-ASO-2491-OE         DNH         \$/17/2018		27-57-10.881	82-30-12.666	24	118	142	166	2018-ASO-2483-0E	DNE	5/17/2018	11/17/2019	×	na
82-30-11.61         2         118         142         166         2018-ASO-2485-OE         DNH         5/17/2018         11/17/2019         x           82-30-11.63         25         130         155         180         2018-ASO-2485-OE         DNH         5/17/2018         11/17/2019         x           82-30-01.63         25         130         155         180         2018-ASO-2487-OE         DNH         5/17/2018         11/17/2019         x           82-30-08.196         26         144         170         196         2018-ASO-2489-OE         DNH         5/17/2018         11/17/2019         x           82-30-08.196         25         130         155         180         2018-ASO-249-OE         DNH         5/17/2018         11/17/2019         x           82-30-10.00         25         130         155         180         2018-ASO-249-OE         DNH         5/17/2018         11/17/2019         x           82-30-10.01         25         130         155         180         2018-ASO-249-OE         DNH         5/17/2018         11/17/2019         x           82-30-10.02         20         144         170         196         2018-ASO-249-OE         DNH         5/17/2018         11/17/2019 </td <td></td> <td>27-57-08.391</td> <td>82-30-12.689</td> <td>24</td> <td>118</td> <td>142</td> <td>166</td> <td>2018-ASO-2484-0E</td> <td>DNE</td> <td>5/17/2018</td> <td>11/17/2019</td> <td>×</td> <td>na</td>		27-57-08.391	82-30-12.689	24	118	142	166	2018-ASO-2484-0E	DNE	5/17/2018	11/17/2019	×	na
82-30-11.661 25 130 155 180 2018-ASO-2486-OE DNH 5/17/2018 11/17/2019 × 82-30-01.1639 25 130 155 180 2018-ASO-2487-OE DNH 5/17/2018 11/17/2019 × 82-30-08.196 26 144 170 196 2018-ASO-2489-OE DNH 5/17/2018 11/17/2019 × 82-30-01.0106 25 130 155 180 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-10.1016 25 130 155 180 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-10.101 25 130 155 180 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-10.101 25 130 155 180 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-10.101 25 130 155 180 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.182 26 144 170 196 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.182 26 144 170 196 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.182 26 144 170 196 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.182 26 144 170 196 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.199 25 29 115 140 2018-ASO-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-08.199 25 234 234 234 234 234 234 234 234 234 234		27-57-08.398	82-30-15.159	24	118	142	166	2018-ASO-2485-OE	DNE	5/17/2018	11/17/2019	×	na
82-30-11.661         25         130         155         180         2018-A50-248-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-11.659         25         130         155         180         2018-A50-248-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-08.196         26         144         170         196         2018-A50-248-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.106         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.106         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.107         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.106         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-08.182         26         144         170         196         2018-A50-249-0E         DNH         \$/17/2018         11/17/201													
82-30-11639         25         130         155         180         2018-A50-2487-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-08.196         26         144         170         196         2018-A50-2488-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-0.0106         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.010         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.01         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.02         25         130         155         180         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-10.02         25         134         170         196         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019         ×           82-30-05.97         26         144         170         196         2018-A50-249-0E         DNH         \$/17/2018         11/17/2019 </td <td></td> <td>27-57-08.423</td> <td>82-30-11.661</td> <td>25</td> <td>130</td> <td>155</td> <td>180</td> <td>2018-ASO-2486-OE</td> <td>DNH</td> <td>5/17/2018</td> <td>11/17/2019</td> <td>×</td> <td>red lights</td>		27-57-08.423	82-30-11.661	25	130	155	180	2018-ASO-2486-OE	DNH	5/17/2018	11/17/2019	×	red lights
82-30-08.191 26 144 170 196 2018-ASO-2488-0E DNH 5/17/2018 11/17/2019 × 82-30-08.196 25 144 170 196 2018-ASO-2489-0E DNH 5/17/2018 11/17/2019 × 82-30-08.103 25 130 155 180 2018-ASO-2491-0E DNH 5/17/2018 11/17/2019 × 82-30-11.012 25 130 155 180 2018-ASO-2491-0E DNH 5/17/2018 11/17/2019 × 82-30-08.103 26 144 170 196 2018-ASO-2491-0E DNH 5/17/2018 11/17/2019 × 82-30-08.132 26 144 170 196 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-08.132 26 144 170 196 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-08.598 26 144 170 196 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-05.988 26 144 170 196 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-05.988 25 144 170 196 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-05.988 25 24 234 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.169 25 234 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-2495-0E DNH 5/17/2018 11/17/2019 × 82-30-08.038 25 234 234 239 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E DNH 5/17/2018 11/17/2019 × 82-30-09.206 25 90 115 140 2018-ASO-250-0E		27-57-10.797	82-30-11.639	25	130	155	180	2018-ASO-2487-0E	DNH	5/17/2018	11/17/2019	×	red lights
82-30-08.136         26         144         170         196         2018-ASO-2489-0E         DNH         5/17/2018         11/17/2019         x           82-30-10.106         25         130         155         180         2018-ASO-2490-0E         DNH         5/17/2018         11/17/2019         x           82-30-10.106         25         130         155         180         2018-ASO-2490-0E         DNH         5/17/2018         11/17/2019         x           82-30-11.061         25         130         155         180         2018-ASO-249-0E         DNH         5/17/2018         11/17/2019         x           82-30-11.061         25         130         155         180         2018-ASO-250-0E         DNH         5/17/2018         11/17/2019         x           82-30-08.182         26         144         170         196         2018-ASO-250-0E         DNH         5/17/2018         11/17/2019         x           82-30-08.182         26         144         170         196         2018-ASO-250-0E         DNH         5/17/2018         11/17/2019         x           82-30-0.10.760         25         144         170         196         2018-ASO-249-0E         DNH         5/17/2018         11/1		27-57-10.792	82-30-08.191	26	144	170	196	2018-ASO-2488-0E	DNH	5/17/2018	11/17/2019	×	red lights
82-30-10.106 25 130 155 180 2018-A50-2490-OE DNH 5/17/2018 11/17/2019 × 82-30-11.001 25 130 155 180 2018-A50-2491-OE DNH 5/17/2018 11/17/2019 × 82-30-11.001 25 130 155 180 2018-A50-2492-OE DNH 5/17/2018 11/17/2019 × 82-30-08.198 26 144 170 196 2018-A50-2493-OE DNH 5/17/2018 11/17/2019 × 82-30-08.198 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.972 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.98 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.988 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.98 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.98 26 144 170 196 2018-A50-250-OE DNH 5/17/2018 11/17/2019 × 82-30-05.98 25 234 234 234 234 234 234 234 234 234 234		27-57-10.277	82-30-08.196	26	144	170	196	2018-ASO-2489-0E	DNH	5/17/2018	11/17/2019	×	red lights
82-30-10.109         25         130         155         180         2018-ASO-2491-0E         DNH         \$/17/2018         11/17/2019         x           82-30-10.012         25         130         155         180         2018-ASO-2493-0E         DNH         \$/17/2018         11/17/2019         x           82-30-11.061         25         130         155         180         2018-ASO-2493-0E         DNH         \$/17/2018         11/17/2019         x           82-30-08.182         26         144         170         196         2018-ASO-2560-0E         DNH         \$/17/2018         11/17/2019         x           82-30-05.972         26         144         170         196         2018-ASO-2560-0E         DNH         \$/17/2018         11/17/2019         x           82-30-05.98         26         144         170         196         2018-ASO-2500-0E         DNH         \$/17/2018         11/17/2019         x           82-30-05.98         26         144         170         196         2018-ASO-2490-0E         DNH         \$/17/2018         11/17/2019         x           82-30-05.99         25         204         115         140         2018-ASO-2490-0E         DNH         \$/17/2018         11/1		27-57-10.291	82-30-10.106	25	130	155	180	2018-ASO-2490-OE	DNH	5/17/2018	11/17/2019	×	red lights
82-30-11.012         25         130         155         180         2018-ASO-2492-OE         DNH         \$/17/2018         11/17/2019         x           82-30-11.061         25         130         155         180         2018-ASO-2493-OE         DNH         \$/17/2018         11/17/2019         x           82-30-08.138         26         144         170         196         2018-ASO-250G-OE         DNH         \$/17/2018         11/17/2019         x           82-30-05.988         26         144         170         196         2018-ASO-250G-OE         DNH         \$/17/2018         11/17/2019         x           82-30-05.988         26         144         170         196         2018-ASO-250G-OE         DNH         \$/17/2018         11/17/2019         x           82-30-05.988         26         144         170         196         2018-ASO-2494-OE         DNH         \$/17/2018         11/17/2019         x           82-30-05.988         25         140         2018-ASO-2494-OE         DNH         \$/17/2018         11/17/2019         x           82-30-06.086         25         234         234         239         2018-ASO-2496-OE         DNH         5/17/2018         11/17/2019         x <td></td> <td>27-57-10.019</td> <td>82-30-10.109</td> <td>25</td> <td>130</td> <td>155</td> <td>180</td> <td>2018-ASO-2491-OE</td> <td>DNH</td> <td>5/17/2018</td> <td>11/17/2019</td> <td>×</td> <td>red lights</td>		27-57-10.019	82-30-10.109	25	130	155	180	2018-ASO-2491-OE	DNH	5/17/2018	11/17/2019	×	red lights
82-30-11.061         25         130         155         180         2018-ASO-2493-0E         DNH         5/17/2018         11/17/2019         x           82-30-08.138         26         144         170         196         2018-ASO-2504-0E         DNH         5/17/2018         11/17/2019         x           82-30-08.138         26         144         170         196         2018-ASO-2506-0E         DNH         5/17/2018         11/17/2019         x           82-30-05.972         26         144         170         196         2018-ASO-2506-0E         DNH         5/17/2018         11/17/2019         x           82-30-05.972         26         144         170         196         2018-ASO-2506-0E         DNH         5/17/2018         11/17/2019         x           82-30-05.98         26         144         170         196         2018-ASO-2494-0E         DNH         5/17/2018         11/17/2019         x           82-30-01.748         25         90         115         140         2018-ASO-2495-0E         DNH         5/17/2018         11/17/2019         x           82-30-06.036         25         234         234         234         234         239         2018-ASO-2495-0E         DNH		27-57-10.026	82-30-11.012	25	130	155	180	2018-ASO-2492-OE	DNH	5/17/2018	11/17/2019	×	red lights
82-30-08.198 26 144 170 196 2018-ASO-2504-OE DNH 5/17/2018 11/17/2019 x 82-30-08.182 26 144 170 196 2018-ASO-2505-OE DNH 5/17/2018 11/17/2019 x 82-30-05.972 26 144 170 196 2018-ASO-2506-OE DNH 5/17/2018 11/17/2019 x 82-30-05.988 26 144 170 196 2018-ASO-2507-OE DNH 5/17/2018 11/17/2019 x 82-30-05.988 25 144 170 196 2018-ASO-2507-OE DNH 5/17/2018 11/17/2019 x 82-30-06.36 25 90 115 140 2018-ASO-2494-OE DNH 5/17/2018 11/17/2019 x 82-30-06.048 25 234 234 234 234 234 234 234 234 234 234		27-57-08.418	82-30-11.061	25	130	155	180	2018-ASO-2493-OE	DNH	5/17/2018	11/17/2019	×	red lights
82-30-08.182         26         144         170         196         2018-ASO-2505-OE         DNH         5/17/2018         11/17/2019         x           82-30-05.972         26         144         170         196         2018-ASO-2506-OE         DNH         5/17/2018         11/17/2019         x           82-30-05.98         26         144         170         196         2018-ASO-2507-OE         DNH         5/17/2018         11/17/2019         x           82-30-10.760         25         90         115         140         2018-ASO-2495-OE         DNH         5/17/2018         11/17/2019         x           82-30-10.748         25         90         115         140         2018-ASO-2495-OE         DNH         5/17/2018         11/17/2019         x           82-30-06.036         25         234         234         234         259         2018-ASO-2499-OE         DNH         5/17/2018         11/17/2019         x           82-30-06.036         25         234         234         234         234         234         234         234         234         234         234         234         234         234         239         2018-ASO-2499-OE         DNH         5/17/2018         11/17/2019 <td></td> <td>27-57-10.024</td> <td>82-30-08.198</td> <td>26</td> <td>144</td> <td>170</td> <td>196</td> <td>2018-ASO-2504-0E</td> <td>DNH</td> <td>5/17/2018</td> <td>11/17/2019</td> <td>×</td> <td>red lights</td>		27-57-10.024	82-30-08.198	26	144	170	196	2018-ASO-2504-0E	DNH	5/17/2018	11/17/2019	×	red lights
82-30-05.972 26 144 170 196 2018-ASO-2506-OE DNH 5/17/2018 11/17/2019 x 82-30-05.988 26 144 170 196 2018-ASO-2507-OE DNH 5/17/2018 11/17/2019 x 82-30-10.760 25 90 115 140 2018-ASO-2495-OE DNE 5/17/2018 11/17/2019 x 82-30-10.748 25 90 115 140 2018-ASO-2495-OE DNH 5/17/2018 11/17/2019 x 82-30-06.036 25 234 234 234 259 2018-ASO-2495-OE DNH 5/17/2018 11/17/2019 x 82-30-06.048 25 234 234 239 2018-ASO-2499-OE DNH 5/17/2018 11/17/2019 x 82-30-07.242 25 234 234 259 2018-ASO-2499-OE DNH 5/17/2018 11/17/2019 x 82-30-07.242 25 234 234 259 2018-ASO-2500-OE DNH 5/17/2018 11/17/2019 x 82-30-07.235 25 234 234 259 2018-ASO-2500-OE DNH 5/17/2018 11/17/2019 x 82-30-09.199 25 90 115 140 2018-ASO-2501-OE DNH 5/17/2018 11/17/2019 x 82-30-09.206 25 90 115 140 2018-ASO-2502-OE DNE 5/17/2018 11/17/2019 x 82-30-09.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 82-30-09.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 82-30-09.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 82-30-08.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 82-30-08.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 92-30-08.206 25 90 115 140 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 92-30-08.843 25 25 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 92-30-08.843 25 20 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 92-30-08.843 25 20 2018-ASO-2503-OE DNE 5/17/2018 11/17/2019 x 92-30-08.	170.000	27-57-11.750	82-30-08.182	56	144	170	196	2018-ASO-2505-0E	DNH	5/17/2018	11/17/2019	×	red lights
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82-30-09.847 82-30-09.841 82-30-08.838 82-30-11.053	82-30-11.989 82-30-11.984 82-30-11.047	82-30-12.995 82-30-15.066 82-30-15.047 82-30-14.508	82-30-14,508 82-30-12,711 82-30-08,769 82-30-08,774 82-30-12,716 82-30-12,661 82-30-10,656 82-30-10,653	82-30-07.934 82-30-07.951 82-30-07.405 82-30-05.985 82-30-06.008 82-30-07.428	82-30-15.865 82-30-18.915 82-30-15.486 82-30-15.486 82-30-15.856
27-57-11.428 27-57-12.000 27-57-11.992 27-57-11.437	27-57-11.444 27-57-12.016 27-57-12.009	27-57-11.437 27-57-11.452 27-57-13.281 27-57-13.277	27-57-13.265 27-57-13.224 27-57-13.224 27-57-12.650 27-57-14.013 27-57-16.852 27-57-16.838 27-57-16.838	27-57-15.035 27-57-13.228 27-57-15.026 27-57-15.015 27-57-12.527 27-57-12.537	27-57-11.454 27-57-11.476 27-57-12.244 27-57-13.845 27-57-12.556 27-57-12.392
34 35 36 <b>Bldg 5</b> 37	38 39 40 <b>Bidg 6</b>	41 43 44	45 46 47 48 50 50 51	55 55 56 56 57 58 59	Bldg 8 60 61 62 63 64 65
33 32 33	34 35 36	37 38 39	0 1 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	52 53 54 55	56 57 58 59 60

Project TAMPA-000452379-18

# Maximum AMSL Elevation at 257' to provide 3' buffer under CAT A Circling Surface



11.437 11.444 11.4457 11.437 11.452 13.253 13.254 13.255 13.255 13.255 13.255 13.256 12.650 12.650 15.055 15.055 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.454 11.456 1

on Authority

City of

WDG

WEST CYPRESS STREET
RIGHT-OF-WAY WIDTH VARIES

PARCEL E 133-0. 9 FEAET? + COBE OAEBBINN 113-9. 01-741 01-741 7-071 PARCEL D
MULTI-FAMILY OVER RETAIL 9 FEASTS + COSE OASSSIN P FEAST + CORE OVERRUN PARCEL B ESTIMATED FAA RESTRICTION - 260'-0" ASL SEALEVEL 0-0" ASL 9 FEAER → COSE OAESSIN 104:-3.

