Tampa International Airport

AVIATION AUTHORITY

* PERMIT APPLICATION *

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

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

Project Name \ Description:

Vela 1242 Channelside Tower
403-foot AMSL building structure located at 1242 Channelside Dr., Tampa, FL 33602

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

Permanent (Height Zoning) [x]
Temporary (Crane/Equip.) [ ]

Check type of permit being requested

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

Name/Company/Organization: Kimley-Horn and Associates, LLC

Contact Person for Requested Activity: Nick Benjamin Phone: (913) 562-7834

Project Location:

Email: nbenjamin@veladev.com

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

Printed Name of Authorized Representative: Nick Benjamin

Signature of Authorized Representative: Nick B Date: 12/21/23

STATE OF ~~FLORIDA~~ Kansas, COUNTY OF ~~Hillsborough~~ Johnson

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 21st day of December, 2023. by Rebekah Salmans

(NOTARY SEAL)

Notary Signature

Personally Known ____ OR Produced Identification X Type of Id Produced KSDL

Rebekah Salmans
Notary Public - State of Kansas
My Commission Expires 12 14 26

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

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-192

FAA Study Number 2023-ASO-28632-OE

Associated FAA Study Numbers 28633 - 29639

Reviewed By: _____

Variance Required: YES

Recommend Approval: YES

Coordinate with Airport Operations: YES

Coordinate with ATCT: YES

_____ _____
Approved by Zoning Director Date

Tampa International Airport

AVIATION AUTHORITY

* PETITION FOR VARIANCE *

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

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

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

The proposed building received FAA Determinations of No Hazard at a height of 403 feet Above Mean Sea Level (AMSL) and was determined to have no substantial adverse effect on navigable airspace. This height clearance is above the HCAA zoning height of 130 feet AMSL. The project is requesting a variance to the height zoning regulation.

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 : 11/28/23 Nearest Airport: Peter O Knight Airport (TPF) Overall Height (AMSL): 403

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: Nick Benjamin

Signature of Authorized Representative: [signature] Date: 12/12/23

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

Kansas

STATE OF ~~FLORIDA,~~ COUNTY OF Johnson

Sworn to (or affirmed) and subscribed before me by means of ☒ physical presence or ☐ online notarization, this 21st day of December, 2023. by Rebekah Salmans

(NOTARY SEAL)

Notary Signature [signature]

Personally Known ____ OR Produced Identification X Type of Id Produced KS DL

Rebekah Salmans
Notary ~~Public~~ State of Kansas
My Commission ~~Expires~~ 12.14.26

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2023-192

FAA Study Number: 2023-ASO-28632-OE

Associated Aeronautical Study Numbers: 28633 - 29639

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

Approved by Board of Adjustment Chairman Date

Review Summary

Airport Study Number	Permit Number	Maximum Height - AMSL
2023-192	23192	403

Approval Date	Expires	Permit Type
	5/21/2025,	Height Zoning

Review

77.9 Review	77.17 Review
Required Notice	Obstruction

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

Analysis Summary

No IFR or VFR impacts identified. No hazard as long as conditions are followed.

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

Conditions

Conditions: Red Obstruction lighting required in accordance with the FAA Advisory Circular 70/7460-1M.E-File FAA form 7460-2 with the FAA if the project is abandoned or at least 10 days prior to construction and within 5 days after the construction reaches its greatest height.Any TPA Radar degradation resulting in operational impacts, including but not limited to loss of coverage of aircraft, from this project must be mitigated by the Petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation. Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 403' AMSL will require a separate permit by the Aviation Authority.Any glint or glare issues identified from this project must be mitigated by the petitioner to the satisfaction of the Authority to avoid adverse impacts to aviation.The Aviation Authority requires a survey of the construction to be completed and submitted to the Aviation Authority within 5 days of reaching its greatest height.In the event that any proposed elevations are exceeded the applicant will modify the building to remove any feature or portion of the building exceeding the permitted elevations.

Recommended Approval **Yes**

Airport Study Number:
2023-192

CONDITIONS

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

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

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

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

Installation equipment (Crane) exceeding 403’ AMSL will require a separate permit by the Aviation Authority.