PARCEL I / J

PARCEL H
CINEMA OVER RETAIL

PARCEL GHOTEL OVER RETAIL

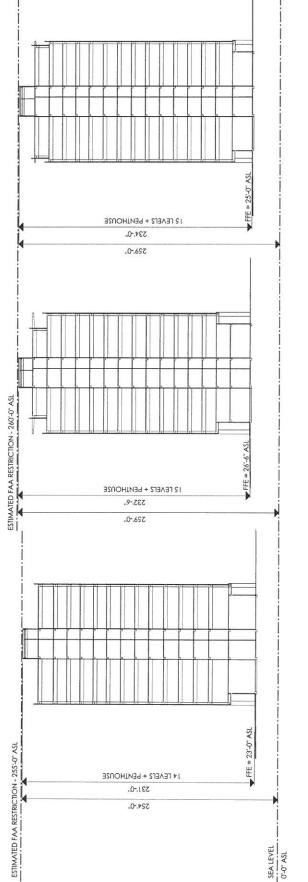
PARCEL F GARAGE OVER GROCER + MULTI-FAMILY OVER RETAIL

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

BUILDING HEIGHT SECTIONS - 1:50

Bromley Companies

01.16.2018 | Sections | Tampa Bay One | DA 17038



PARCEL A
OFFICE TOWER

SEA LEVEL 0:-0" ASL

# PARCEL C OFFICE TOWER

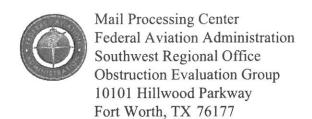


# **FAA Determinations for**

# **Buildings Requiring Variances**

Building 3	2018-ASO-2529-OE
2018-ASO-2496-OE	2018-ASO-2530-OE
2018-ASO-2497-OE	<b>Building 7</b>
2018-ASO-2498-OE	2018-ASO-2531-OE
2018-ASO-2499-OE	2018-ASO-2532-OE
2018-ASO-2500-OE	2018-ASO-2533-OE
2018-ASO-2501-OE	2018-ASO-2534-OE
Building 6	<b>Building 8</b>
2018-ASO-2519-OE	2018-ASO-2535-OE
2018-ASO-2520-OE	2018-ASO-2536-OE
2018-ASO-2521-OE	2018-ASO-2537-OE
2018-ASO-2522-OE	2018-ASO-2538-OE
2018-ASO-2525-OE	2018-ASO-2539-OE
2018-ASO-2526-OE	2018-ASO-2540-OE
2018-ASO-2527-OE	
2018-ASO-2528-OE	

# **BUILDING #7**



Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 56

Location:

Tampa, FL

Latitude:

27-57-15.03N NAD 83

Longitude:

82-30-07.41W

Heights:

27 feet site elevation (SE)

232 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
X	Within 5 days after the construction reaches its greatest height (7460-2, 1	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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2531-OE.

Signature Control No: 355742456-365556394

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2531-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

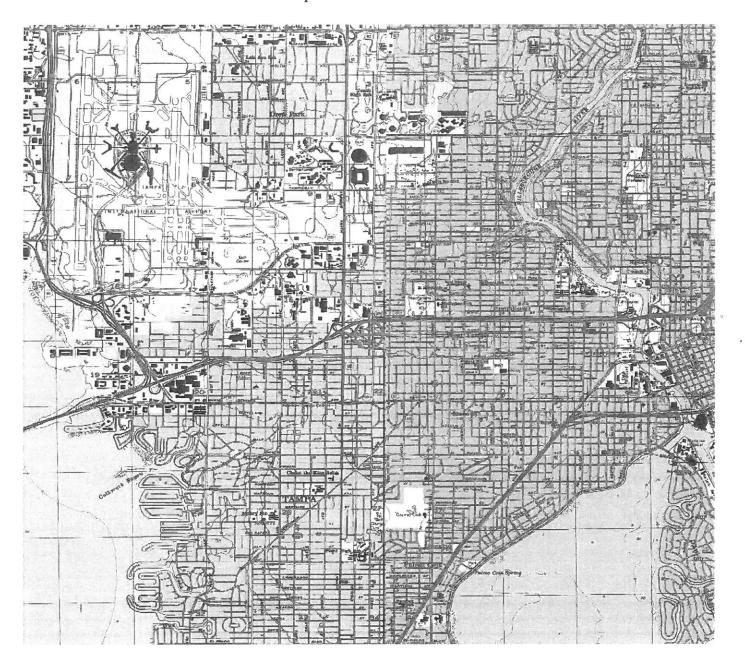
The proposed structures' proximity to the airport was considered and found to be acceptable.

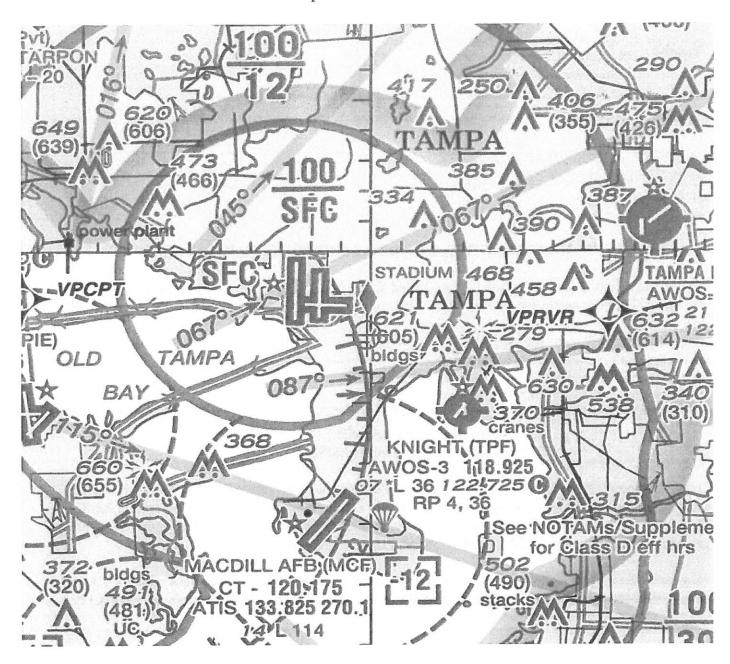
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

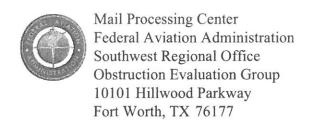
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2531-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 57 Location: Tampa, FL

Latitude: 27-57-15.02N NAD 83

Longitude: 82-30-05.99W

Heights: 27 feet site elevation (SE)

232 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
X	Within 5 days after the construction reaches its greatest height (7460-2, Par	rt 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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2532-OE.

Signature Control No: 355742457-365556397

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2532-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

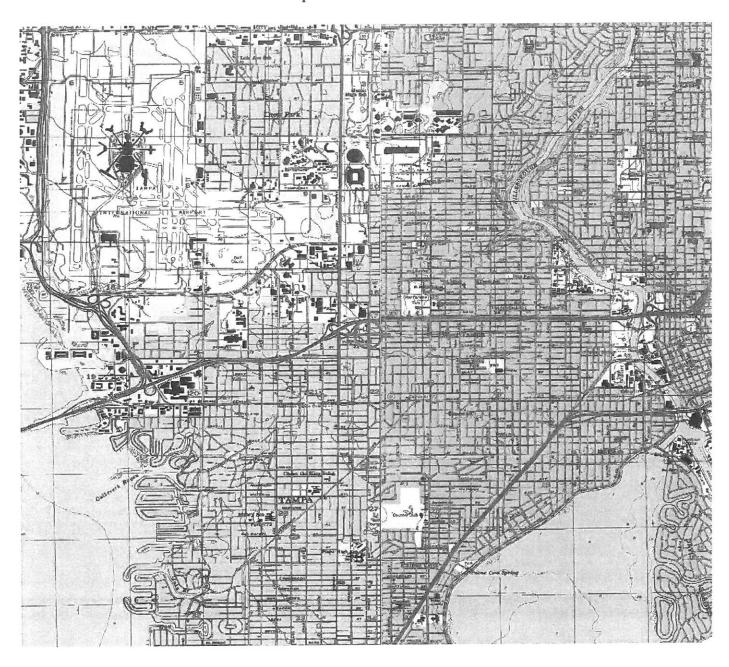
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

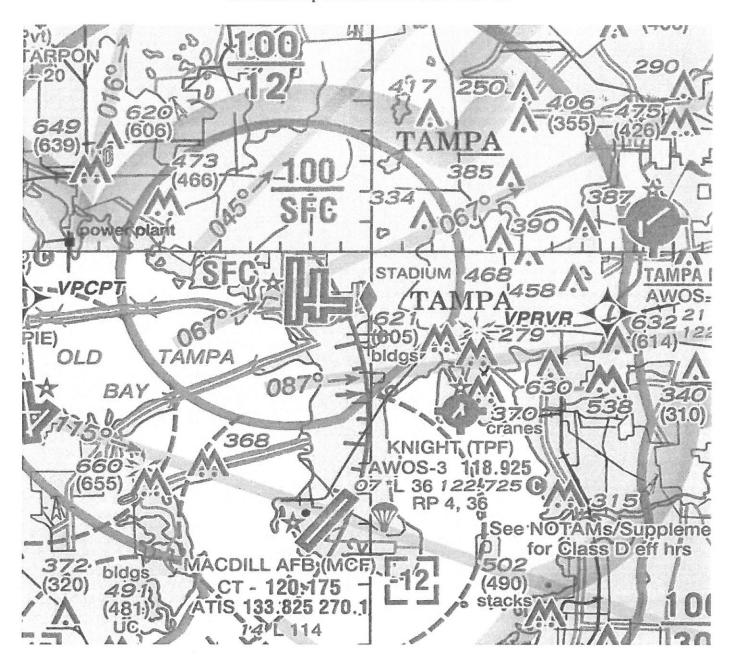
The proposed structures' proximity to the airport was considered and found to be acceptable.

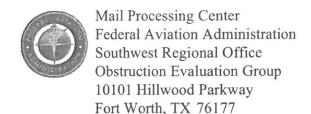
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 58

Location:

Tampa, FL

Latitude:

27-57-12.53N NAD 83

Longitude:

82-30-06.01W

Heights:

27 feet site elevation (SE)

232 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 unless:

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

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

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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 2018-ASO-2533-OE.

Signature Control No: 355742458-365556403

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

### Additional information for ASN 2018-ASO-2533-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

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This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

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This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

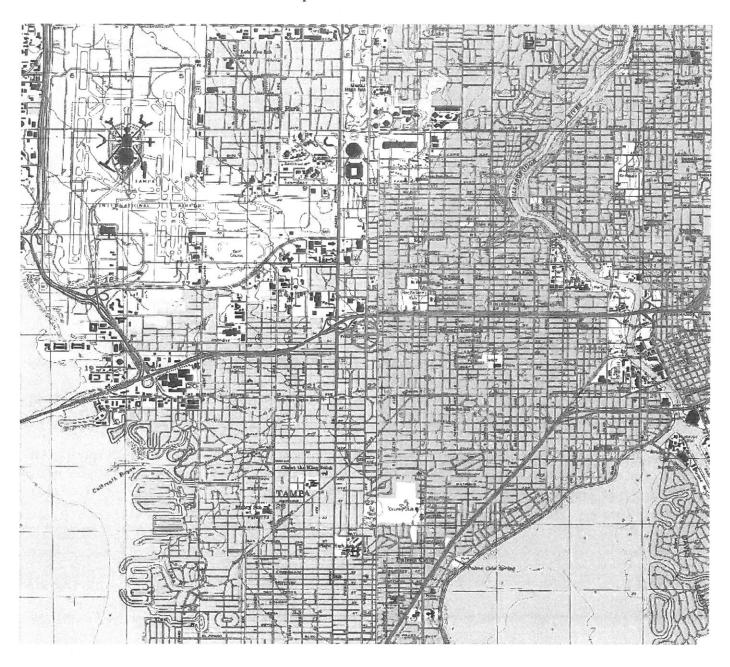
The proposed structures' proximity to the airport was considered and found to be acceptable.

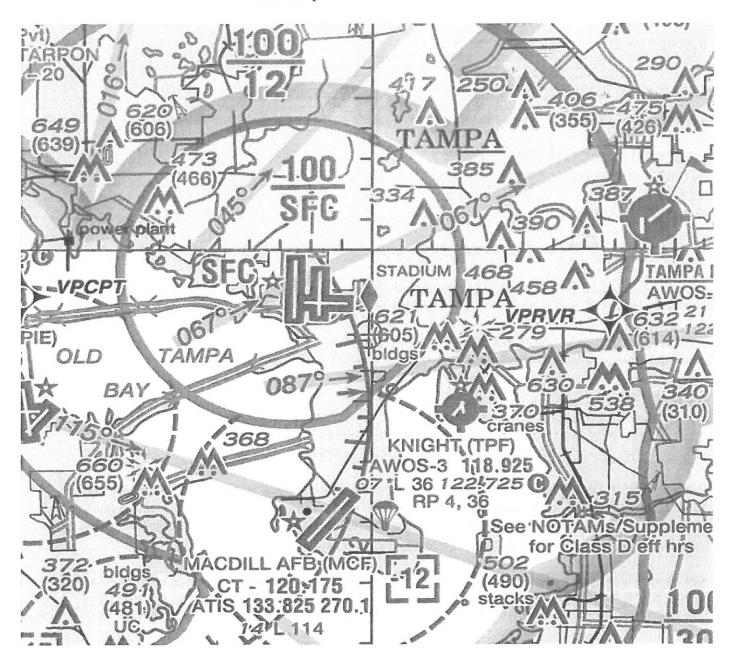
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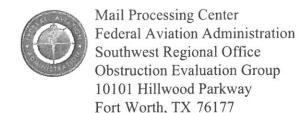
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2533-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 59

Location:

Tampa, FL

Latitude:

27-57-12.54N NAD 83

Longitude:

82-30-07.43W

Heights:

27 feet site elevation (SE)

232 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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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.

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- 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2534-OE.

Signature Control No: 355742459-365556406

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

## Additional information for ASN 2018-ASO-2534-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

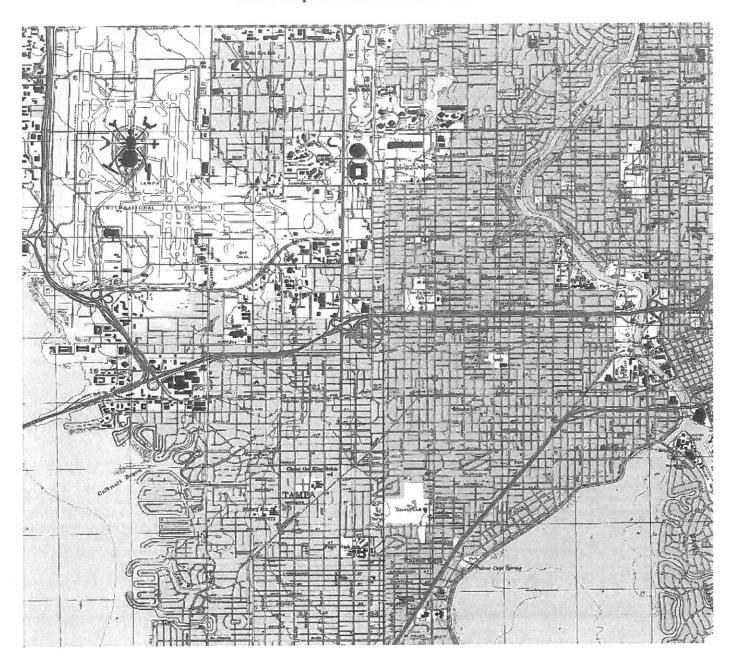
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

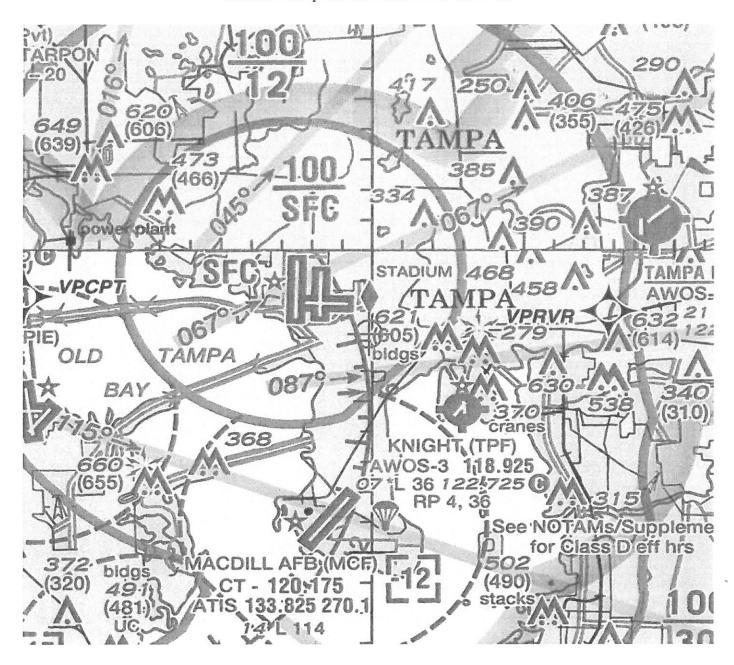
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

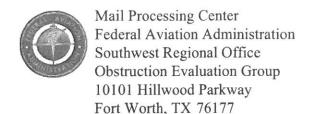
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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.