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

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

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

Distance from ARP

1/5/2024, 10:46:10 AM

1:36,112

0 0.28 0.55 1.1 mi

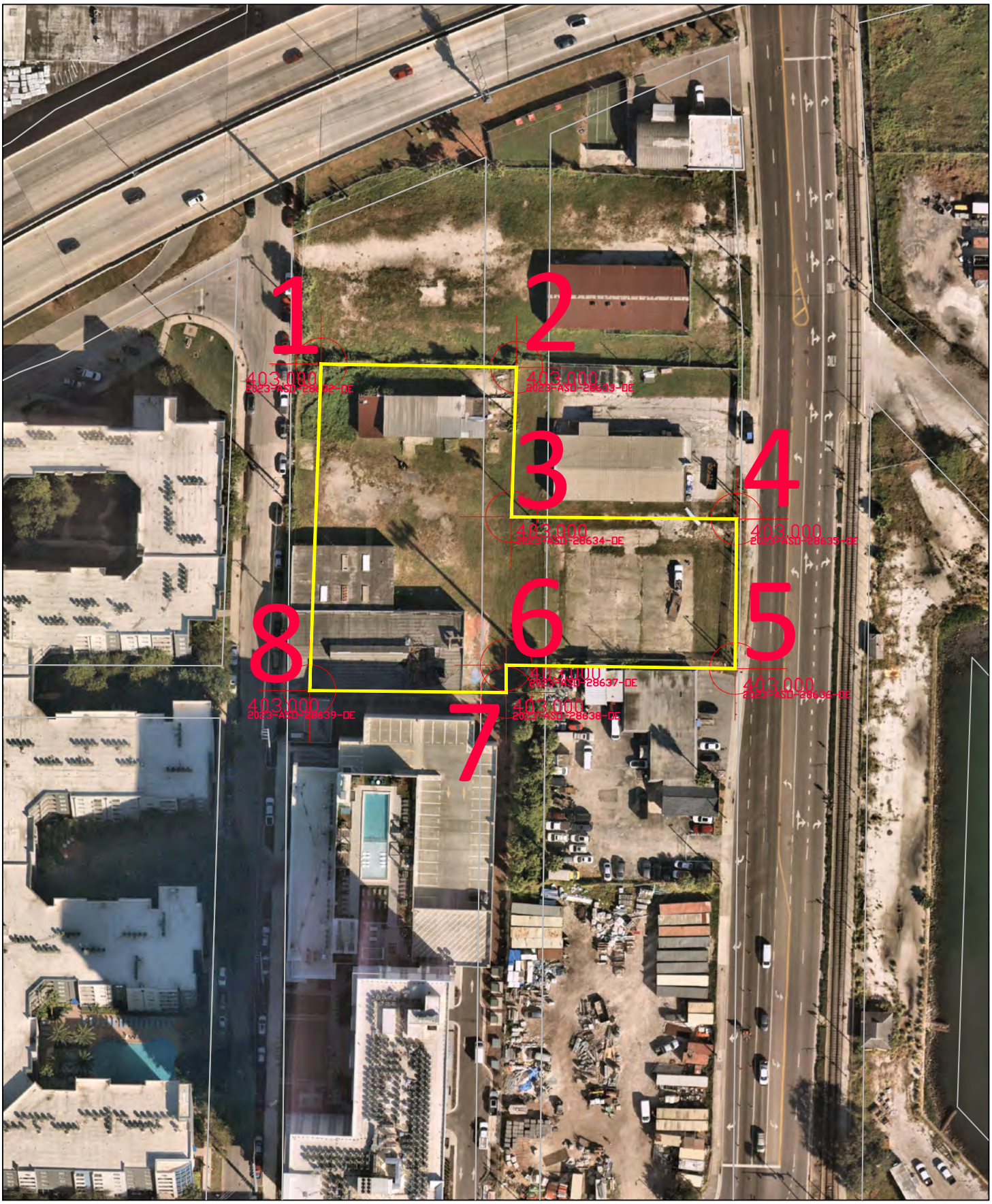
0 0.42 0.85 1.7 km

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

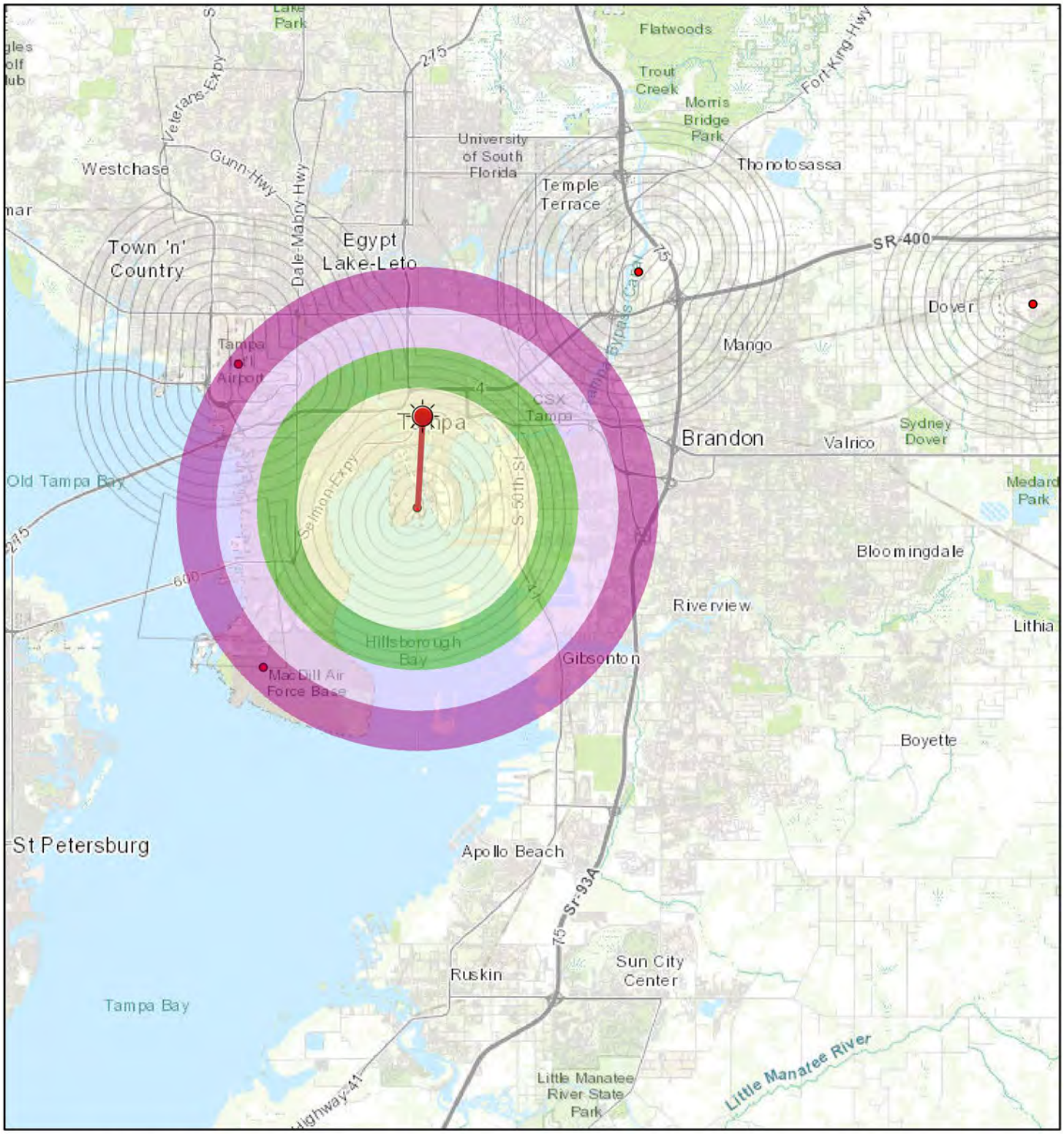
Project
Point Data Table

	One Location field is required						Required	Required	Required	
Point #	**LAT d**	**LAT m**	**LAT s**	**LONG d**	**LONG m**	**LONG s**	**MSL**	**AGL**	**NAME**	**AMSL**
1	27	57	15.03	82	26	47.97	13	390	**2023-ASO-28632-OE**	403.00
2	27	57	15.01	82	26	46.28	13	390	**2023-ASO-28633-OE**	403.00
3	27	57	13.86	82	26	46.32	13	390	**2023-ASO-28634-OE**	403.00
4	27	57	13.85	82	26	44.37	13	390	**2023-ASO-28635-OE**	403.00
5	27	57	12.7	82	26	44.38	13	390	**2023-ASO-28636-OE**	403.00
6	27	57	12.72	82	26	46.36	13	390	**2023-ASO-28637-OE**	403.00
7	27	57	12.51	82	26	46.36	13	390	**2023-ASO-28638-OE**	403.00
8	27	57	12.52	82	26	48.06	13	390	**2023-ASO-28639-OE**	403.00

Point Locations



Obstruction Standard



1/5/2024, 10:52:11 AM

1:288,895

0 2.25 4.5 9 mi

0 3.5 7 14 km

Override 1

Override 1

Airspace - TPF_OBST

200-8-3NM

300-8-4NM

400-8-5NM

500-8-6NM

Airports - ARP

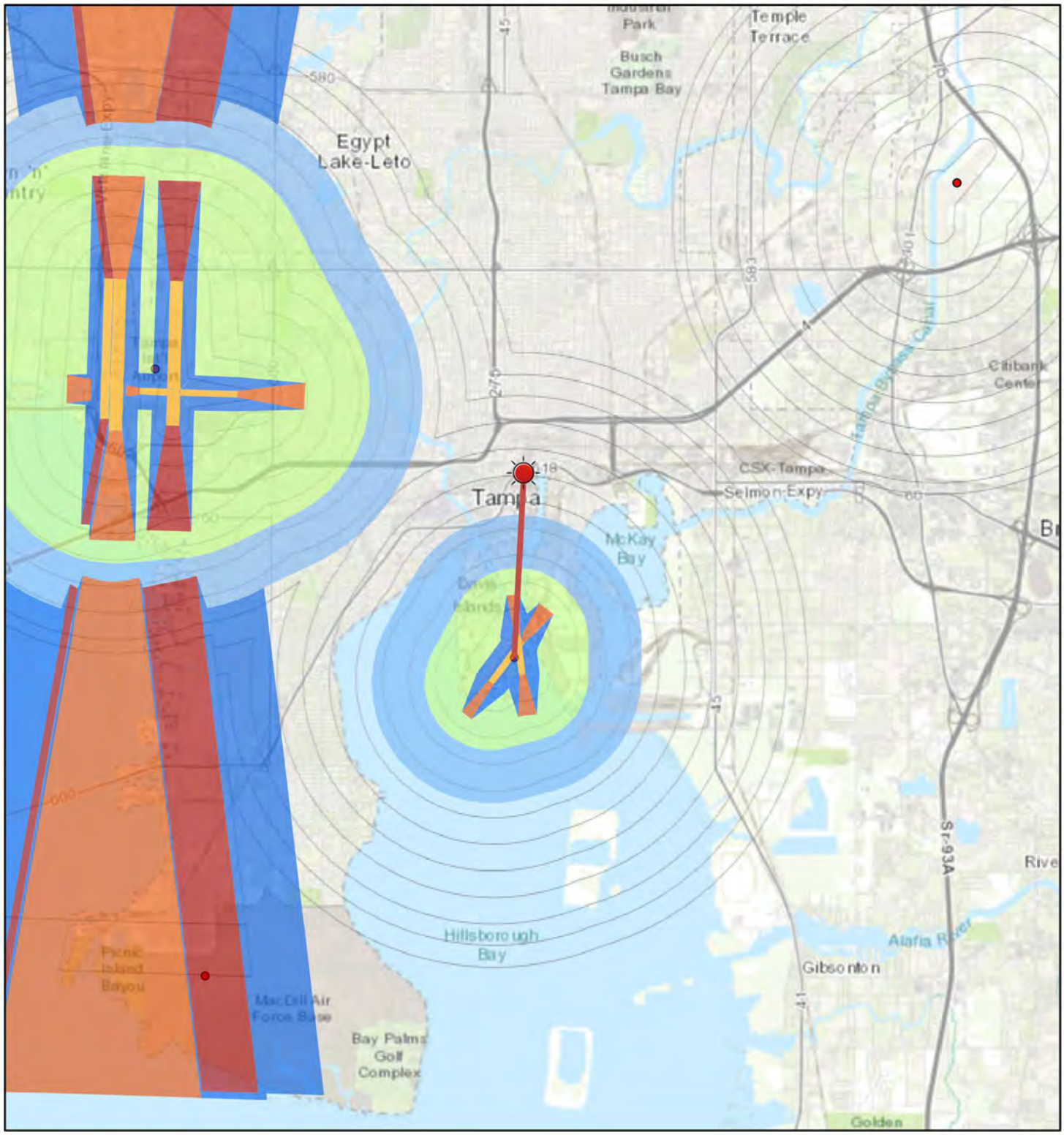
TPA Height and Zoning

TPA Height and Zoning

TPA Height and Zoning

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

Part 77



1/5/2024, 10:55:26 AM

1:144,448

0 1 2 4 mi

0 1.75 3.5 7 km

Override 1

Override 1

Airspace - TPF_P77_19_Dissolve

- TPF_18-36_P77_19_Primary
- TPF_18-36_P77_19_Primary_Trans
- TPF_18_P77_19_Inner_Appch
- TPF_18_P77_19_Inner_Trans_Appch
- TPF_22_P77_19_Inner_Appch
- TPF_22_P77_19_Inner_Trans_Appch
- TPF_36_P77_19_Inner_Appch
- TPF_36_P77_19_Inner_Trans_Appch
- TPF_4-22_P77_19_Primary
- TPF_4-22_P77_19_Primary_Trans
- TPF_4_P77_19_Inner_Appch
- TPF_4_P77_19_Inner_Trans_Appch
- TPF_P77_19_Conical
- TPF_P77_19_Horizontal_Plane

Airspace - TPA_FUTR_P77_19_Dissolve

- TPA_01L-19R_FUTR_P77_19_Primary
- TPA_01L-19R_FUTR_P77_19_Primary_Trans
- TPA_01L_FUTR_P77_19_Inner_Appch
- TPA_01L_FUTR_P77_19_Inner_Trans_Appch
- TPA_01L_FUTR_P77_19_Outer_Appch
- TPA_01L_FUTR_P77_19_Outer_Trans_Appch
- TPA_01R-19L_FUTR_P77_19_Primary
- TPA_01R-19L_FUTR_P77_19_Primary_Trans
- TPA_01R_FUTR_P77_19_Inner_Appch
- TPA_01R_FUTR_P77_19_Inner_Trans_Appch
- TPA_01R_FUTR_P77_19_Outer_Appch
- TPA_01R_FUTR_P77_19_Outer_Trans_Appch
- TPA_10-28_FUTR_P77_19_Primary
- TPA_10-28_FUTR_P77_19_Primary_Trans
- TPA_10_FUTR_P77_19_Inner_Appch
- TPA_10_FUTR_P77_19_Inner_Trans_Appch
- TPA_17-35_FUTR_P77_19_Primary
- TPA_17-35_FUTR_P77_19_Primary_Trans
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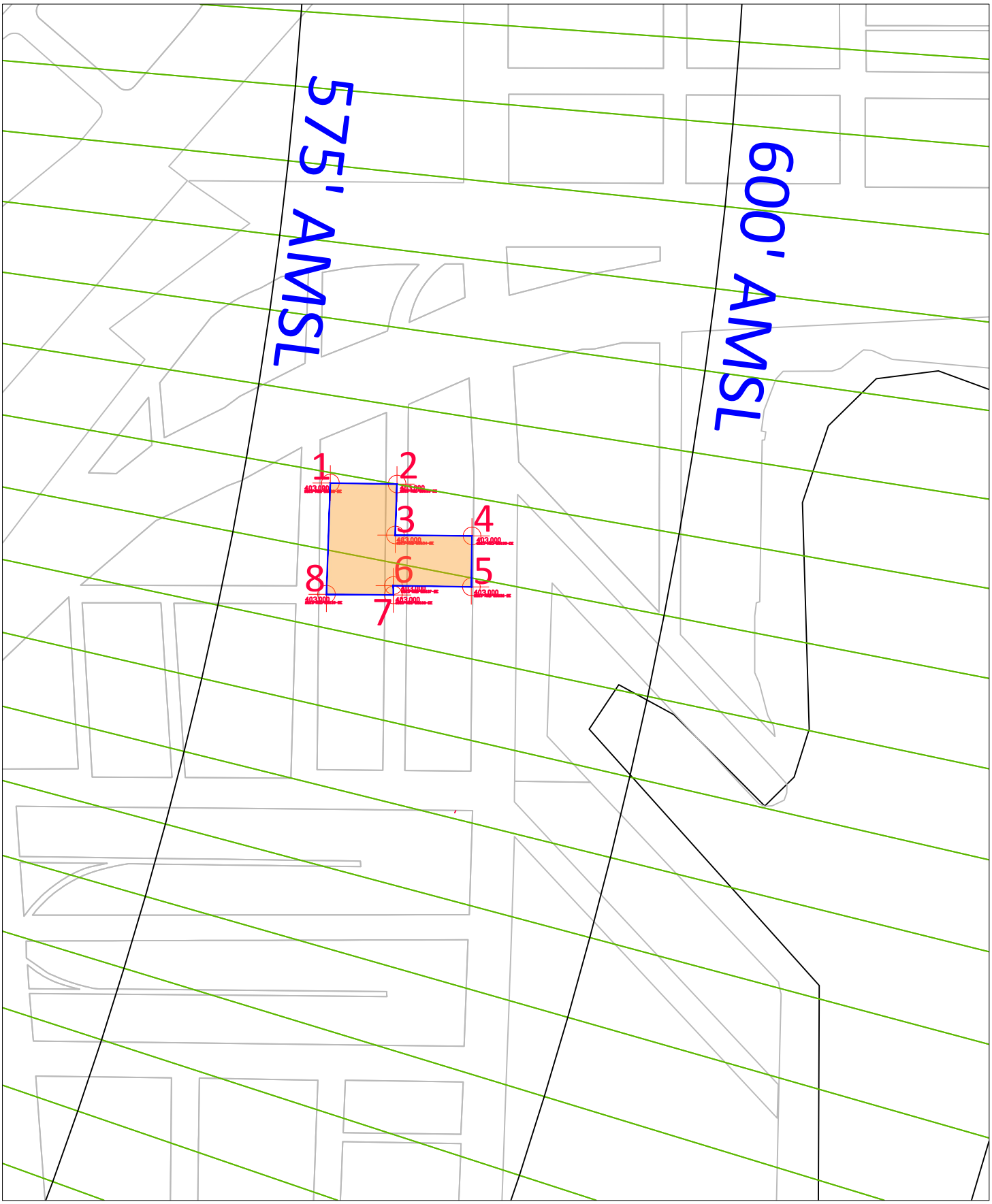
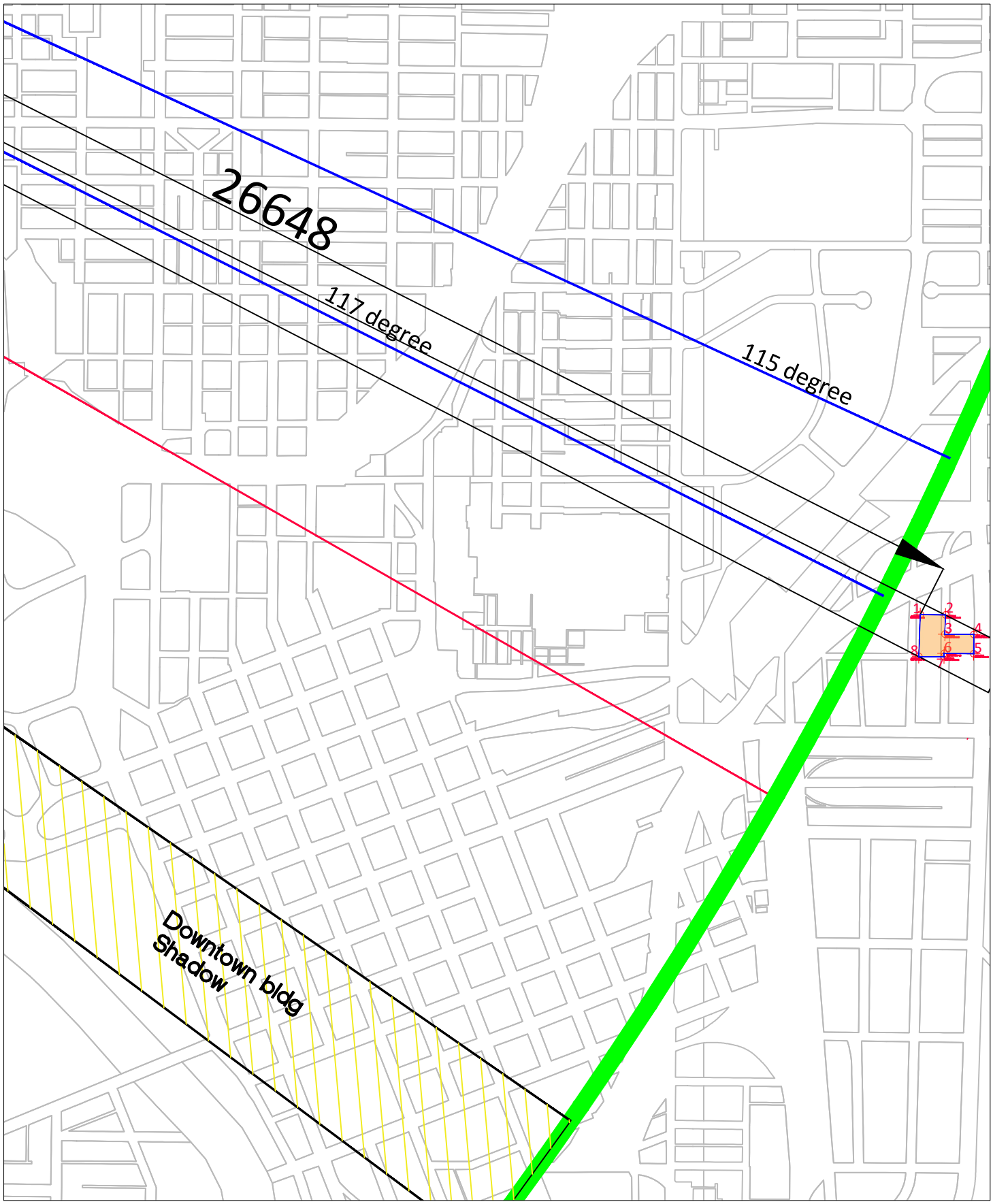
- TPA_17_FUTR_P77_19_Inner_Trans_Appch
- TPA_17_FUTR_P77_19_Outer_Appch
- TPA_17_FUTR_P77
- TPA_19L_FUTR_P7
- TPA_19L_FUTR_P7
- TPA_19L_FUTR_P7
- TPA_19L_FUTR_P7
- TPA_19R_FUTR_P
- TPA_19R_FUTR_P
- TPA_19R_FUTR_P
- TPA_19R_FUTR_P
- TPA_28_FUTR_P77
- TPA_28_FUTR_P77
- TPA_35_FUTR_P77
- TPA_35_FUTR_P77
- TPA_35_FUTR_P77