# **BUILDING #3**



Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 21

Location:

Tampa, FL

Latitude:

27-57-09.61N NAD 83

Longitude:

82-30-08.17W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2	)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2496-OE.

Signature Control No: 355742421-365556268

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2496-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

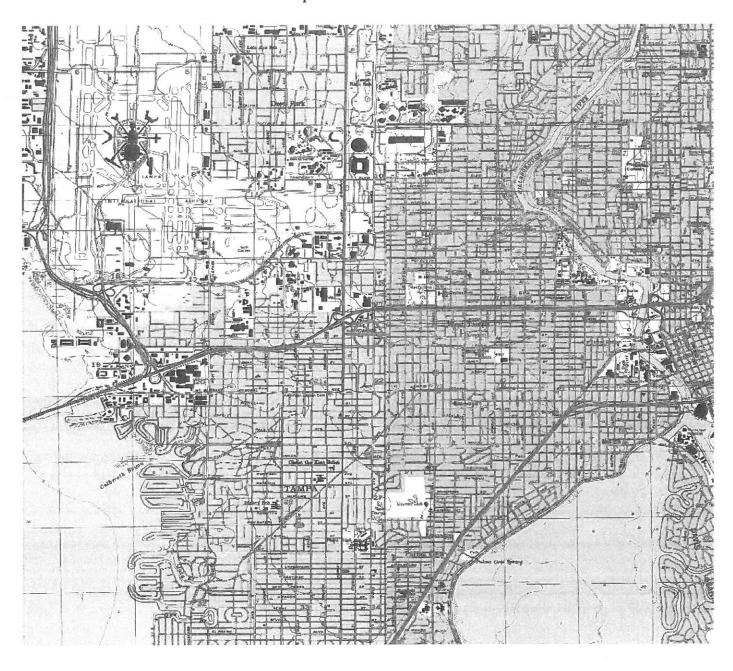
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

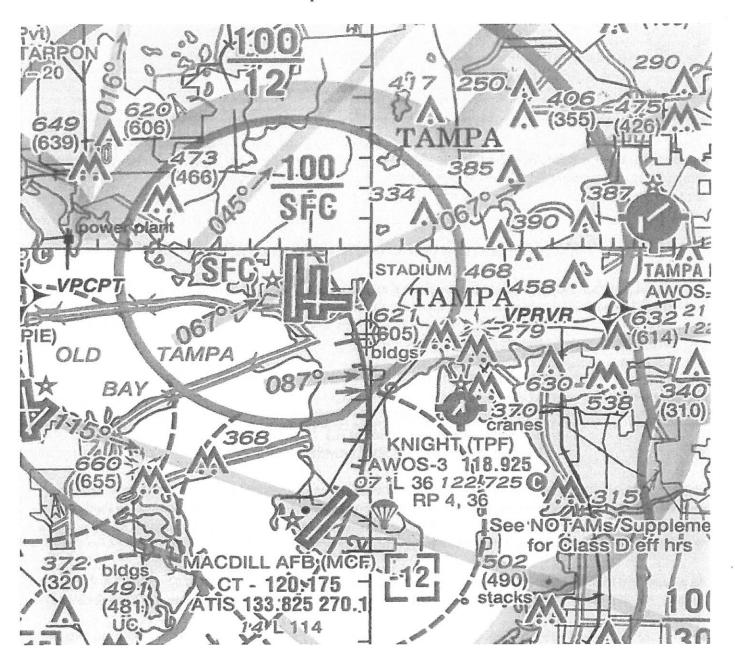
The proposed structures' proximity to the airport was considered and found to be acceptable.

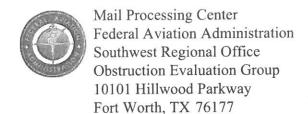
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 22** 

Location:

Tampa, FL

Latitude:

27-57-09.58N NAD 83

Longitude:

82-30-06.04W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)		
X_	Within 5 days after the construction reaches its greatest height (746	0-2,	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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

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

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This determination 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 2018-ASO-2497-OE.

Signature Control No: 355742422-365556271

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2497-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

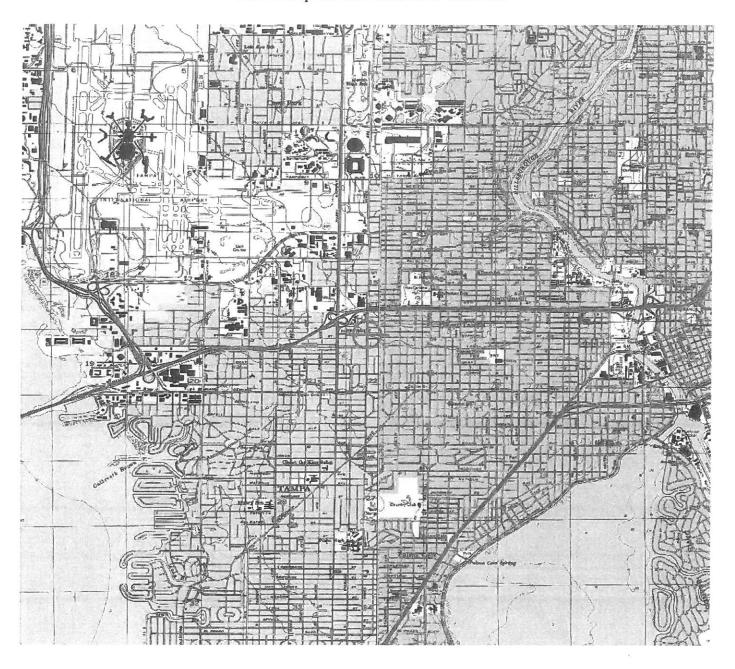
The proposed structures' proximity to the airport was considered and found to be acceptable.

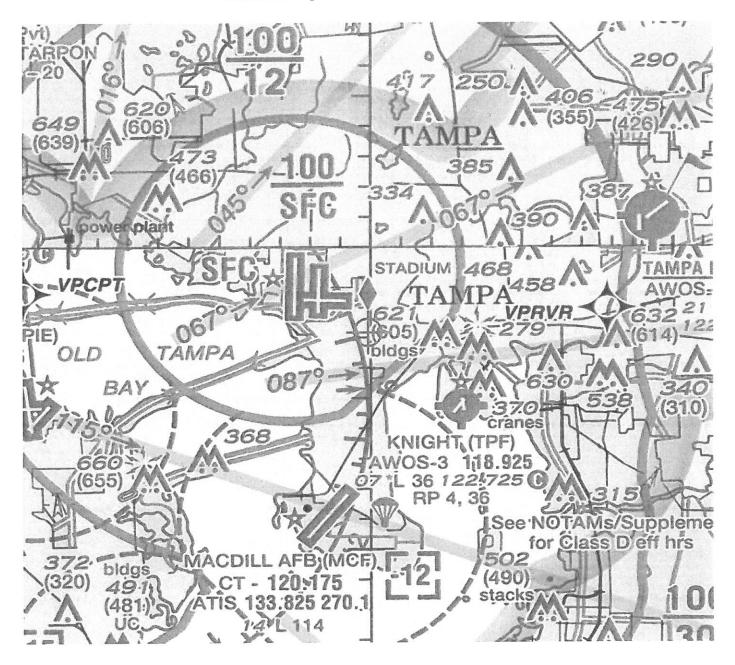
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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 2018-ASO-2497-OE







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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 23** 

Location:

Tampa, FL

Latitude:

27-57-08.32N NAD 83

Longitude:

82-30-06.05W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2498-OE.

Signature Control No: 355742423-365556265

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2498-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

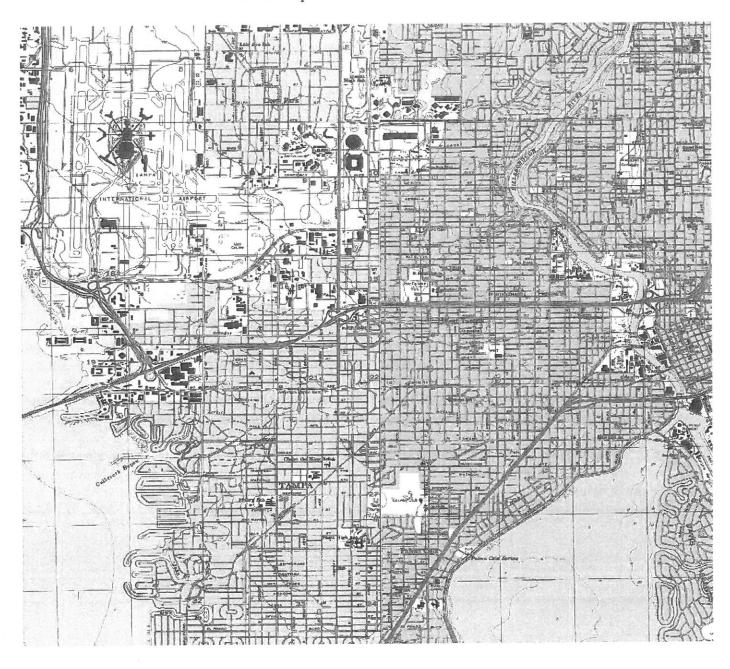
The proposed structures' proximity to the airport was considered and found to be acceptable.

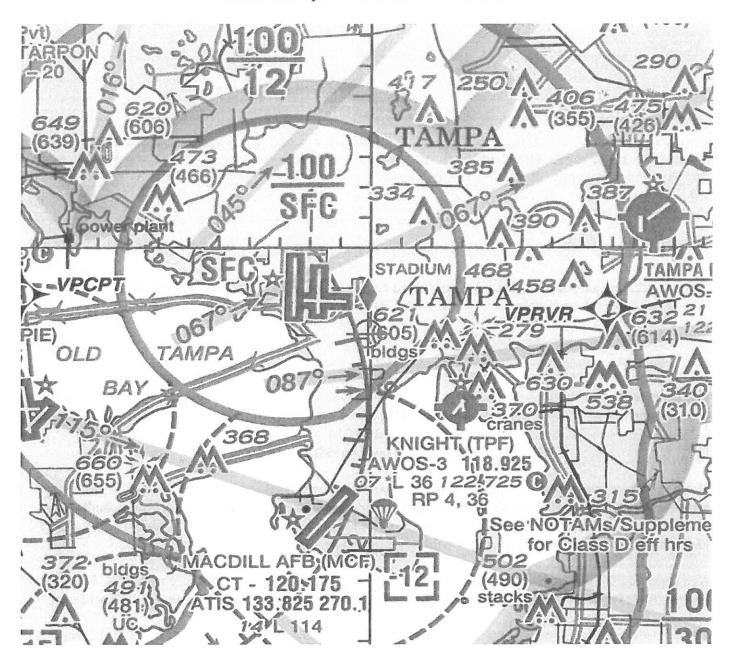
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

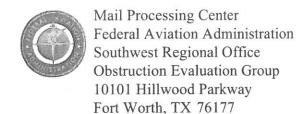
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2498-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 24

Location:

Tampa, FL

Latitude:

27-57-08.32N NAD 83

Longitude:

82-30-07.24W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
_X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2499-OE.

Signature Control No: 355742424-365556280

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

### Additional information for ASN 2018-ASO-2499-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

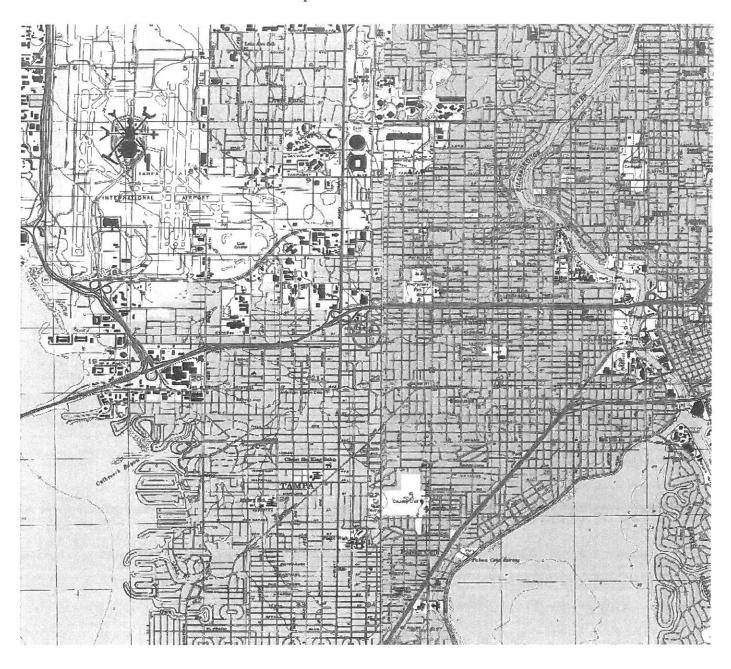
The proposed structures' proximity to the airport was considered and found to be acceptable.

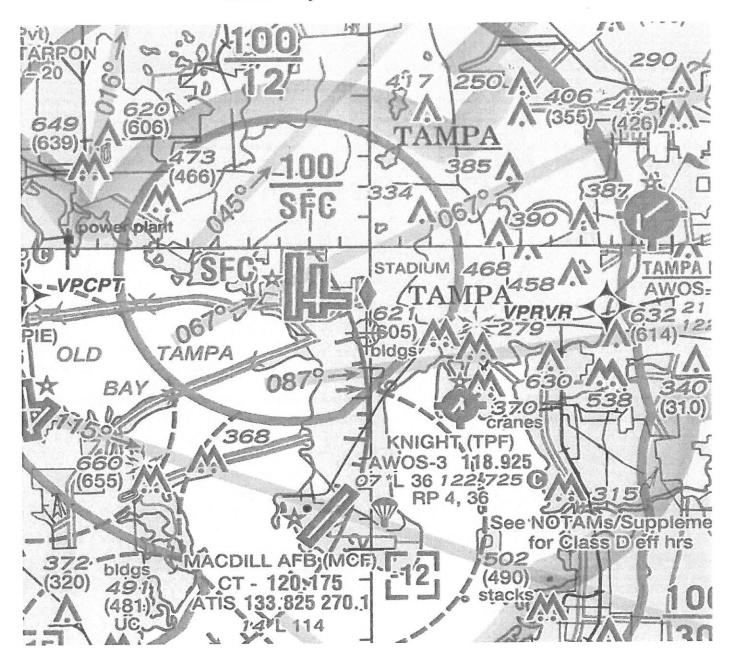
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

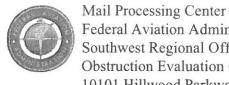
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2499-OE







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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 25

Location:

Tampa, FL

Latitude:

27-57-09.06N NAD 83

Longitude:

82-30-07.24W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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.
- 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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.

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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.

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 2018-ASO-2500-OE.