Departure



TPA Radar - ASR-9



MATERIAL LEGEND

E-GL-01 GLASS, VISION
E-GL-01A GLASS, SPANDREL
E-GL-02 GLASS, SHADY / VISION
E-GL-02A GLASS SHADY SPANDREL
E-GL-03 LAMINATED GLASS
E-MTL-01 ALUM PANEL
E-MTL-02 PERFORATED METAL PANEL
E-MTL-03 PERFORATED METAL PANEL
E-MTL-04 METAL SPANDREL PANEL
E-MAS-01A CAST STONE
E-MAS-01B CAST STONE
E-STN-01 STONE WALL CLADDING
E-BFS-01 BF
E-BFS-02 BF
E-BFS-03 BF
LOUVER
OPERABLE VENT

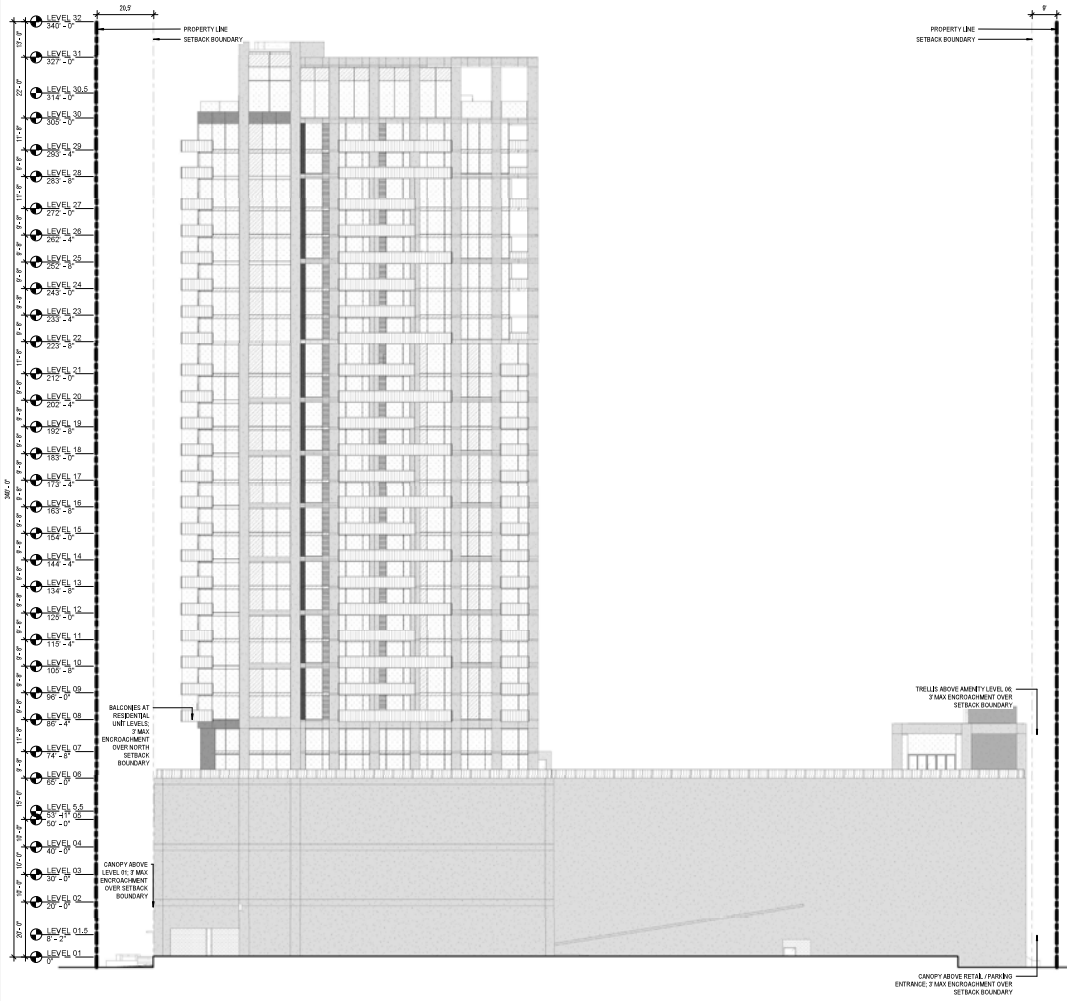
KEYNOTE LEGEND

KEYNOTE	DESCRIPTION

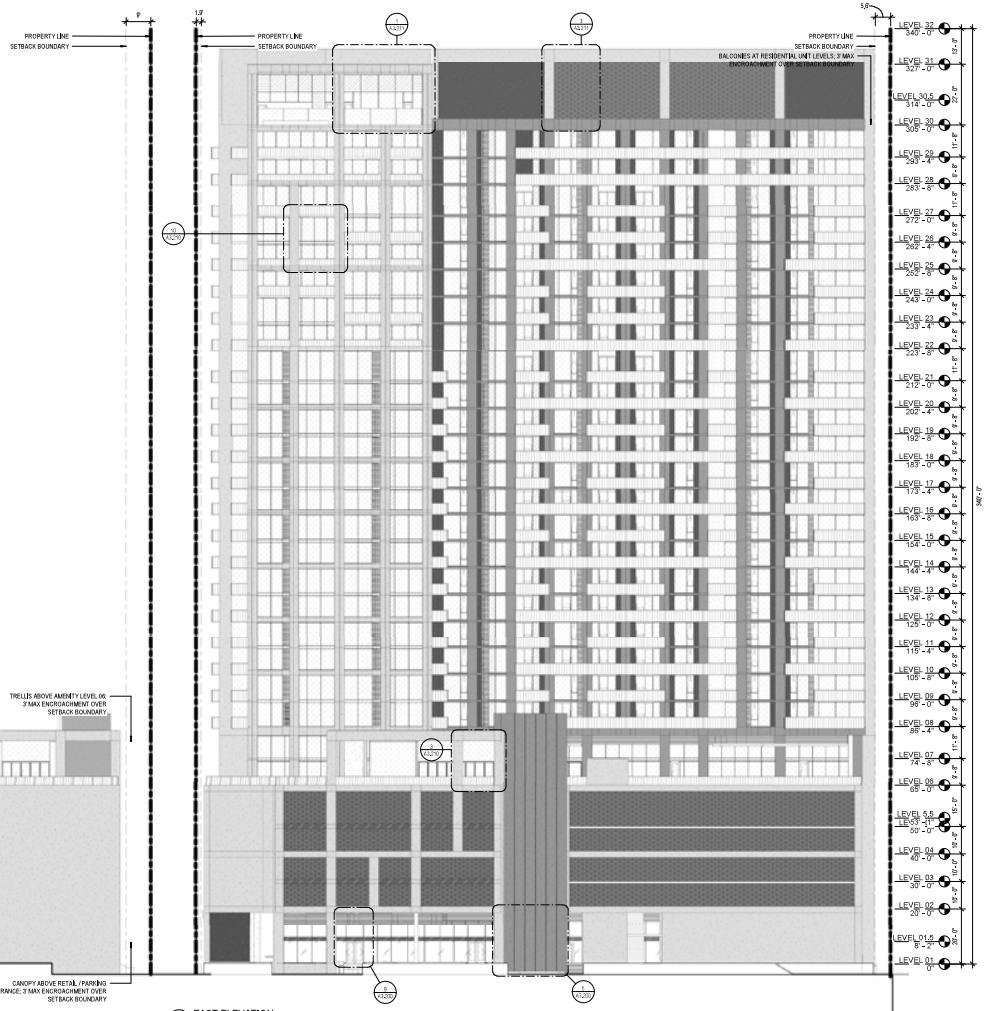
EXTERIOR ELEVATION NOTES

GENERAL NOTES

1. FOR EXTERIOR SYSTEM TYPES SEE SHEET A3.001.
2.



1 SOUTH ELEVATION
A3.100 1/16" = 1'-0"



1 EAST ELEVATION
A3.100 1/16" = 1'-0"

VELA

MAGELLAN DEVELOPMENT GROUP

CLAYCO

Lamar Johnson Collaborative

VELA CHANNELSIDE

VELA DEVELOPMENT PARTNERS
1242 CHANNELSIDE DRIVE, TAMPA, FL 33602
CONCEPT PLANS

DRAWING ISSUE

#	DATE	DESCRIPTION
01	10.05.2023	100% SD

DRAWING TITLE
BUILDING ELEVATIONS

DRAWING NO.
A3.100

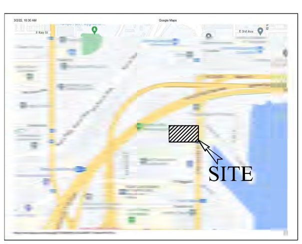
Job # 25.007032

LEGEND:

A = ARC
A/C = AIR CONDITIONER
BOC = BACK OF CURB
BWF = BARBED WIRE FENCE
C = CURVE
(C) = CALCULATED
CB = CHORD BEARING
CH = CHORD
CI = CURB INLET
CLF = CHAIN LINK FENCE
CLP = CONC. LIGHT POLE
CONC. = CONCRETE
COE = UNITED STATES ARMY CORPS OF ENGINEER
CMP = CORRUGATED METAL PIPE
C/L = CENTERLINE
(D) = DEED
D.E. = DRAINAGE EASEMENT
ELEV. = ELEVATION
EOP = EDGE OF PAVEMENT
EPCHC = ENVIRONMENTAL PROTECTION COMMISSION OF HILLSBOROUGH COUNTY
FCM = FOUND CONCRETE MONUMENT
FDOT = FLORIDA DEPARTMENT OF TRANSPORTATION
FEMA = FEDERAL EMERGENCY MANAGEMENT AGENCY
FIP = FOUND IRON PIPE
FIR = 5/8 FOUND IRON ROD LB3913 (UNLESS OTHERWISE NOTED)
FND = FOUND
FPK = FOUND PK NAIL
FN+D = FOUND NAIL & DISK
FRRS = FOUND RAILROAD SPIKE
GA = GUY ANCHOR
H.C.F.P.A. = HILLSBOROUGH COUNTY FLORIDA PROPERTY APPRAISER (WEB SITE)
HOA = HOMEOWNERS ASSOCIATION
LB = LICENSED BUSINESS
LS = LICENSED SURVEYOR
MEG = MATCH EXISTING GRADE
MH = MANHOLE
(NR) = NON-RADIAL
NTS = NOT TO SCALE
NCFS = NO CORNER FOUND OR SET
NGVD = NATIONAL GEODETIC VERTICAL DATUM 1929
NAVD = NORTH AMERICAN VERTICAL DATUM 1988
O.R. = OFFICIAL RECORDS
OUL = OVERHEAD UTILITY LINES
(P) = PLAT
PAGP = PER APPROVED GRADING PLAN
PB = PLAT BOOK
PG = PAGE
PT = POINT OF TANGENT
PI = POINT OF INTERSECTION
PC = POINT OF CURVATURE
PCC = POINT OF COMPOUND CURVE
PRC = POINT OF REVERSE CURVE
PK = PARKER-KALON NAIL
POB = POINT OF BEGINNING
POC = POINT OF COMMENCEMENT
PRM = PERMANENT REFERENCE MONUMENT
PLS = PROFESSIONAL LAND SURVEYOR
PSM = PROFESSIONAL SURVEYOR & MAPPER
P/L = PROPERTY LINE
R.M. = REFERENCE MONUMENT
(R) = RECORD
RAD = RADIUS
RP = RADIUS POINT
RCP = REINFORCED CONCRETE PIPE
REG = REGISTERED
R/W = RIGHT-OF-WAY
(S) = SURVEY
SEC = SECTION
TWP = TOWNSHIP
RGE = RANGE
SIR = 5/8" SET IRON ROD LB 3913
SN+D = SET NAIL & DISK LB 3913
SPK = SET PK NAIL
SPC = STATE PLANE COORDINATES (FLORIDA ZONE WEST)
SQFT = SQUARE FEET
SWFWMD = SOUTHWEST FLORIDA WATER MANAGEMENT DISTRICT
TECO = TAMPA ELECTRIC COMPANY
TBM = TEMPORARY BENCH MARK
TRANS. = TRANSFORMER
TYP. = TYPICAL
WC = WITNESS CORNER
WCA = WETLAND CONSERVATION AREA
WCEL = WETLAND CONSERVATION EASEMENT LINE
WCASL = WETLAND CONSERVATION AREA SETBACK LINE
WF = WOOD FENCE
± = MORE OR LESS

SYMBOLS:

= ELECTRIC HAND HOLE [EHH]
= FIRE HYDRANT [FH]
= HUB & TACK SET
= LATH SET
= LIGHT POLE
= UTILITY POLE
= GUY ANCHOR
= SIGN
= WATER METER [WM]
= WATER VALVE [WV]
= MANHOLE



Vicinity Map

NOT TO SCALE

NOTES:

1. No underground installation or improvements have been located except those shown hereon.

2. LANDMARK ENGINEERING & SURVEYING CORPORATIONS
Certificate of Authorization Number to provide surveying is LB3913.

3. This drawing not valid without the signature and original seal of a Florida Registered Surveyor & Mapper.

4. As used on this drawing, certify means to state or declare a professional opinion of conditions regarding those facts or findings which are the subject of the certification and Does Not constitute a warranty or guarantee, either expressed or implied. This certification is only for the lands as described. It is Not a Certificate of Title, Zoning, Easements or Freedom of Encumbrances.

5. No instruments of record reflecting easements, rights-of-way and/or ownership were furnished to this surveyor except as shown hereon.

FLOOD ZONE:

The property described hereon is located in Flood Zone "AE" (Base Flood Elevation 12' - NAVD 1988) per Flood Insurance Rate Map No. 12057C0354J, Effective Date 10/07/2021, Community No. 120114 Panel 0354 J.

J:\22350159\CAD\Survey\DWG\22350159-Lots1-5-6_Blk3-EstuarySubdivisionNo1-SPC.dwg -- 9/20/2023 8:15:21 AM

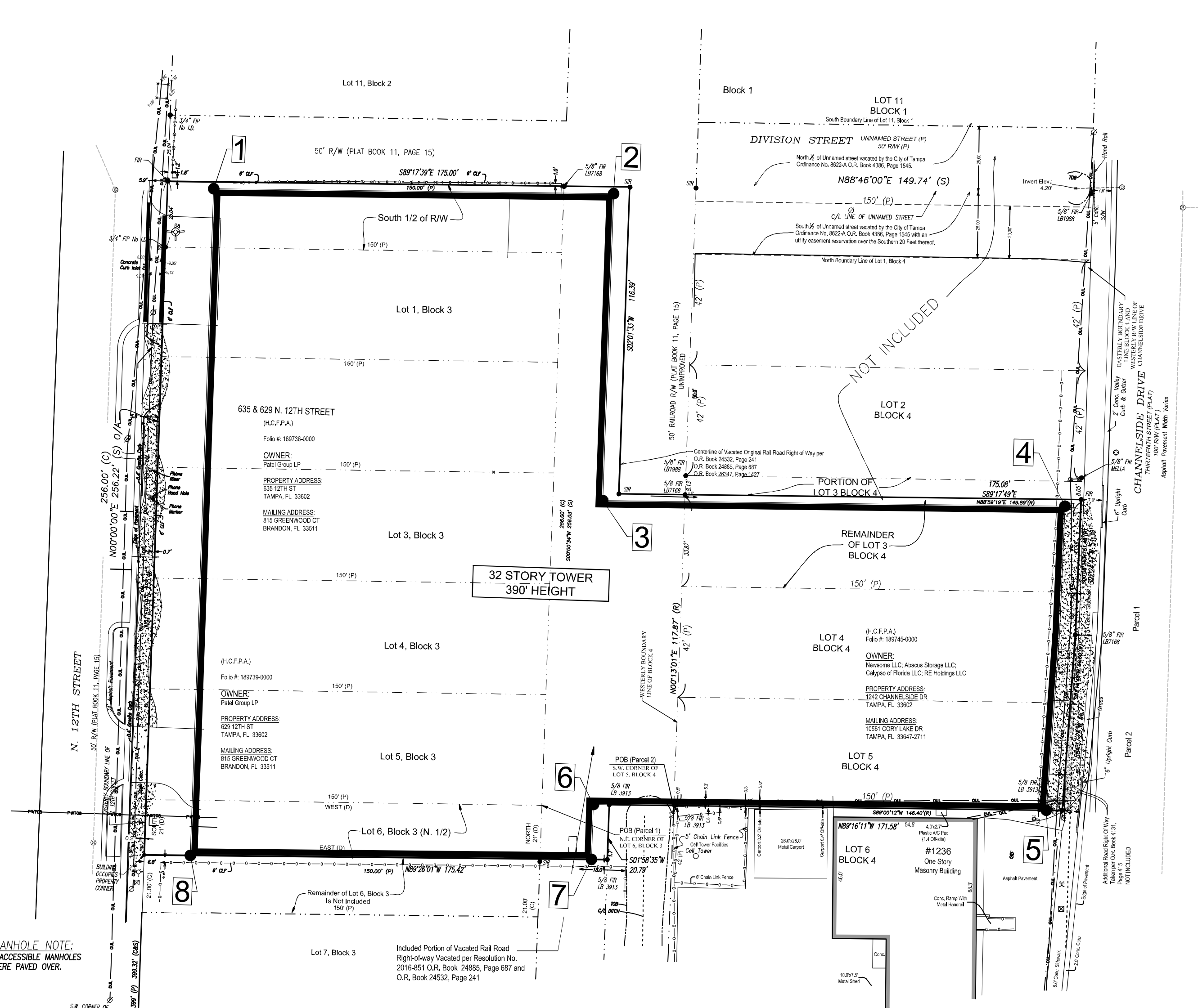
Scale: 1" = 20'

0 5 10 20 40

GRAPHIC SCALE (IN FEET)

N

BASIS OF BEARINGS:
THE EASTERLY R/W LINE OF N. 12TH STREET BEARS N.01°54'01"E., (GRID).



MANHOLE NOTE:
INACCESSIBLE MANHOLES WERE PAVED OVER.