Signature Control No: 355742425-365556274

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2500-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

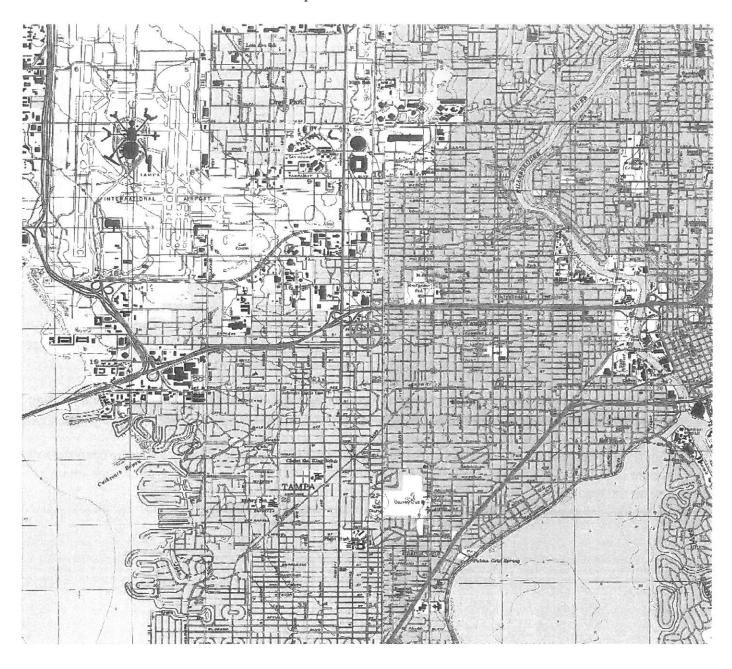
The proposed structures' proximity to the airport was considered and found to be acceptable.

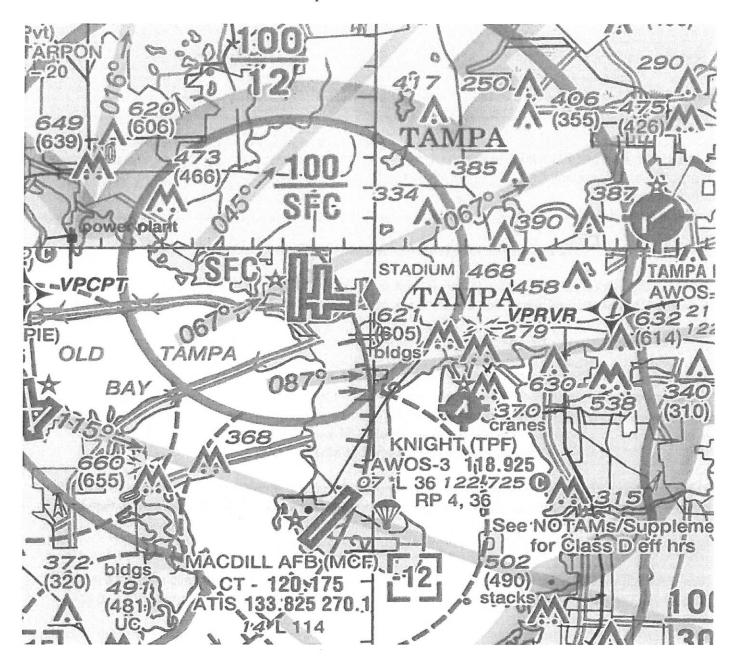
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

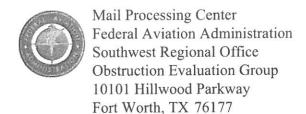
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2500-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 26** 

Location:

Tampa, FL

Latitude:

27-57-09.07N NAD 83

Longitude:

82-30-08.18W

Heights:

25 feet site elevation (SE)

234 feet above ground level (AGL) 259 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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	At least 10 days pri	or to start of c	construction	(7460-2, Pa	art 1)		
X	Within 5 days after	r the construct	ion 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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2501-OE.

Signature Control No: 355742426-365556263

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

### Additional information for ASN 2018-ASO-2501-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

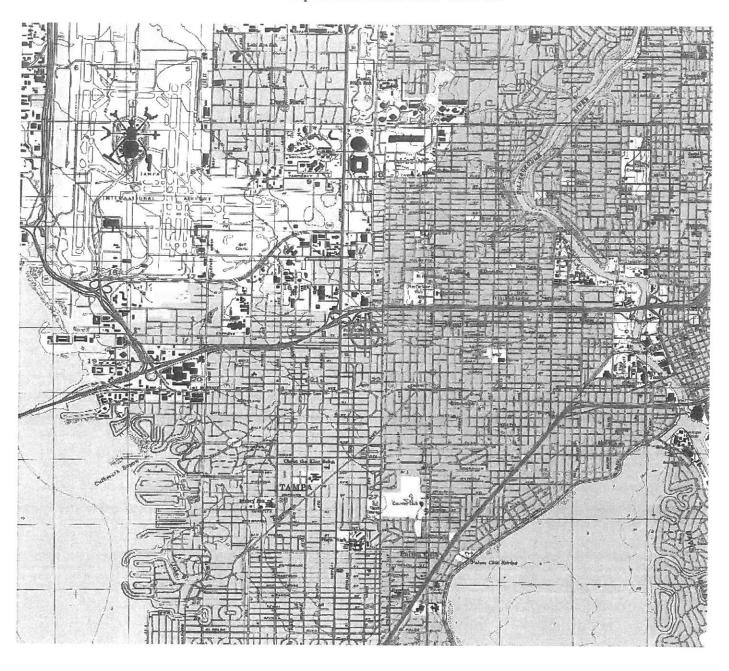
The proposed structures' proximity to the airport was considered and found to be acceptable.

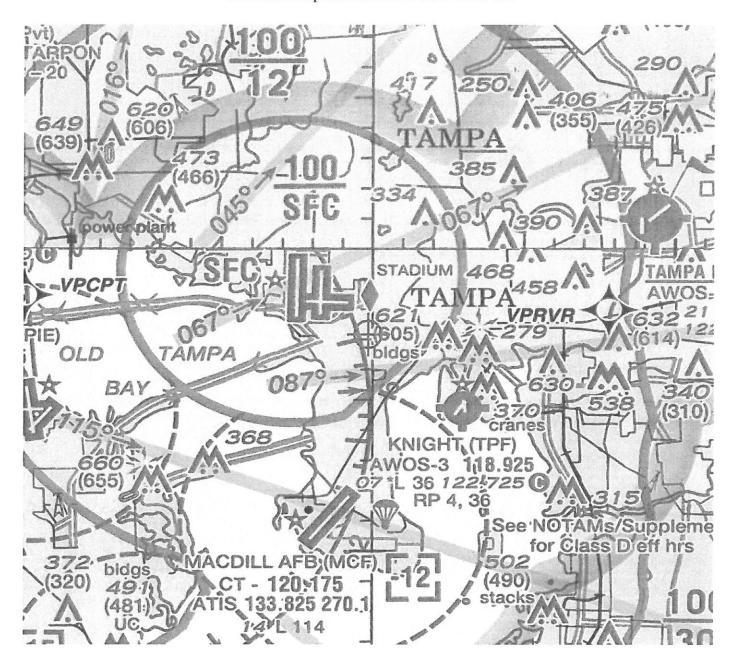
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

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

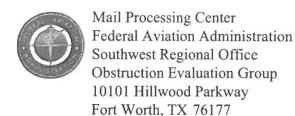
Therefore, it is determined that the proposed structure would not have a substantial adverse effect upon the safe and efficient utilization of the navigable airspace by aircraft or on any navigation facility and would not be a hazard to air navigation.

# TOPO Map for ASN 2018-ASO-2501-OE





# **BUILDING #6**



Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 44** 

Location:

Tampa, FL

Latitude:

27-57-13.28N NAD 83

Longitude:

82-30-14.51W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
_X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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.
- 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2519-OE.

Signature Control No: 355742444-365556272

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2519-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

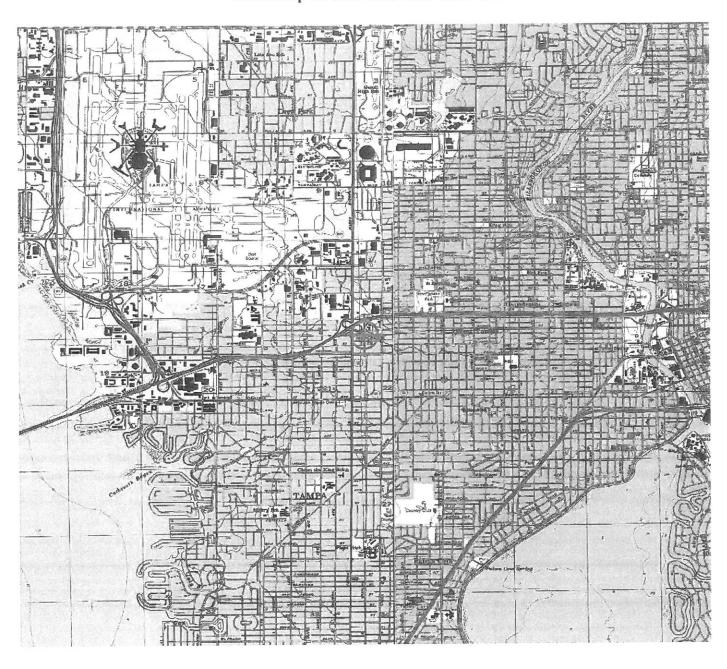
The proposed structures' proximity to the airport was considered and found to be acceptable.

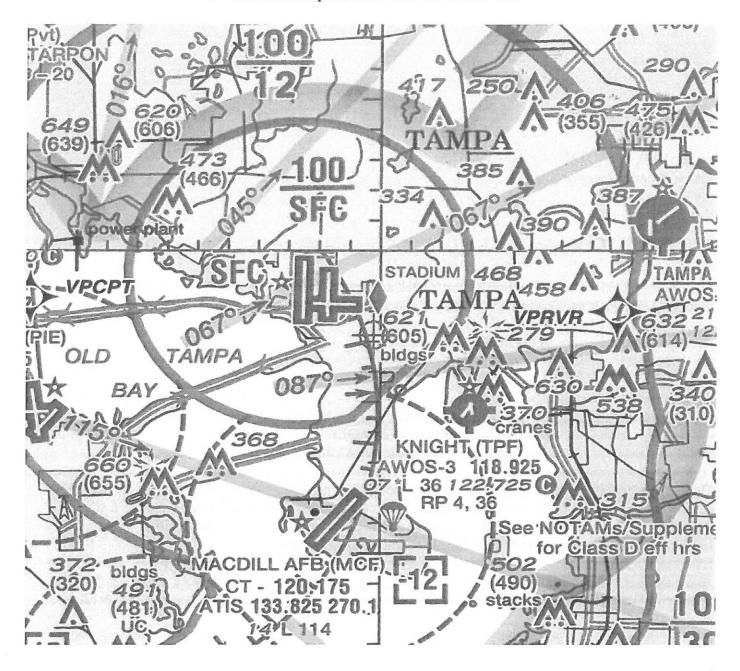
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

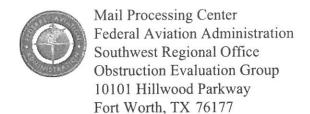
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2519-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 45

Location:

Tampa, FL

Latitude:

27-57-13.27N NAD 83

Longitude:

82-30-12.98W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 unless:

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

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

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

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This 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 2018-ASO-2520-OE.

Signature Control No: 355742445-365556276

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

## Additional information for ASN 2018-ASO-2520-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

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This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

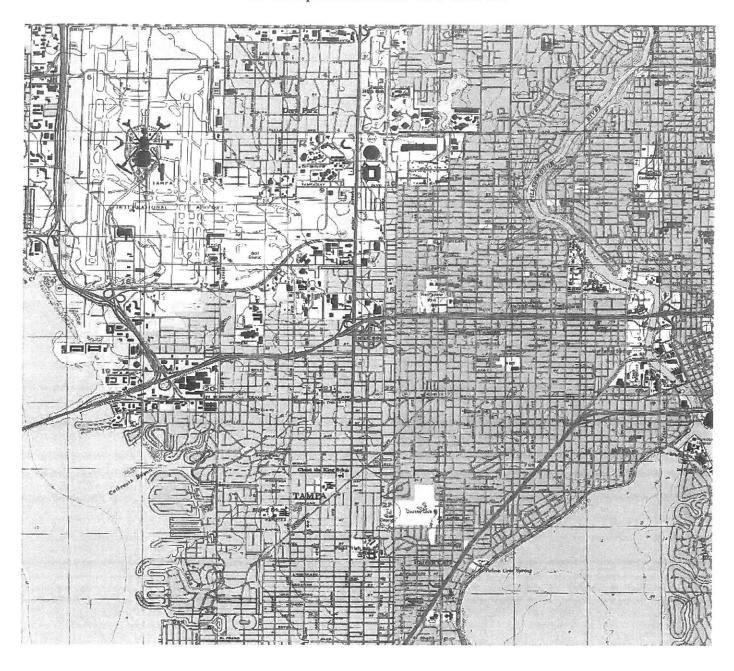
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

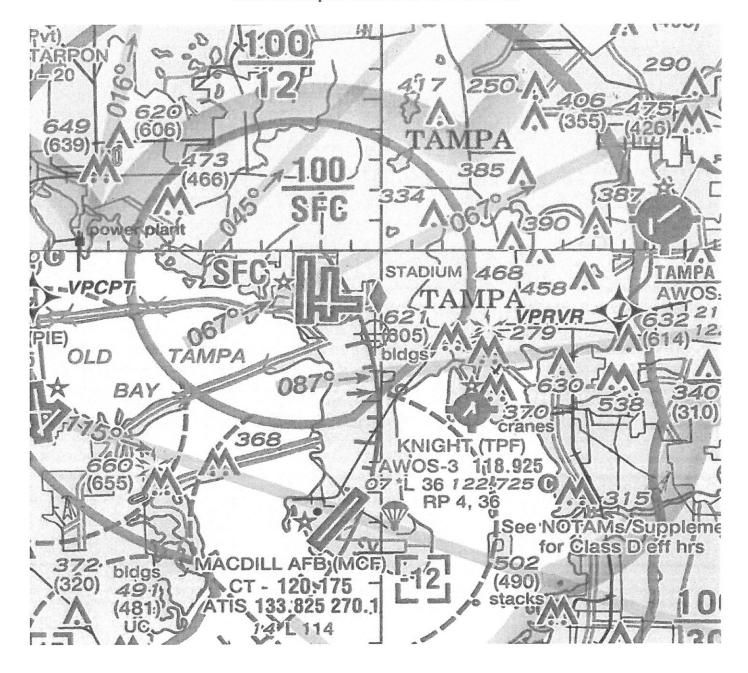
The proposed structures' proximity to the airport was considered and found to be acceptable.

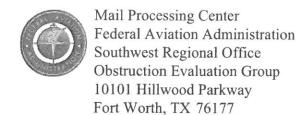
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 46** 

Location:

Tampa, FL

Latitude:

27-57-13.25N NAD 83

Longitude:

82-30-12.71W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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.

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	At least 10 days pri-	or to start of constru	action (7460-2, Pa	rt 1)	
_X_	Within 5 days after	the construction re-	aches its greatest l	neight (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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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

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 2018-ASO-2521-OE.

Signature Control No: 355742446-365556339

(DNH)

Mike Helvey

Manager, Obstruction Evaluation Group

# Additional information for ASN 2018-ASO-2521-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

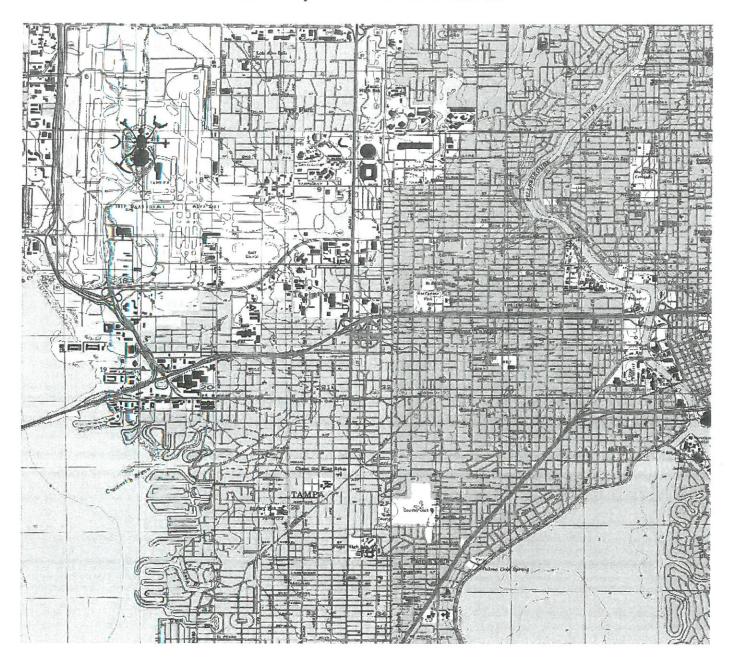
The proposed structures' proximity to the airport was considered and found to be acceptable.

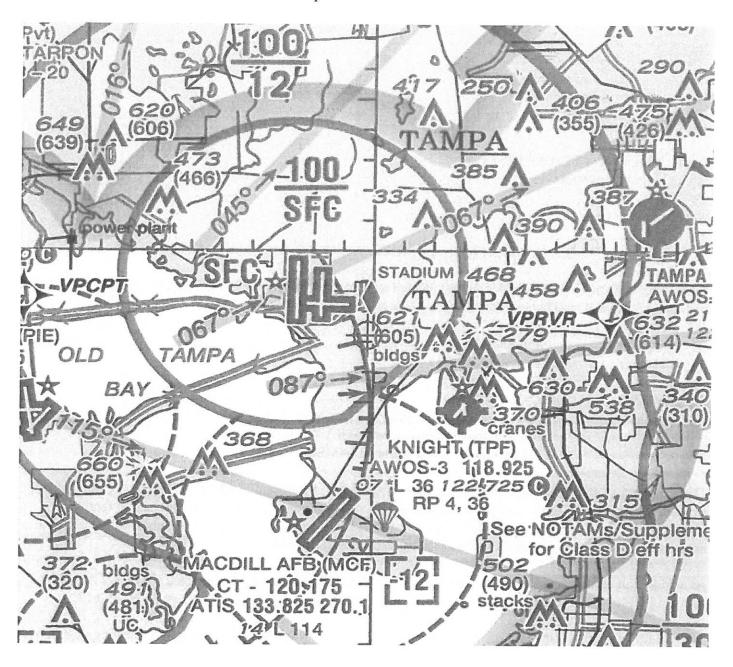
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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 2018-ASO-2521-OE







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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 47** 

Location:

Tampa, FL

Latitude:

27-57-13.22N NAD 83

Longitude:

82-30-08.77W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2	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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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

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 2018-ASO-2522-OE.

Signature Control No: 355742447-365556347

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

# Additional information for ASN 2018-ASO-2522-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

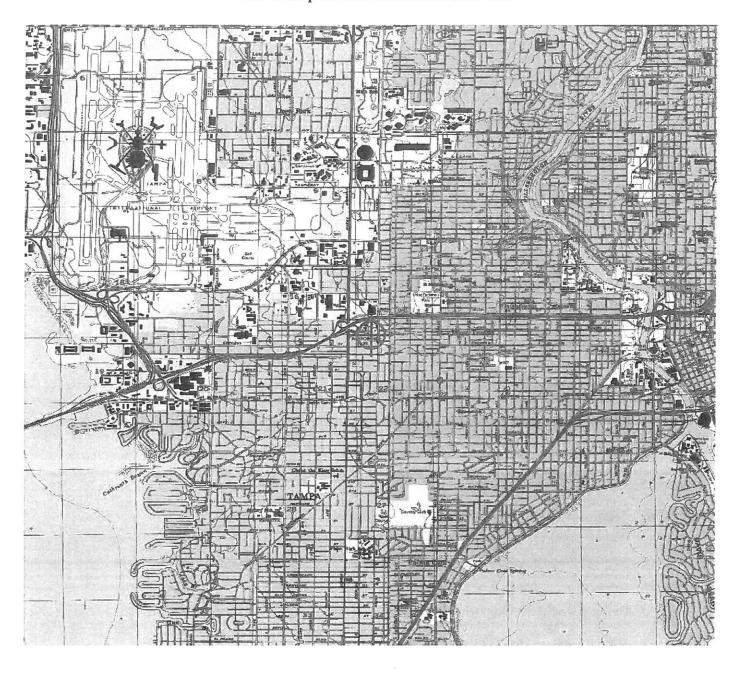
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

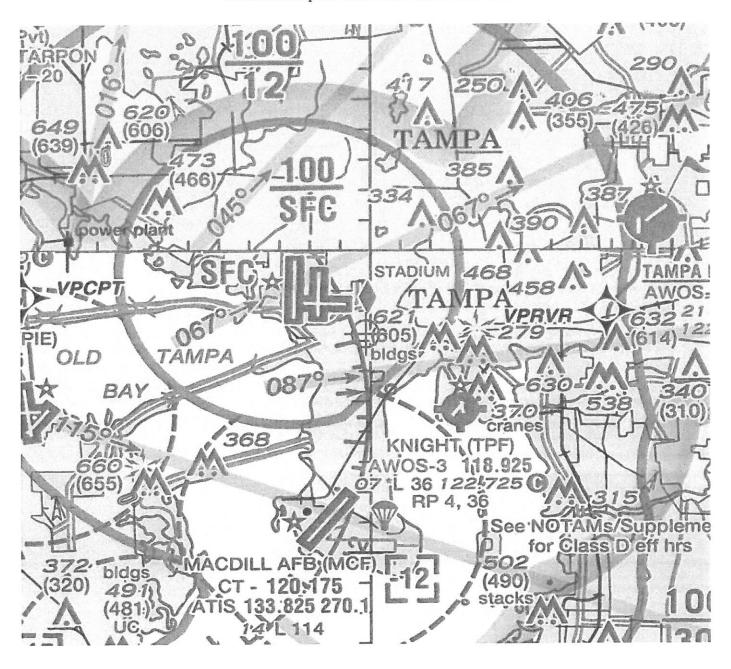
The proposed structures' proximity to the airport was considered and found to be acceptable.

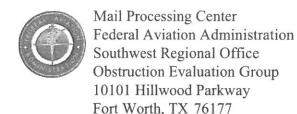
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 50

Location:

Tampa, FL

Latitude:

27-57-14.01N NAD 83

Longitude:

82-30-14.50W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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.

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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 2018-ASO-2525-OE.

Signature Control No: 355742450-365556354

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

#### Additional information for ASN 2018-ASO-2525-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level AMSL = Above Mean Sea Level

ANISE - Above Mean Sea I

NM = Nautical Miles

ARP = Airport Reference Point

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

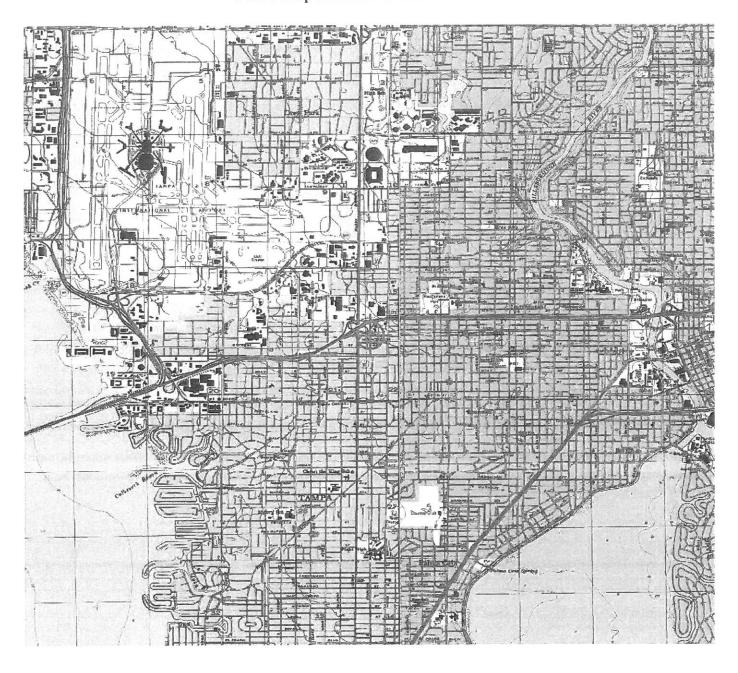
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
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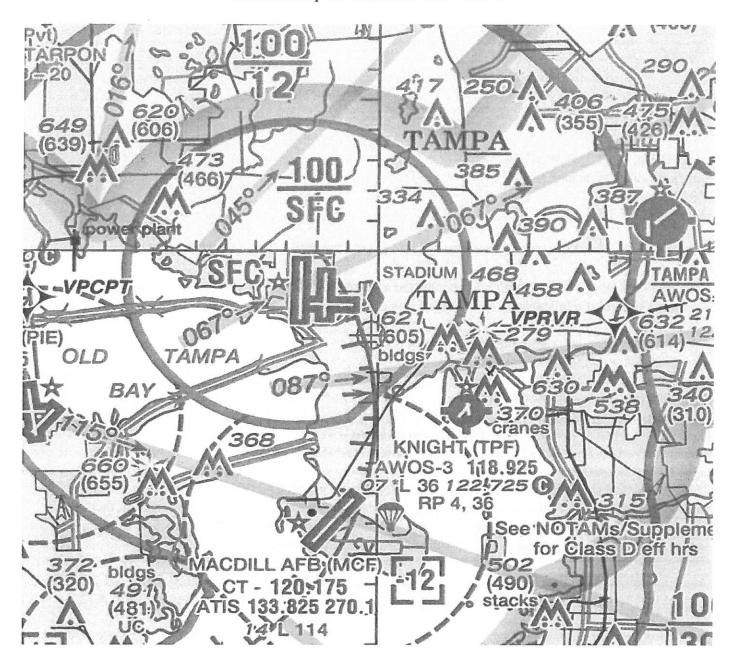
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The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 51

Location:

Tampa, FL

Latitude:

27-57-16.85N NAD 83

Longitude:

82-30-12.66W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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:

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

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This determination becomes final on June 26, 2018 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 Airspace Policy 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

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 2018-ASO-2526-OE.

Signature Control No: 355742451-365556355

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

### Additional information for ASN 2018-ASO-2526-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

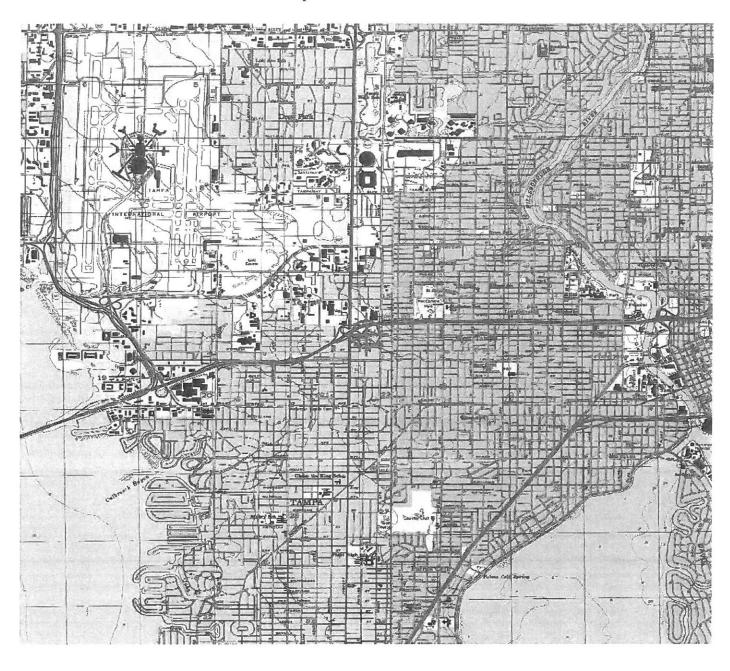
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

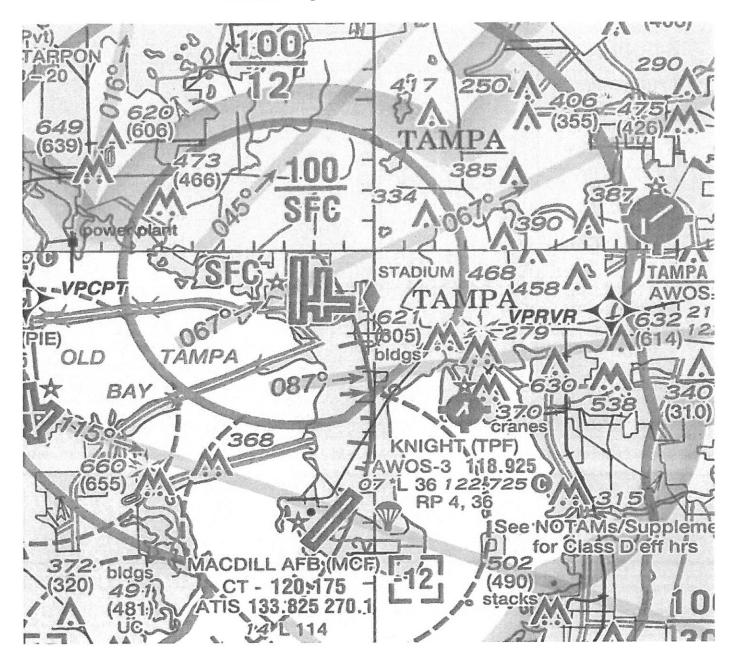
The proposed structures' proximity to the airport was considered and found to be acceptable.

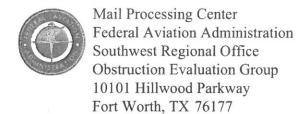
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 52

Location:

Tampa, FL

Latitude:

27-57-16.84N NAD 83

Longitude:

82-30-10.66W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
_X_	Within 5 days after the construction reaches its greatest height (7460-2, Par	rt 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 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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

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 2018-ASO-2527-OE.

Signature Control No: 355742452-365556362

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

#### Additional information for ASN 2018-ASO-2527-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA --- > Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

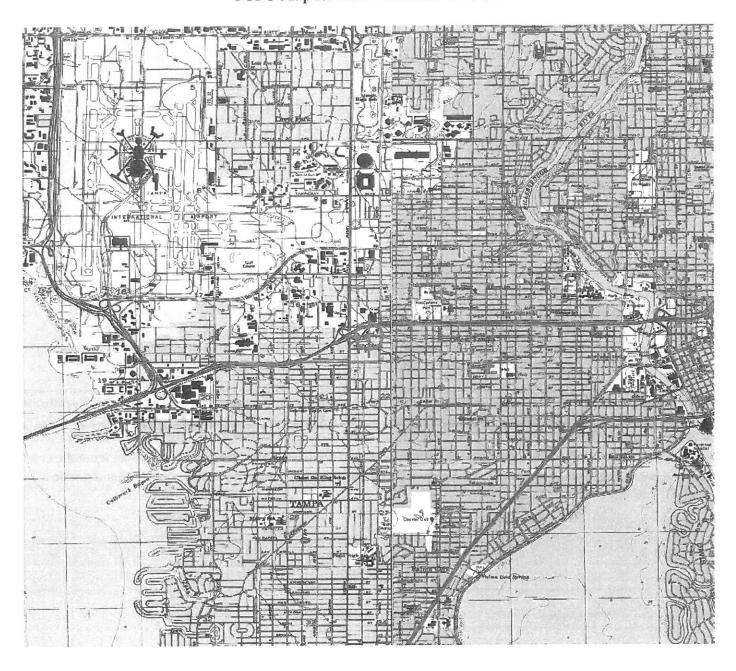
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

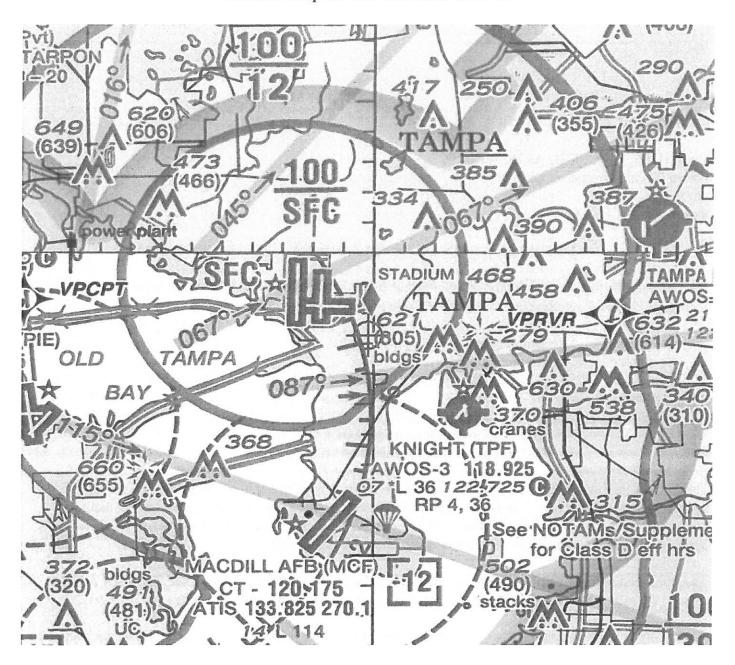
The proposed structures' proximity to the airport was considered and found to be acceptable.

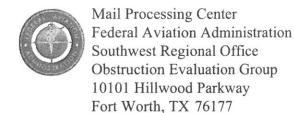
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 53

Location:

Tampa, FL

Latitude:

27-57-15.06N NAD 83

Longitude:

82-30-10.67W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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 1	0 days prior to start of construction (7460-2, Part 1)
X	Within 5	days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 unless:

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

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

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

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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 2018-ASO-2528-OE.