POINT NUMBER	NORTHING	EASTING	LATITUDE	LONGITUDE	FFE (NAVD88)	MAX ELEVATION (NAVD88)
1	1316307.0033	511972.8254	N27° 57' 15.03"	W82° 26' 47.97"	13.00	403.00
2	1316305.1369	512124.3059	N27° 57' 15.01"	W82° 26' 46.28"	13.00	403.00
3	1316188.8233	512120.1519	N27° 57' 13.86"	W82° 26' 46.32"	13.00	403.00
4	1316186.6748	512295.2423	N27° 57' 13.85"	W82° 26' 44.37"	13.00	403.00
5	1316071.3650	512294.1990	N27° 57' 12.70"	W82° 26' 44.38"	13.00	403.00
6	1316073.6285	512116.6271	N27° 57' 12.72"	W82° 26' 46.36"	13.00	403.00
7	1316052.8351	512115.9095	N27° 57' 12.51"	W82° 26' 46.36"	13.00	403.00
8	1316054.3364	511964.0039	N27° 57' 12.52"	W82° 26' 48.06"	13.00	403.00

Surveyor's Affidavit of Accuracy

I certify that the coordinates and site elevations are accurate to within 20 feet horizontally and 3 feet vertically. The horizontal datum (coordinates) are in terms of the Northern American Datum of 1983 (NAD83) and are expressed in degrees, minutes, and seconds. The vertical datum (heights) are in terms of the North American Vertical Datum of 1988 (NAVD88) and are determined to the nearest foot.

Digitally signed by: Elizabeth K Merta
Date: 2023.09.26 07:21:36 -04'00'

TITLE COMMITMENT NOTES:

Fidelity National Title Insurance Company Commitment for Title Insurance,Order Number: 9764426, bearing an effective date of August 5, 2021 at 5:00pm has been reviewed and the following matters of survey have been noted:

SCHEDULE B SECTION II Items

5. The property described hereon is subject to the terms of the Amended and Restated Interlocal Agreement among Hillsborough County, the City of Tampa and the Community Redevelopment Agency of the City of Tampa Regarding the Creation and Expansion of Community Redevelopment Areas, recorded in Official Records Book 22931, Page 1598. Property is a portion of the Channelside Redevelopment Area, Exhibit "E" in said document. (No plottable items)

6. Non-Distrubance at Attornment Agreement recorded in Official Records Book 23742, Page 1947. (No plottable items)

Note: Right of way Deed in favor of State of Florida, Department of Transportation recorded in Official Records Book 4131, Page 415. (Plotted heron)

Note: Ordinance No. 8622-A recorded in Official Records Book 4386, Page 1545 (Plotted Heron); Resolution No. 2016-851 recorded in Official Records Book 24532, Page 241 and Official Records Book 24885, Page 687. (Plotted Heron)

Note: Final Judgement Quieting Title (affecting Right ways) recorded in Official Records Book 26347,m Page 1427 and Offical Records Instrument No. 2020154848. (Plotted heron)

DESCRIPTION: (Per Title Commitment)

Lots 1, 2, 3, 4, 5 and the North 1/2 of Lot 6 in Block 3 of ESTUARY SUBDIVISION NO. 1, according to the map or plat thereof, as the same is recorded in Plat Book 11, Page 15, of the Public Records of Hillsborough County, Florida, together with the South 1/2 of vacated street lying North of Lot 1, said North 1/2 of Lot 6, being more particularly described as: Beginning at the Northeast corner of said Lot 6, run thence West along the boundary line between Lots 5 and 6 to East boundary of 12th Street, thence South along the East boundary of 12th Street, a distance of 21 feet thence East and parallel with the North boundary line of Lot 6 to a point on the East boundary line of Lot 6, which is 21 feet South of the Northeast corner of said Lot 6, thence North along the East boundary line of Lot 6, a distance of 21 feet to the point of beginning; Together with that portion of the West half of unnamed right of way per plat (railroad) lying East of and adjacent to the above described property

and

A portion of Lots 3, 4 and 5 Block 4 of ESTUARY SUBDIVISION NO. 1, according to the map or plat thereof recorded in Plat Book 11, Page 15, of the Public Records of Hillsborough County, Florida, being more particularly described as follows: BEGIN at the Southwest Corner of said Lot 5; thence N.00°13'01"E., 117.87 feet along the Westerly boundary line of said Block 4; thence N.88°59'19"E., 149.89 feet to the Westerly right-of-way line of Channelside Drive; thence along said right-of-way line the following two courses: S.00°08'34"W., 51.48 feet; thence S.03°16'40"W., 66.60 to the Southerly boundary line of said Lot 5; thence S.89°00'12"W., 146.40 feet to the POINT OF BEGINNING; Together with that portion of East half of unnamed right of way per plat (railroad) lying West of and adjacent to above described property. Less and Except that portion of said Lot 3, Block 4 as described in Warranty Deed recorded in Official Records Book 23742, Page 1895, Public Records of Hillsborough County, Florida;

Total Area = 1.50 Acres±

22350159

5710

SPECIFIC PURPOSE SURVEY - FAA 1A SURVEY

This Survey Certified To : The Patel Group, Limited Partnership, a Florida limited partnership; John C. Robinson; NorthStar Bank, ISOA, ATIMA; Kent Runnells, P.A. and Old Republic National Title Insurance Company

REVISIONS CONTINUED

Description	Date	Dwn.	Ck'd	Order No.
Additional Topography	2-1-23	DS		22250162
Added Contours & Adjusted Boundary	3-3-23	DS		22250162
Revised per Client Comments	8-11-23	DS		22250162
Ground Floor Overlay	8-18-23	DS		22350141
Updated Building Placement	9-18-23	DS		22350159

REVISIONS

Description	Date	Dwn.	Ck'd	Order No.
Revised Certification	6-11-15	MAC		21550090
Closed Rail Road ROW	10-11-21	JWH		
New Title Work Description	10-11-21	JWH		
ALTA Survey	02-24-22	MCB		22250031
Revised Flood & Move to SPC	8-18-22	MCB		22250031
Added Topographic Information	11-28-22	MAC		22250162

Drawn: MAC | April 15, 2015 | Client No: 5710 | Checked:

Original No.: 21550090 | Current No.: 22350159

SURVEYORS CERTIFICATE

The survey represented hereon conforms to the requirements of Chapter 5J-17, Florida Administrative Code in effect on the Survey Date shown.

Digitally signed by: Elizabeth K Merta
Date: 2023.09.26 07:21:21 -04'00'

ELIZABETH K. MERTA — DATE OF SIGNATURE
FLORIDA PROFESSIONAL SURVEYOR & MAPPER NO. 6113

Survey Date: 11-17-2022

LANDMARK
Engineering & Surveying Corporation
8515 Palm River Road | Tampa, Florida 33619
(813) 621-7841 | (813) 664-1832 (fax)
www.lesc.com | L.B. # 3913

Sec.: 18 Twp.: 29 S. Rge.: 19 E.

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

Aeronautical Study No.
2023-ASO-28632-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 1
Location:	Tampa, FL
Latitude:	27-57-15.03N NAD 83
Longitude:	82-26-47.97W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28632-OE.

Signature Control No: 600761337-605252148 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-28632-OE

Sectional Map for ASN 2023-ASO-28632-OE

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

Aeronautical Study No.
2023-ASO-28633-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 2
Location:	Tampa, FL
Latitude:	27-57-15.01N NAD 83
Longitude:	82-26-46.28W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28633-OE.

Signature Control No: 600761338-605252145 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

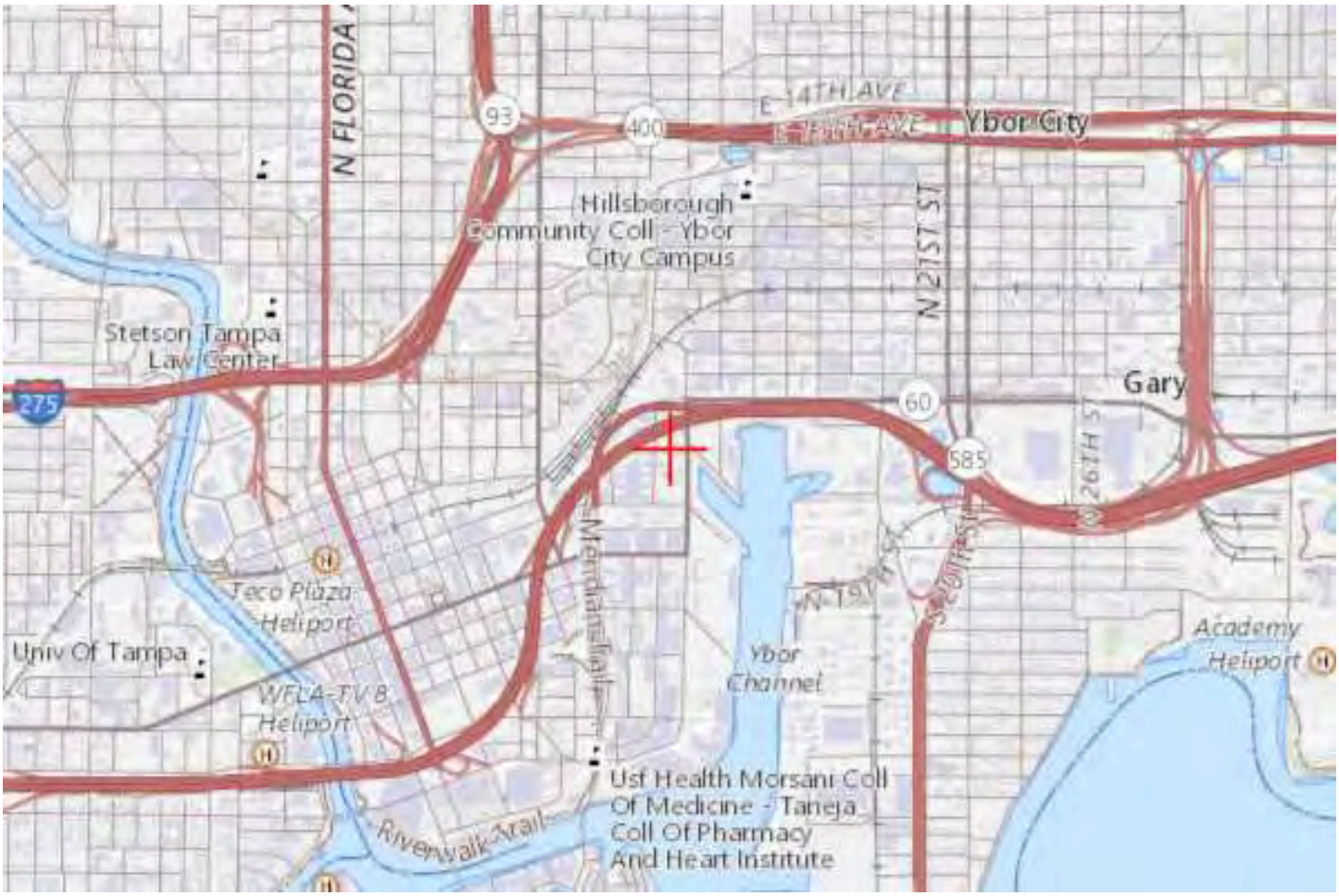
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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