Signature Control No: 355742453-365556368

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

#### Additional information for ASN 2018-ASO-2528-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

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This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

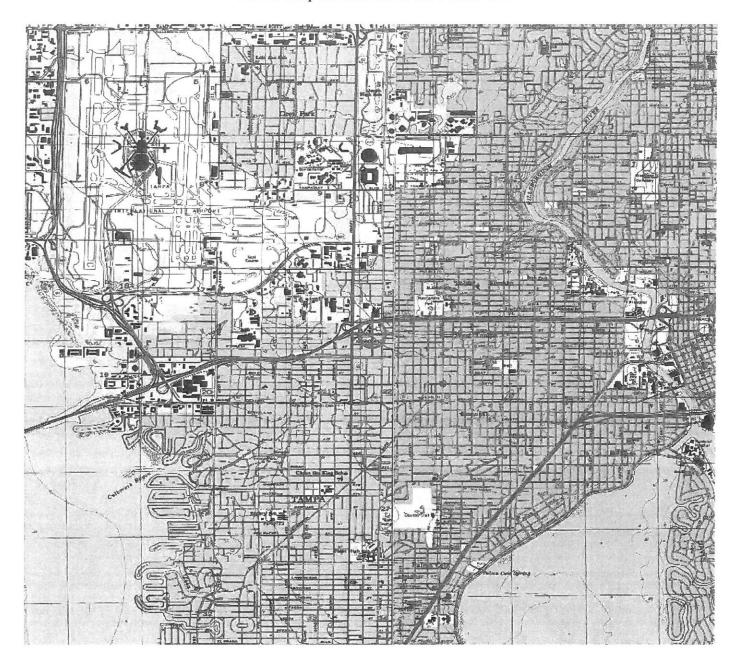
The proposed structures' proximity to the airport was considered and found to be acceptable.

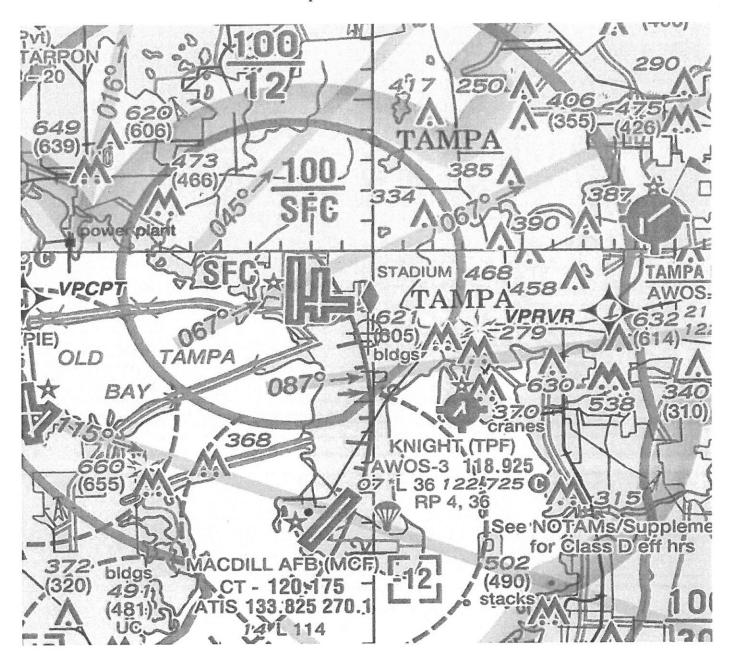
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

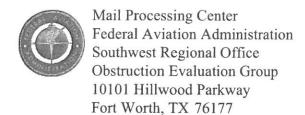
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2528-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 54

Location:

Tampa, FL

Latitude:

27-57-15.04N NAD 83

Longitude:

82-30-07.93W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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:

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	At least 10 days prior to start of construction (7460-2, Part 1)	
_X_	Within 5 days after the construction reaches its greatest height (74	460-2, 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 11/17/2019 unless:

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2529-OE.

Signature Control No: 355742454-365556381

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

#### Additional information for ASN 2018-ASO-2529-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

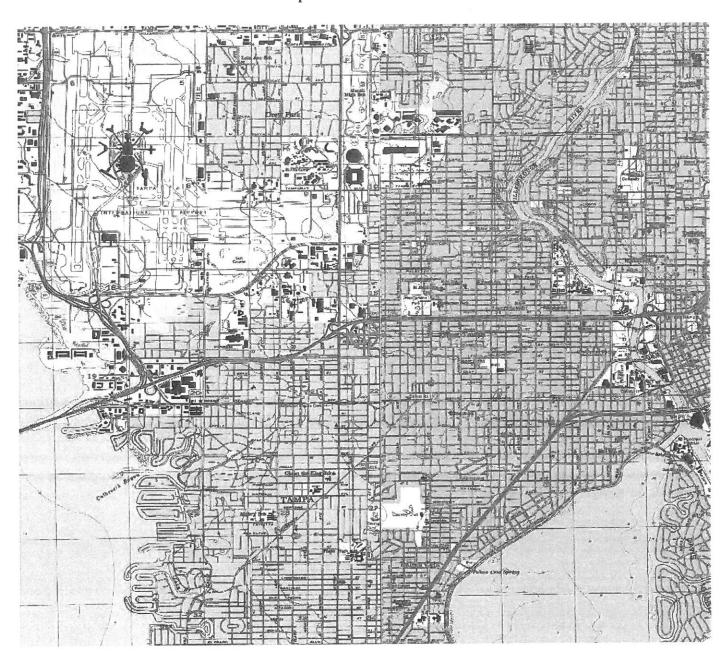
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

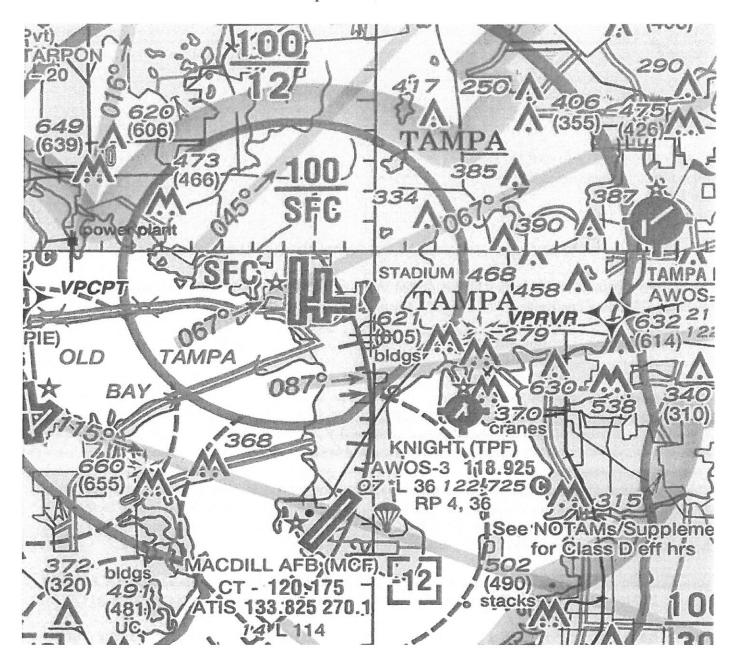
The proposed structures' proximity to the airport was considered and found to be acceptable.

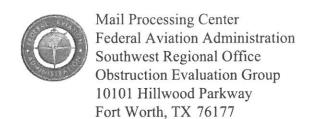
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 55

Location:

Tampa, FL

Latitude:

27-57-13.23N NAD 83

Longitude:

82-30-07.95W

Heights:

26 feet site elevation (SE)

206 feet above ground level (AGL) 232 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2	.)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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.
- 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2530-OE.

Signature Control No: 355742455-365556393

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

#### Additional information for ASN 2018-ASO-2530-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\longrightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

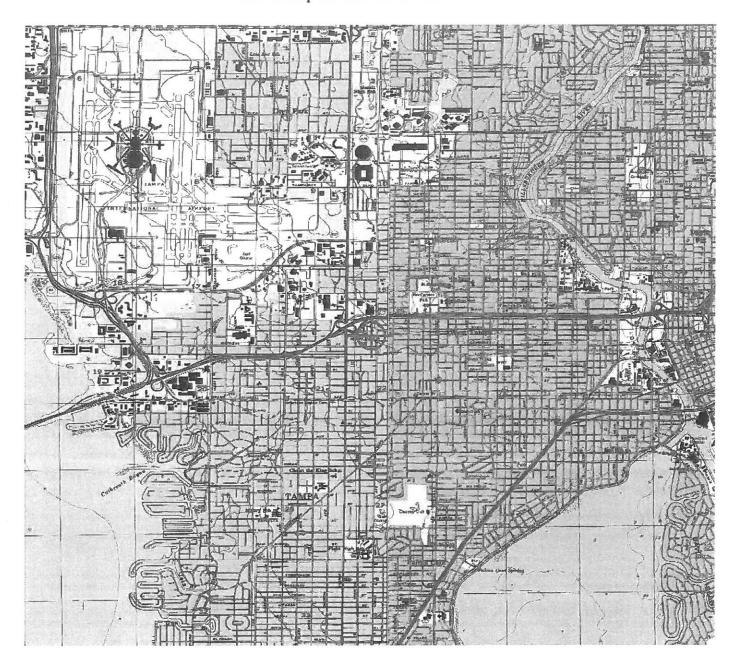
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

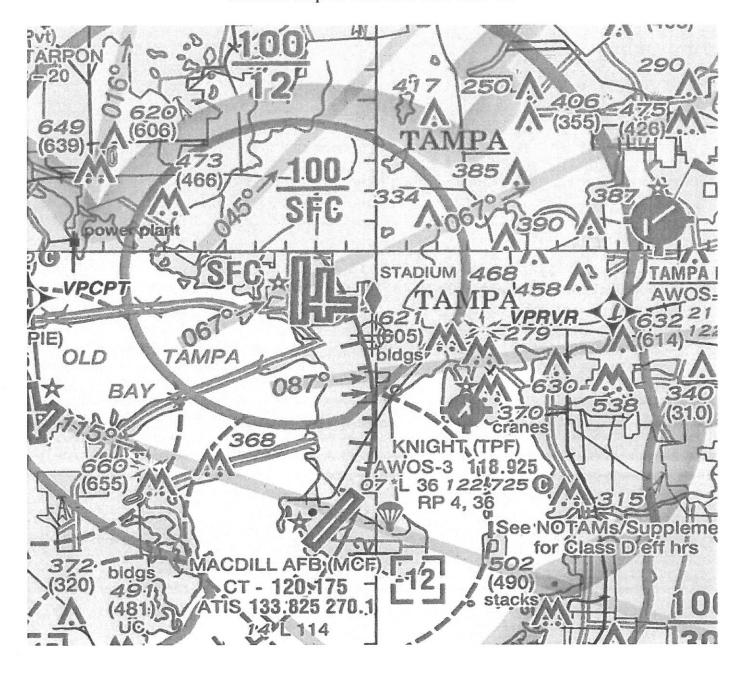
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

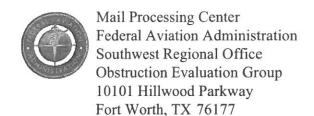
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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.





# **BUILDING #8**



Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 60

Location:

Tampa, FL

Latitude:

27-57-11.45N NAD 83

Longitude:

82-30-15.87W

Heights:

23 feet site elevation (SE)

231 feet above ground level (AGL) 254 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

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

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This determination 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 2018-ASO-2535-OE.

**Signature Control No: 355742460-365556408** 

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

#### Additional information for ASN 2018-ASO-2535-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

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This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

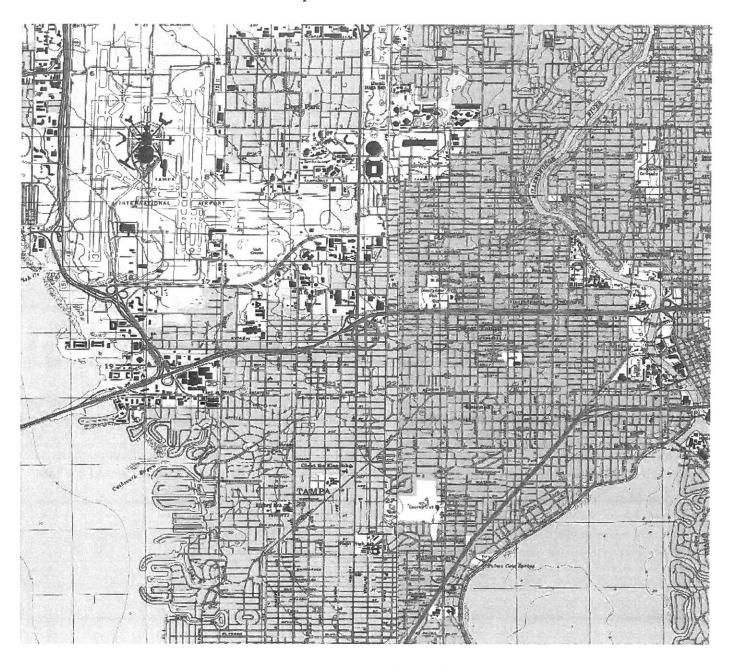
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

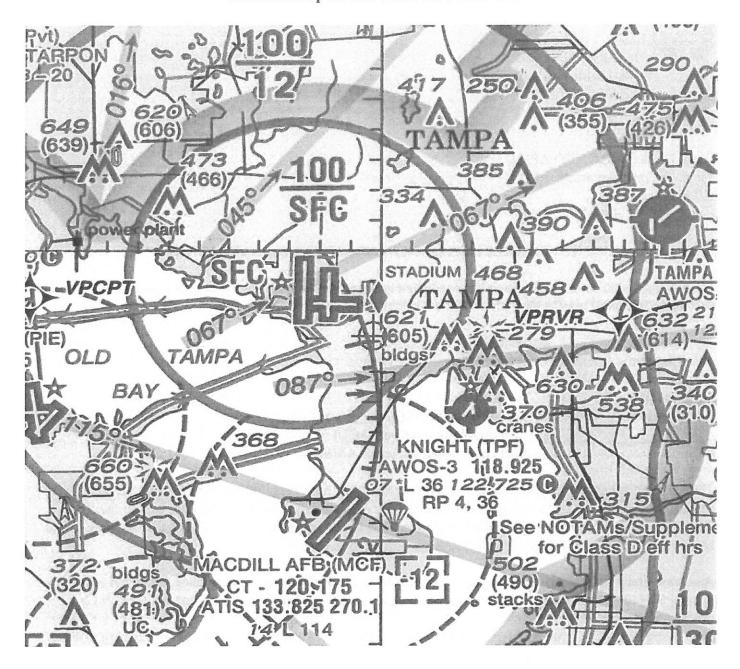
The proposed structures' proximity to the airport was considered and found to be acceptable.

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 proposed structure would have no substantial adverse effect upon any terminal or en route instrument procedure or altitude.

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 61

Location:

Tampa, FL

Latitude:

27-57-11.48N NAD 83

Longitude:

82-30-18.92W

Heights:

23 feet site elevation (SE)

231 feet above ground level (AGL) 254 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:

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_X_	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

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- (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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2536-OE.

Signature Control No: 355742461-365556411

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

#### Additional information for ASN 2018-ASO-2536-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

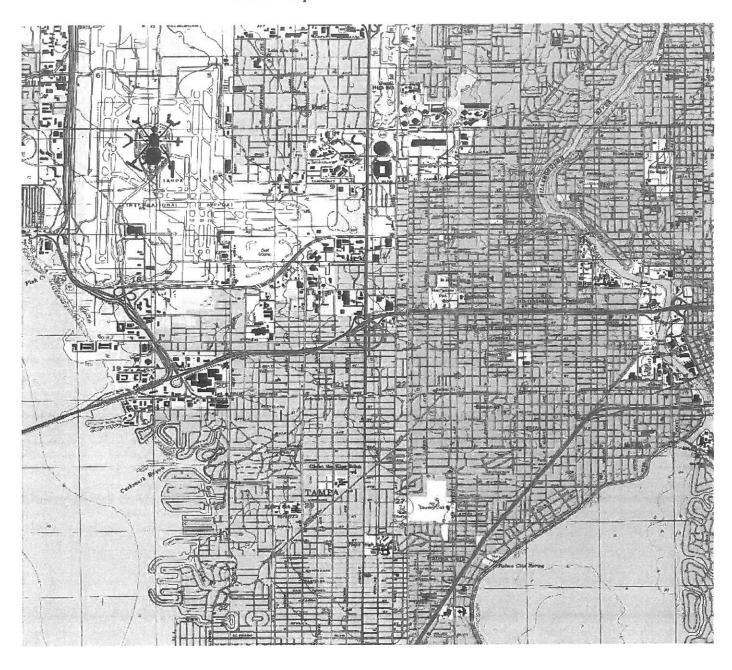
The proposed structures' proximity to the airport was considered and found to be acceptable.

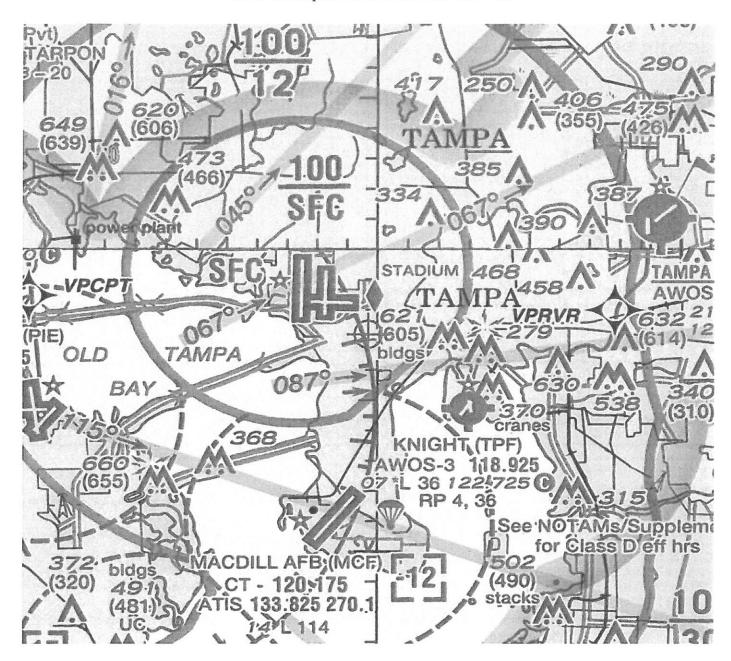
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

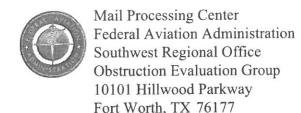
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2536-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 62

Location:

Tampa, FL

Latitude:

27-57-12.24N NAD 83

Longitude:

82-30-18.91W

Heights:

23 feet site elevation (SE)

231 feet above ground level (AGL) 254 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)	
_X_	Within 5 days after the construction reaches its greatest height (7460-2, Part	2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2537-OE.

Signature Control No: 355742462-365556414

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

### Additional information for ASN 2018-ASO-2537-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

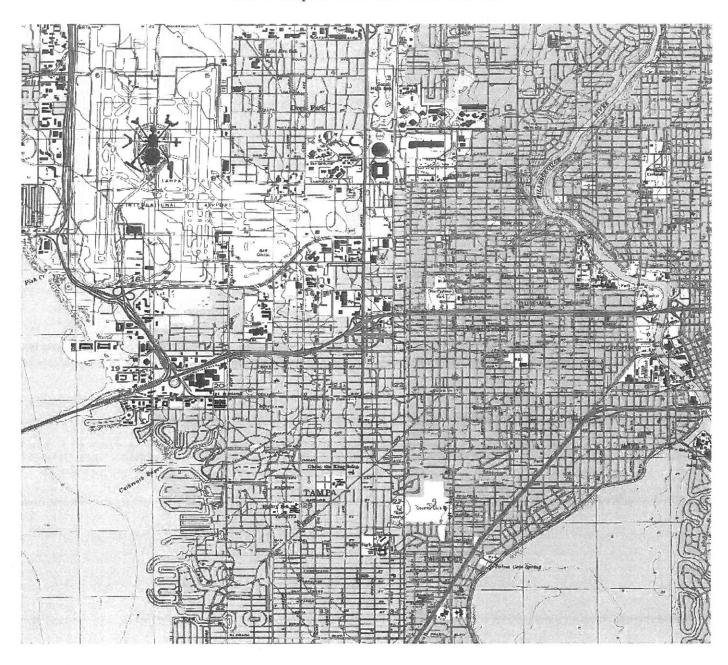
The proposed structures' proximity to the airport was considered and found to be acceptable.

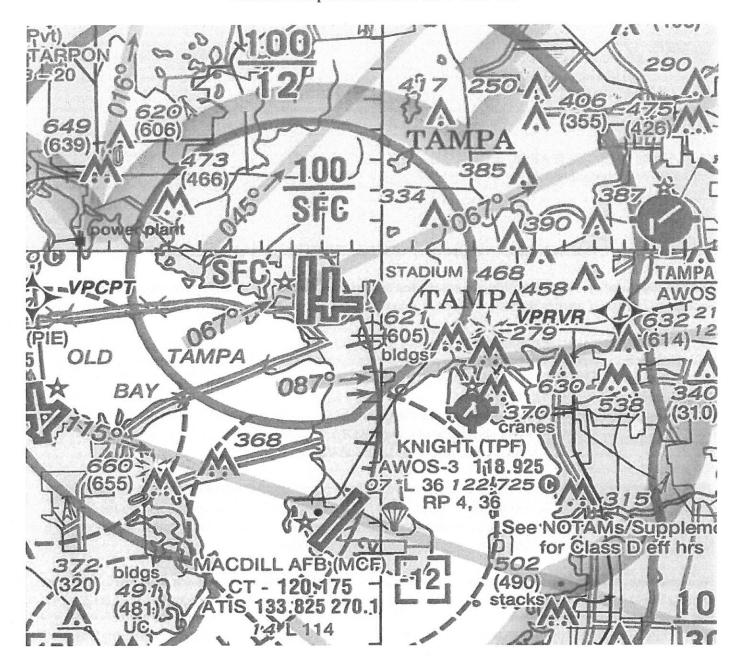
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

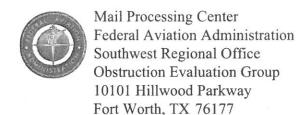
The cumulative impact (IFR/VFR) resulting for the structure, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

Therefore, it is determined that the proposed structure 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 2018-ASO-2537-OE







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 63

Location:

Tampa, FL

Latitude:

27-57-13.85N NAD 83

Longitude:

82-30-15.49W

Heights:

23 feet site elevation (SE)

231 feet above ground level (AGL) 254 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2)

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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.

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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 2018-ASO-2538-OE.

Signature Control No: 355742463-365556415

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s) Additional Information Map(s)

### Additional information for ASN 2018-ASO-2538-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

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This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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 structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
- > The proposed structure would not penetrate those altitudes that are normally considered available to airmen for VFR en route flight.
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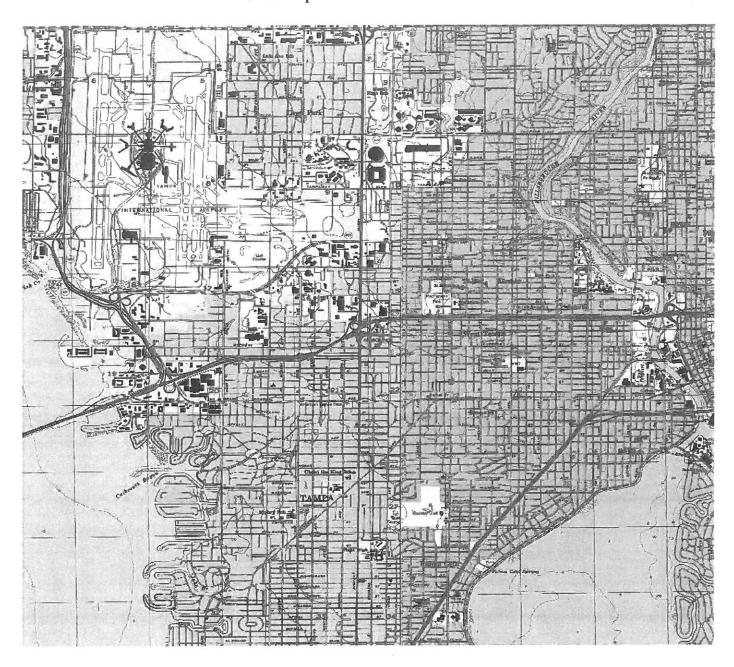
The proposed structures' proximity to the airport was considered and found to be acceptable.

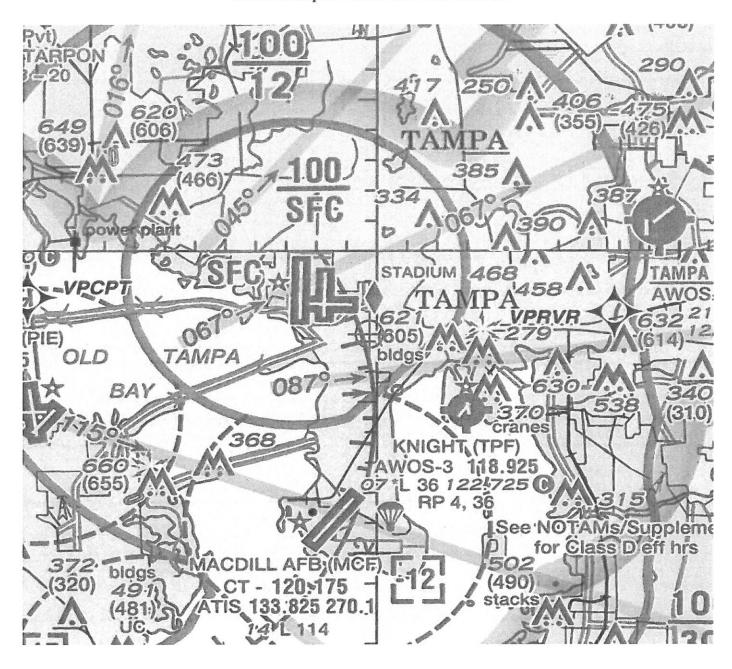
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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 2018-ASO-2538-OE







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

Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 64** 

Location:

Tampa, FL

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27-57-12.56N NAD 83

Longitude:

82-30-15.50W

Heights:

23 feet site elevation (SE)

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- (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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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 2018-ASO-2539-OE.

Signature Control No: 355742464-365556416

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

#### Additional information for ASN 2018-ASO-2539-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA ---  $\geq$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

- > The proposed structure would have no effect on any existing or proposed IFR arrival/departure routes, operations, or procedures.
- > The proposed structure would have no effect on any existing or proposed IFR en route routes, operations, or procedures.
- > The proposed structure 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:

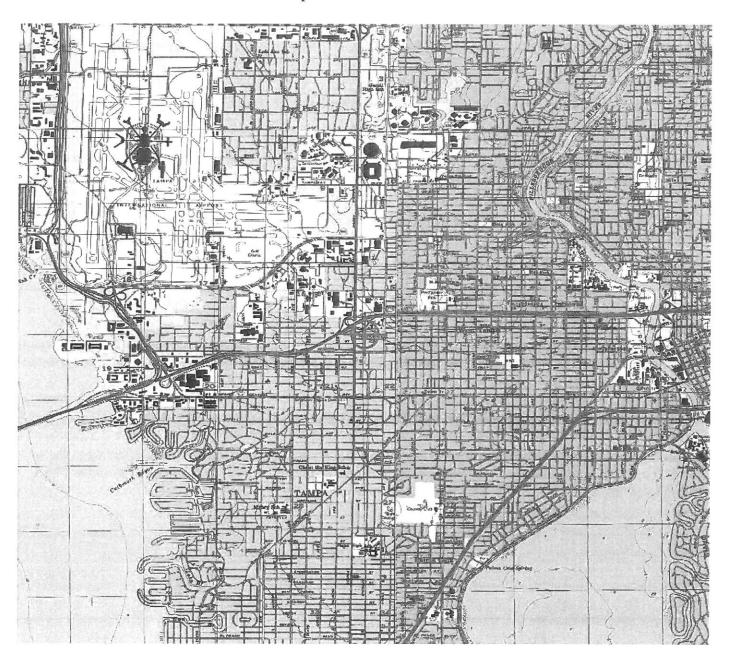
- > The proposed structure would have no effect on any existing or proposed VFR arrival or departure routes, operations or procedures.
- > The proposed structure would not conflict with airspace required to conduct normal VFR traffic pattern operations at any known public use or military airports.
-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

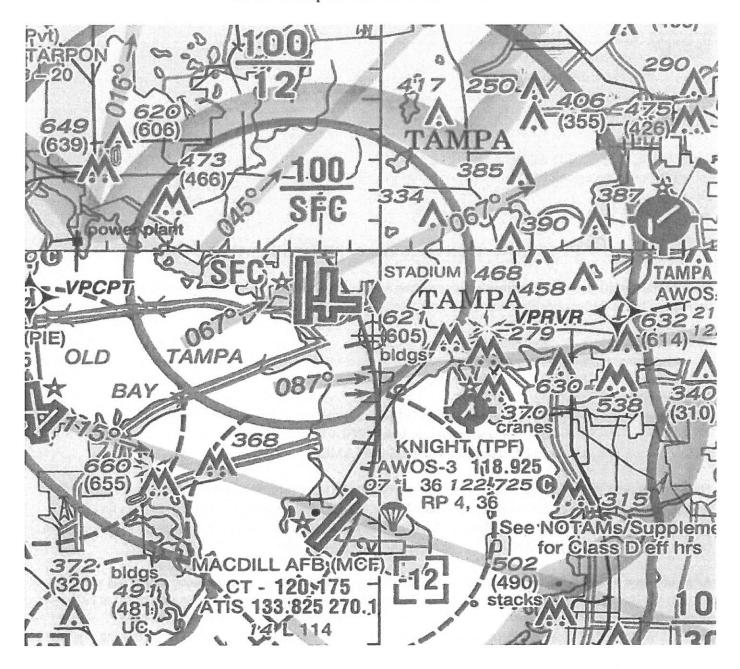
The proposed structures' proximity to the airport was considered and found to be acceptable.

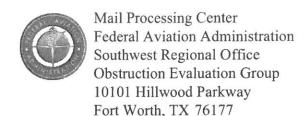
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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.







Issued Date: 05/17/2018

Karim Hindi, PMP, LEED AP BC + C 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 65

Location:

Tampa, FL

Latitude:

27-57-12.39N NAD 83

Longitude:

82-30-15.86W

Heights:

23 feet site elevation (SE)

231 feet above ground level (AGL) 254 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 L Change 1, Obstruction Marking and Lighting, red lights - Chapters 4,5(Red),&12.

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)
X	Within 5 days after the construction reaches its greatest height (7460-2, Part 2

See attachment for additional condition(s) or information.

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

This determination expires on 11/17/2019 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 June 16, 2018. 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 Airspace Policy Group. Petitions can be submitted via mail to Federal Aviation Administration, 800 Independence Ave, SW, Room 423, Washington, DC 20591, via email at OEPetitions@faa.gov, or via facsimile (202) 267-9328.

This determination becomes final on June 26, 2018 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 Airspace Policy 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.

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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 2018-ASO-2540-OE.

Signature Control No: 355742465-365556417

(DNH)

Mike Helvey Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

#### Additional information for ASN 2018-ASO-2540-OE

TPA = Tampa International Airport

ASN = Aeronautical Study Number

AGL = Above Ground Level

AMSL = Above Mean Sea Level

NM = Nautical Miles

ARP = Airport Reference Point

RWY = Runway

IFR = Instrument Flight Rule

This proposal is for a building project. There are a total of 61 building points. Out of the 61 points, 38 points exceeded one or more airport surface areas. The 38 points are represented by FAA ASNs 2018-ASO-2486-OE through 2493, 2496 through 2501, 2504 through 2507, 2519 through 2522, and 2525 through 2540. The 38 points range in height from 155 to 234 feet AGL, 180 to 259 feet AMSL. The proposed 38 points are located approximately 1.99 to 2.18 NM southeast of the TPA ARP and from 127.35 degrees azimuth clockwise to 132.67 degrees azimuth from TPA.

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

Section 77.17 (a)(2) TPA  $\rightarrow$  Exceeds from 6 to 33 feet.

Section 77.19 (a) TPA: Horizontal Surface --- > Exceeds from 4 to 83 feet.

Part 77 Obstruction Standards are used to screen the many structures 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 trigger formal aeronautical study, including circularization, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would constitute a hazard to air navigation.

This project was previously evaluated under FAA ASNs 2015-ASO-9073-OE through 9087 and 18022 through 18030. Details of the proposed structures were circularized to the aeronautical public for comment, under ASN 2015-ASO-9077-OE. No letters of objection were received during the comment period. None of the 2018 ASNs, shown above, have a greater effect to the airspace.