TOPO Map for ASN 2023-ASO-28633-OE



Sectional Map for ASN 2023-ASO-28633-OE

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

Aeronautical Study No.
2023-ASO-28634-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 3
Location:	Tampa, FL
Latitude:	27-57-13.86N NAD 83
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Heights:	13 feet site elevation (SE)
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If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28634-OE.

Signature Control No: 600761339-605252149 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

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The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-28634-OE

Sectional Map for ASN 2023-ASO-28634-OE

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

Aeronautical Study No.
2023-ASO-28635-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 4
Location:	Tampa, FL
Latitude:	27-57-13.85N NAD 83
Longitude:	82-26-44.37W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28635-OE.

Signature Control No: 600761340-605252142 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

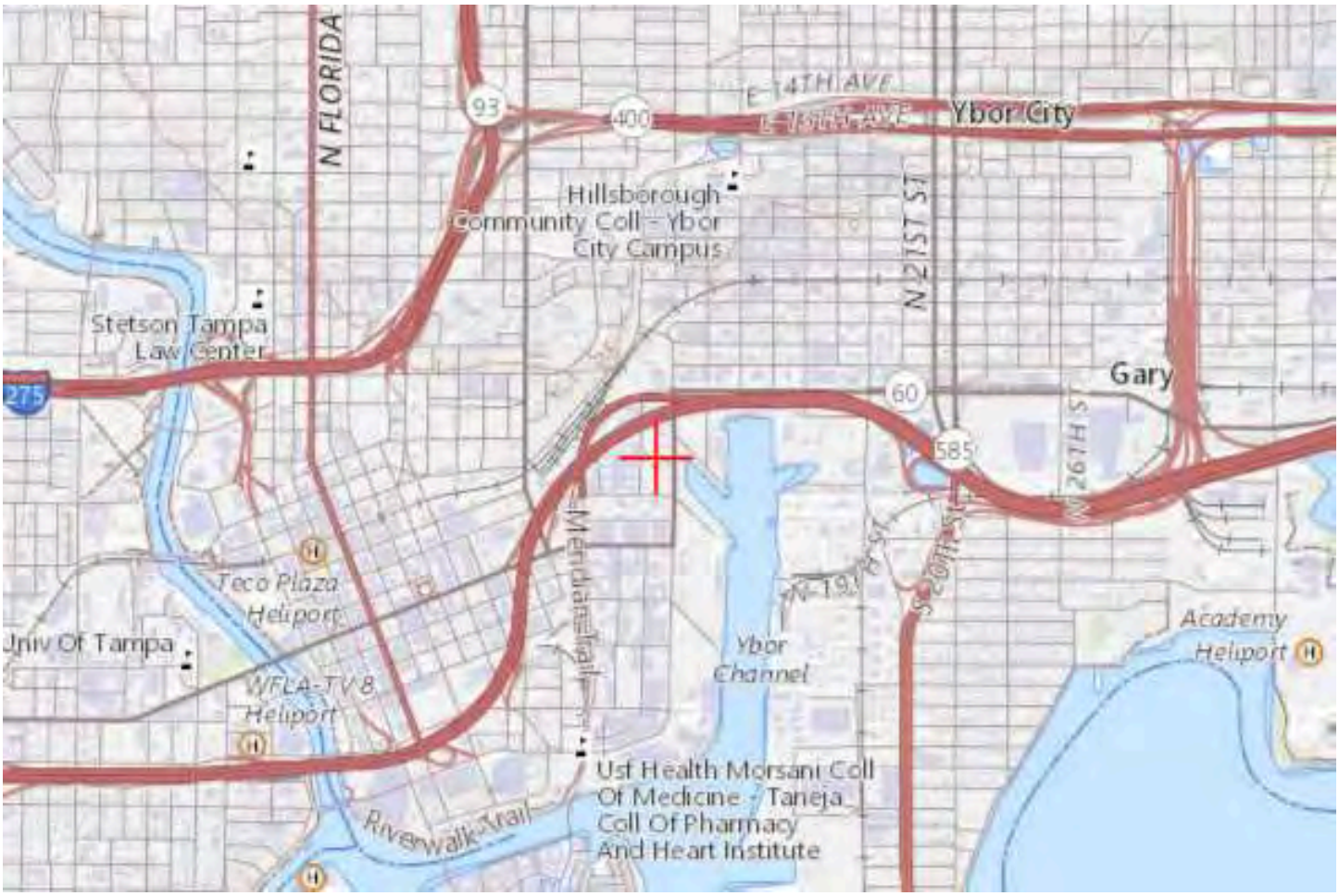
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

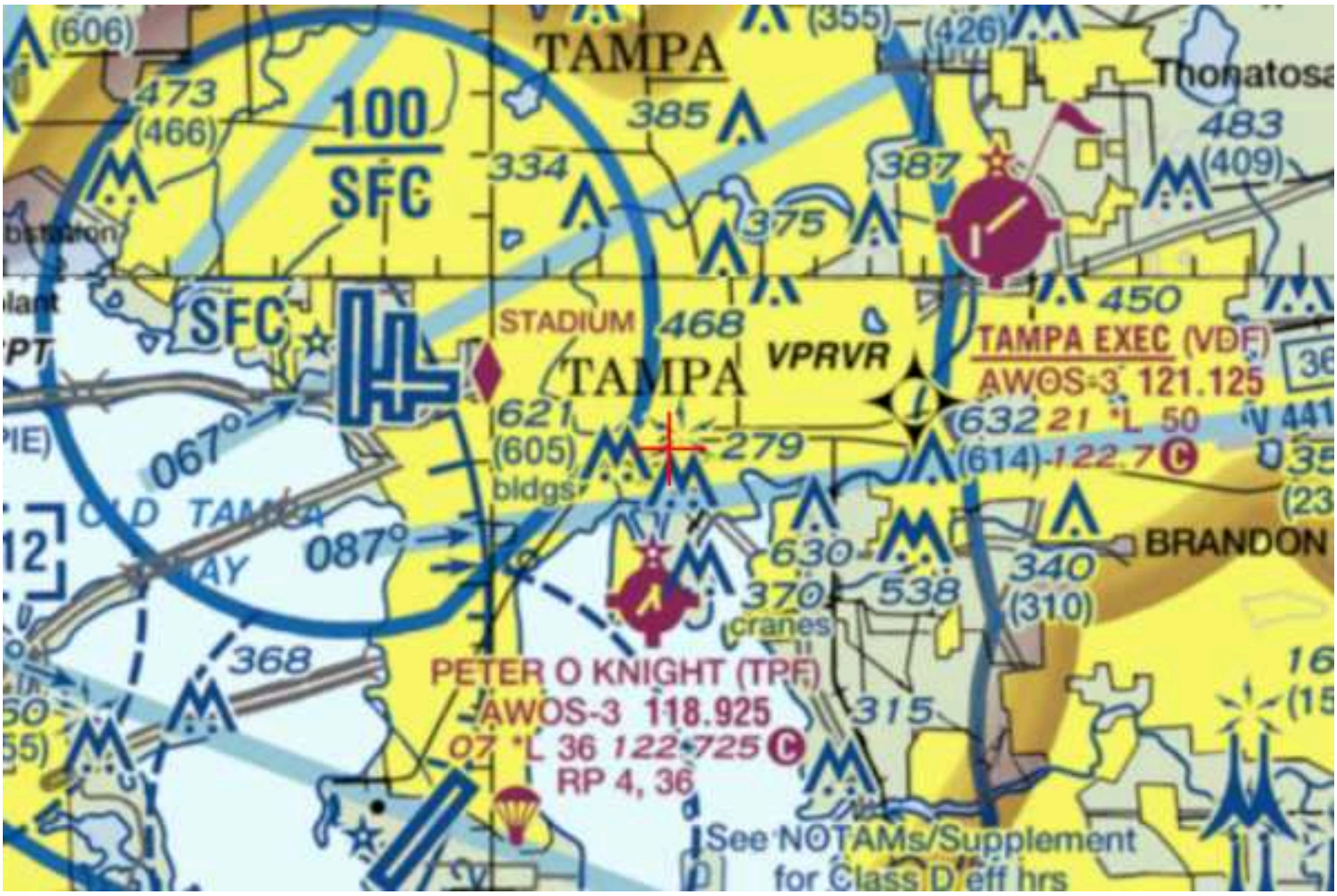
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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

TOPO Map for ASN 2023-ASO-28635-OE



Sectional Map for ASN 2023-ASO-28635-OE



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

Aeronautical Study No.
2023-ASO-28636-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 5
Location:	Tampa, FL
Latitude:	27-57-12.70N NAD 83
Longitude:	82-26-44.38W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28636-OE.