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

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

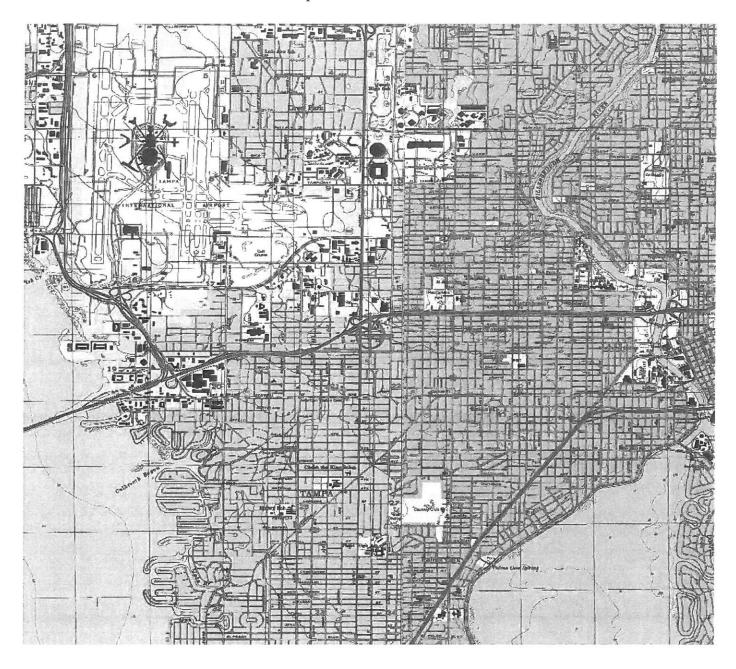
The proposed structures' proximity to the airport was considered and found to be acceptable.

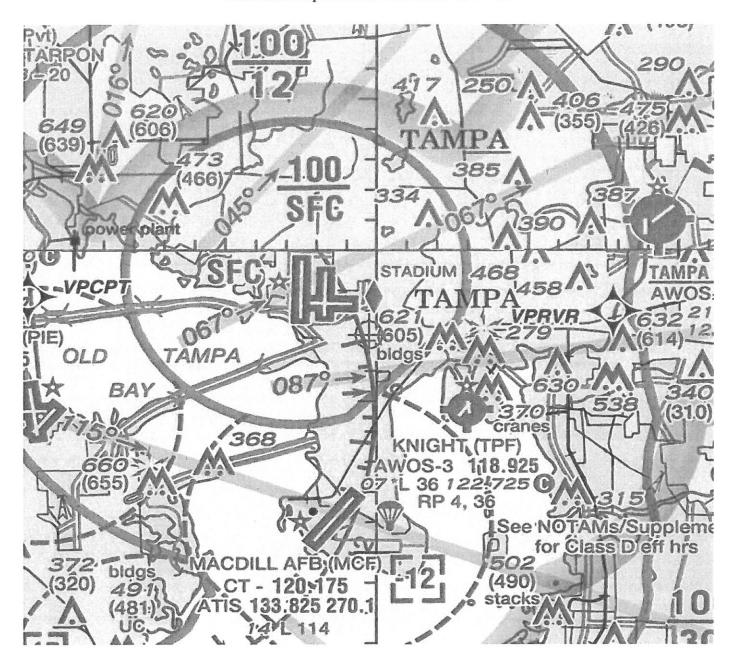
The impact on arrival, departure, and en route procedures for aircraft operating under VFR/IFR conditions at existing and planned public use and military airports, as well as aeronautical facilities, was considered during the analysis of the structure. The aeronautical study disclosed that the proposed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

The cumulative impact (IFR/VFR) resulting for the structure, 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 structure 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 2018-ASO-2540-OE







« OE/AAA

## Notice of Proposed Construction or Alteration - Off Airport

Add a new Case Off Airport - Desk Reference Guide V\_2017.4.0

Add a New Case Off Airport for Wind Turbines - Met Towers - Desk Reference Guide V\_2017.4.0

Project Name: TAMPA-000452379-18

#### Project Summary: TAMPA-000452379-18

Structure	City, State	Lat/Long	Мар	Actions	7460-2 Received	Latest Letter
1 Accepted 2018-ASO-2480-OE	Tampa, FL	27° 57′ 8.42″ N 82° 30′ 17.68″ W	Show Map	Clone Upload a PDF Add 7460-2		None
2 Accepted 2018-ASO-2481-OE	Tampa, FL	27° 57' 10.89" N 82° 30' 17.65" W	Show Map	Clone Upload a PDF Add 7460-2		None
3 Accepted 2018-ASO-2482-OE	Tampa, FL	27° 57' 10.87" N 82° 30' 15.14" W	Show Map	Clone Upload a PDF Add 7460-2		None
4 Accepted 2018-ASO-2483-OE	Tampa, FL	27° 57' 10.88" N 82° 30' 12.67" W	Show Map	Clone Upload a PDF Add 7460-2		None
Accepted 2018-ASO-2484-OE	Tampa, FL	27° 57' 8.39" N 82° 30' 12.69" W	Show Map	Clone Upload a PDF Add 7460-2		None
5 Accepted 2018-ASO-2485-OE	Tampa, FL	27° 57' 8.40" N 82° 30' 15.16" W	Show Map	Clone Upload a PDF Add 7460-2		None
11 Accepted 2018-ASO-2486-OE	Tampa, FL	27° 57' 8.42" N 82° 30' 11.66" W	Show Map	Clone Upload a PDF Add 7460-2		None
Accepted 2018-ASO-2487-OE	Tampa, FL	27° 57′ 10.80″ N 82° 30′ 11.64″ W	Show Map	Clone Upload a PDF Add 7460-2		None
13 Accepted 2018-ASO-2488-OE	Tampa, FL	27° 57' 10.79" N 82° 30' 8.19" W	Show Map	Clone Upload a PDF Add 7460-2		None
14 Accepted 2018-ASO-2489-OE	Tampa, FL	27° 57' 10.28" N 82° 30' 8.20" W	Show Map	Clone Upload a PDF Add 7460-2		None
L5 Accepted 2018-ASO-2490-OE	Tampa, FL	27° 57' 10.29" N 82° 30' 10.11" W	Show Map	Clone Upload a PDF Add 7460-2		None
L6 Accepted 2018-ASO-2491-OE	Tampa, FL	27° 57' 10.02" N 82° 30' 10.11" W	Show Map	Clone Upload a PDF Add 7460-2		None
Accepted 2018-ASO-2492-OE	Tampa, FL	27° 57' 10.03" N 82° 30' 11.01" W	Show Map	Clone Upload a PDF Add 7460-2		None
Accepted 2018-ASO-2493-OE	Tampa, FL	27° 57' 8.42" N 82° 30' 11.06" W	Show Map	Clone Upload a PDF Add 7460-2		None
9 Accepted 2018-ASO-2494-OE	Tampa, FL	27° 57' 8.36" N 82° 30' 10.76" W	Show Map	Clone Upload a PDF Add 7460-2		None
ccepted 018-ASO-2495-OE	Tampa, FL	27° 57' 9.63" N 82° 30' 10.75" W	Show Map	Clone Upload a PDF Add 7460-2		None
ccepted 018-ASO-2496-OE	Tampa, FL	27° 57' 9.61" N 82° 30' 8.17" W	Show Map	Clone Upload a PDF Add 7460-2		None
ccepted 018-ASO-2497-OE	Tampa, FL	27° 57' 9.58" N 82° 30' 6.04" W	Show Map	Clone Upload a PDF Add 7460-2		None
3 ccepted 018-ASO-2498-OE	Tampa, FL	27° 57' 8.32" N 82° 30' 6.05" W	Show Map	Clone Upload a PDF Add 7460-2		None
4 accepted	Tampa, FL	27° 57' 8.32" N 82° 30' 7.24" W	Show Map	Clone Upload a PDF		None

2018-ASO-2499-OE				Add 7460-2	
25 Accepted 2018-ASO-2500-OE	Tampa, FL	27° 57' 9.06" N 82° 30' 7.24" W	Show Map	Clone Upload a PDF Add 7460-2	None
26 Accepted 2018-ASO-2501-OE	Tampa, FL	27° 57' 9.07" N 82° 30' 8.18" W	Show Map	Clone Upload a PDF Add 7460-2	None
27 Accepted 2018-ASO-2502-OE	Tampa, FL	27° 57′ 9.07″ N 82° 30′ 9.20″ W	Show Map	Clone Upload a PDF Add 7460-2	None
Accepted 2018-ASO-2503-OE	Tampa, FL	27° 57' 8.35" N 82° 30' 9.21" W	Show Map	Clone Upload a PDF Add 7460-2	None
Accepted 2018-ASO-2504-OE	Tampa, FL	27° 57' 10.02" N 82° 30' 8.20" W	Show Map	Clone Upload a PDF Add 7460-2	None
30 Accepted 2018-ASO-2505-OE	Tampa, FL	27° 57' 11.75" N 82° 30' 8.18" W	Show Map	Clone Upload a PDF Add 7460-2	None
31 Accepted 2018-ASO-2506-OE	Tampa, FL	27° 57' 11.73" N 82° 30' 5.97" W	Show Map	Clone Upload a PDF Add 7460-2	None
32 Accepted 2018-ASO-2507-OE	Tampa, FL	27° 57' 10.01" N 82° 30' 5.99" W	Show Map	Clone Upload a PDF Add 7460-2	None
33 Accepted 2018-ASO-2508-OE	Tampa, FL	27° 57' 11.42" N 82° 30' 8.84" W	Show Map	Clone Upload a PDF Add 7460-2	None
34 Accepted 2018-ASO-2509-OE	Tampa, FL	27° 57' 11.43" N 82° 30' 9.85" W	Show Map	Clone Upload a PDF Add 7460-2	None
35 Accepted 2018-ASO-2510-OE	Tampa, FL	27° 57' 12.00" N 82° 30' 9.84" W	Show Map	Clone Upload a PDF Add 7460-2	None
36 Accepted 2018-ASO-2511-OE	Tampa, FL	27° 57' 11.99" N 82° 30' 8.84" W	Show Map	Clone Upload a PDF Add 7460-2	None
37 Accepted 2018-ASO-2512-OE	Tampa, FL	27° 57' 11.44" N 82° 30' 11.05" W	Show Map	Clone Upload a PDF Add 7460-2	None
38 Accepted 2018-ASO-2513-OE	Tampa, FL	27° 57' 11.44" N 82° 30' 11.99" W	Show Map	Clone Upload a PDF Add 7460-2	None
39 Accepted 2018-ASO-2514-OE	Tampa, FL	27° 57' 12.02" N 82° 30' 11.98" W	Show Map	Clone Upload a PDF Add 7460-2	None
40 Accepted 2018-ASO-2515-OE	Tampa, FL	27° 57' 12.01" N 82° 30' 11.05" W	Show Map	Clone Upload a PDF Add 7460-2	None
41 Accepted 2018-ASO-2516-OE	Tampa, FL	27° 57' 11.44" N 82° 30' 13.00" W	Show Map	Clone Upload a PDF Add 7460-2	None
42 Accepted 2018-ASO-2517-OE	Tampa, FL	27° 57' 11.45" N 82° 30' 15.07" W	Show Map	Clone Upload a PDF Add 7460-2	None
43 Accepted 2018-ASO-2518-OE	Tampa, FL	27° 57' 13.28" N 82° 30' 15.05" W	Show Map	Clone Upload a PDF Add 7460-2	None
44 Accepted 2018-ASO-2519-OE	Tampa, FL	27° 57' 13.28" N 82° 30' 14.51" W	Show Map	Clone Upload a PDF Add 7460-2	None
45 Accepted 2018-ASO-2520-OE	Tampa, FL	27° 57' 13.27" N 82° 30' 12.98" W	Show Map	Clone Upload a PDF Add 7460-2	None
46 Accepted 2018-ASO-2521-OE	Tampa, FL	27° 57' 13.25" N 82° 30' 12.71" W	Show Map	Clone Upload a PDF Add 7460-2	None
47 Accepted 2018-ASO-2522-OE	Tampa, FL	27° 57' 13.22" N 82° 30' 8.77" W	Show Map	Clone Upload a PDF Add 7460-2	None
48 Accepted 2018-ASO-2523-OE	Tampa, FL	27° 57' 12.65" N 82° 30' 8.77" W	Show Map	Clone Upload a PDF Add 7460-2	None
49 Accepted 2018-ASO-2524-OE	Tampa, FL	27° 57' 12.68" N 82° 30' 12.72" W	Show Map	Clone Upload a PDF Add 7460-2	None
50 Accepted 2018-ASO-2525-OE	Tampa, FL	27° 57' 14.01" N 82° 30' 14.50" W	Show Map	Clone Upload a PDF Add 7460-2	None
51	Tampa, FL	27° 57' 16.85" N		Clone	None

1/2018		Notice of P	roposed Constituction	of Alteration - Off Airport	
Accepted 2018-ASO-2526-OE		82° 30' 12.66" W	Show Map	Upload a PDF Add 7460-2	
52 Accepted 2018-ASO-2527-OE	Tampa, FL	27° 57' 16.84" N 82° 30' 10.66" W	Show Map	Clone Upload a PDF Add 7460-2	None
53 Accepted 2018-ASO-2528-OE	Tampa, FL	27° 57' 15.06" N 82° 30' 10.67" W	Show Map	Clone Upload a PDF Add 7460-2	None
54 Accepted 2018-ASO-2529-OE	Tampa, FL	27° 57′ 15.04" N 82° 30′ 7.93" W	Show Map	Clone Upload a PDF Add 7460-2	None
55 Accepted 2018-ASO-2530-OE	Tampa, FL	27° 57' 13.23" N 82° 30' 7.95" W	Show Map	Clone Upload a PDF Add 7460-2	None
56 Accepted 2018-ASO-2531-OE	Tampa, FL	27° 57' 15.03" N 82° 30' 7.41" W	Show Map	Clone Upload a PDF Add 7460-2	None
57 Accepted 2018-ASO-2532-OE	Tampa, FL	27° 57' 15.02" N 82° 30' 5.99" W	Show Map	Clone Upload a PDF Add 7460-2	None
58 Accepted 2018-ASO-2533-OE	Tampa, FL	27° 57' 12.53" N 82° 30' 6.01" W	Show Map	Clone Upload a PDF Add 7460-2	None
59 Accepted 2018-ASO-2534-OE	Tampa, FL	27° 57' 12.54" N 82° 30' 7.43" W	Show Map	Clone Upload a PDF Add 7460-2	None
60 Accepted 2018-ASO-2535-OE	Tampa, FL	27° 57' 11.45" N 82° 30' 15.87" W	Show Map	Clone Upload a PDF Add 7460-2	None
61 Accepted 2018-ASO-2536-OE	Tampa, FL	27° 57' 11.48" N 82° 30' 18.92" W	Show Map	Clone Upload a PDF Add 7460-2	None
62 Accepted 2018-ASO-2537-OE	Tampa, FL	27° 57' 12.24" N 82° 30' 18.91" W	Show Map	Clone Upload a PDF Add 7460-2	None
63 Accepted 2018-ASO-2538-OE	Tampa, FL	27° 57' 13.85" N 82° 30' 15.49" W	Show Map	Clone Upload a PDF Add 7460-2	None
64 Accepted 2018-ASO-2539-OE	Tampa, FL	27° 57' 12.56" N 82° 30' 15.50" W	Show Map	Clone Upload a PDF Add 7460-2	None
65 Accepted 2018-ASO-2540-OE	Tampa, FL	27° 57' 12.39" N 82° 30' 15.86" W	Show Map	Clone Upload a PDF Add 7460-2	None

Mapping - Desk Reference Guide V\_2014.4.0 Attaching Documents - Desk Reference Guide V\_2014.2.0

Upload a PDF to the Project

Draft: Cases that have been saved by the user but have not been submitted to the FAA.

Waiting: Wind Turbine/Met Tower cases that have not been submitted to the FAA and are waiting for an action from the user, either to verify the map or attach specific documents

Accepted: Cases that have been submitted to the FAA.

Add Letter: Cases that have been reviewed by the FAA and require additional information from the user.

Work in Progress: Cases that are being evaluated by the FAA.

Interim: Cases that have been reviewed by the FAA and require resolution from the user.

Determined: Cases that have a completed aeronautical study and an FAA determination.

Terminated: Cases that are no longer valid.

Please allow the FAA a minimum of 45 days to complete a study.

#### Case Transfer:

- Use the check box(es) to select the case(s) you want to transfer.
- Select the "Transfer Cases button" to open the "Manage Transfer Cases" screen.

Note: Drafts and cases in Add and Terminated status can not be transferred.

Click here to contact the appropriate representative.