Signature Control No: 600761341-605252144 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

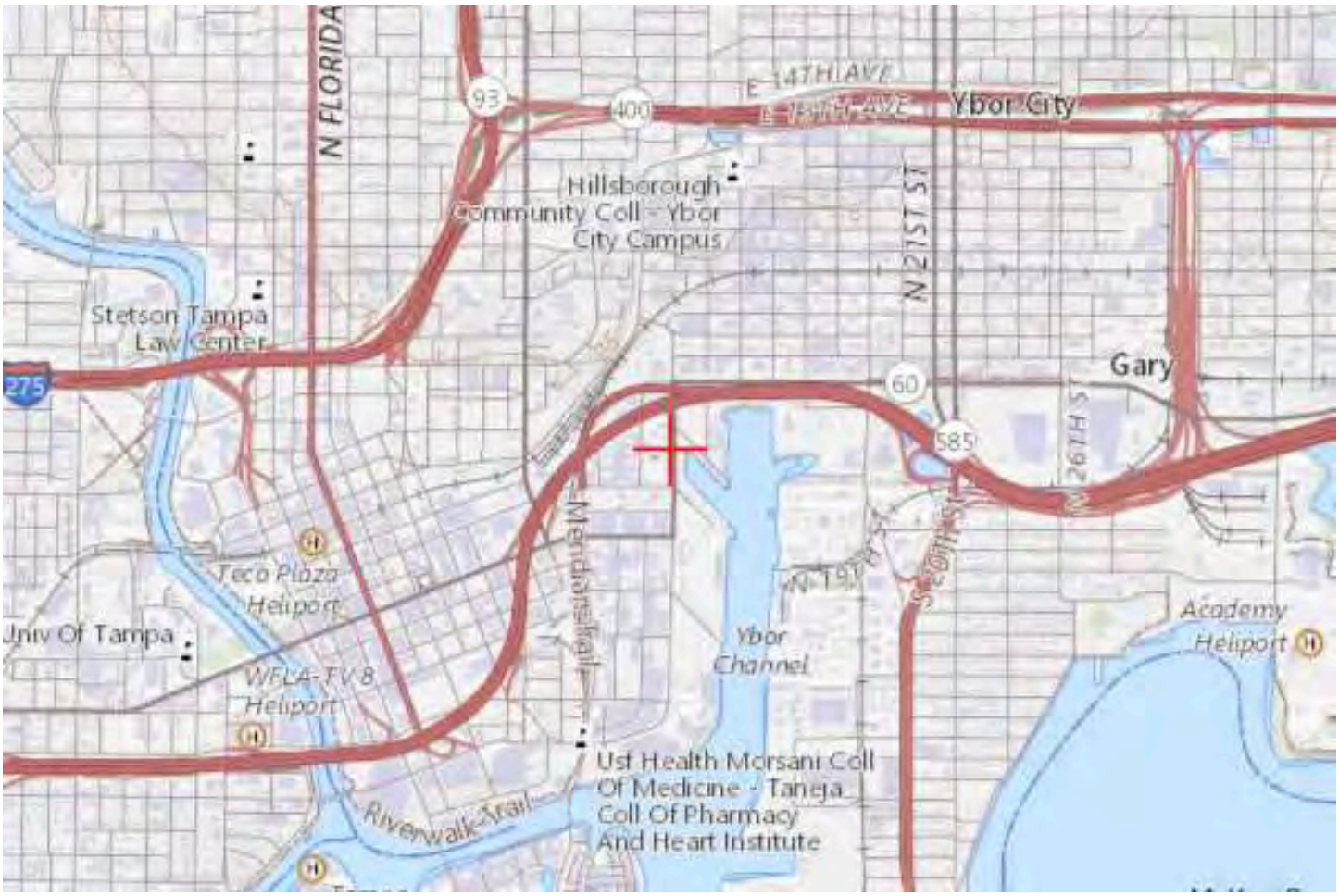
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

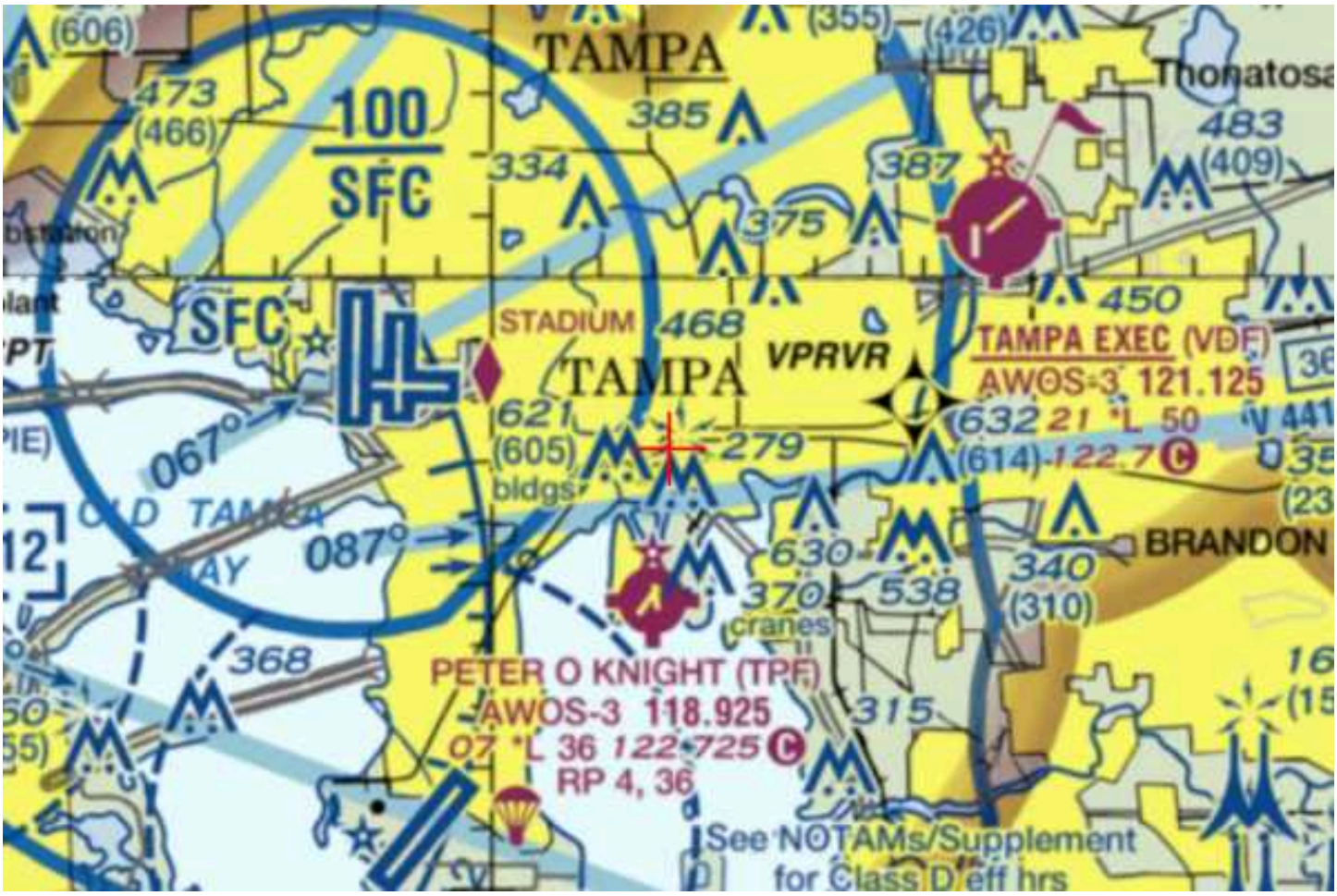
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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

TOPO Map for ASN 2023-ASO-28636-OE



Sectional Map for ASN 2023-ASO-28636-OE



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

Aeronautical Study No.
2023-ASO-28637-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 6
Location:	Tampa, FL
Latitude:	27-57-12.72N NAD 83
Longitude:	82-26-46.36W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28637-OE.

Signature Control No: 600761342-605252143 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

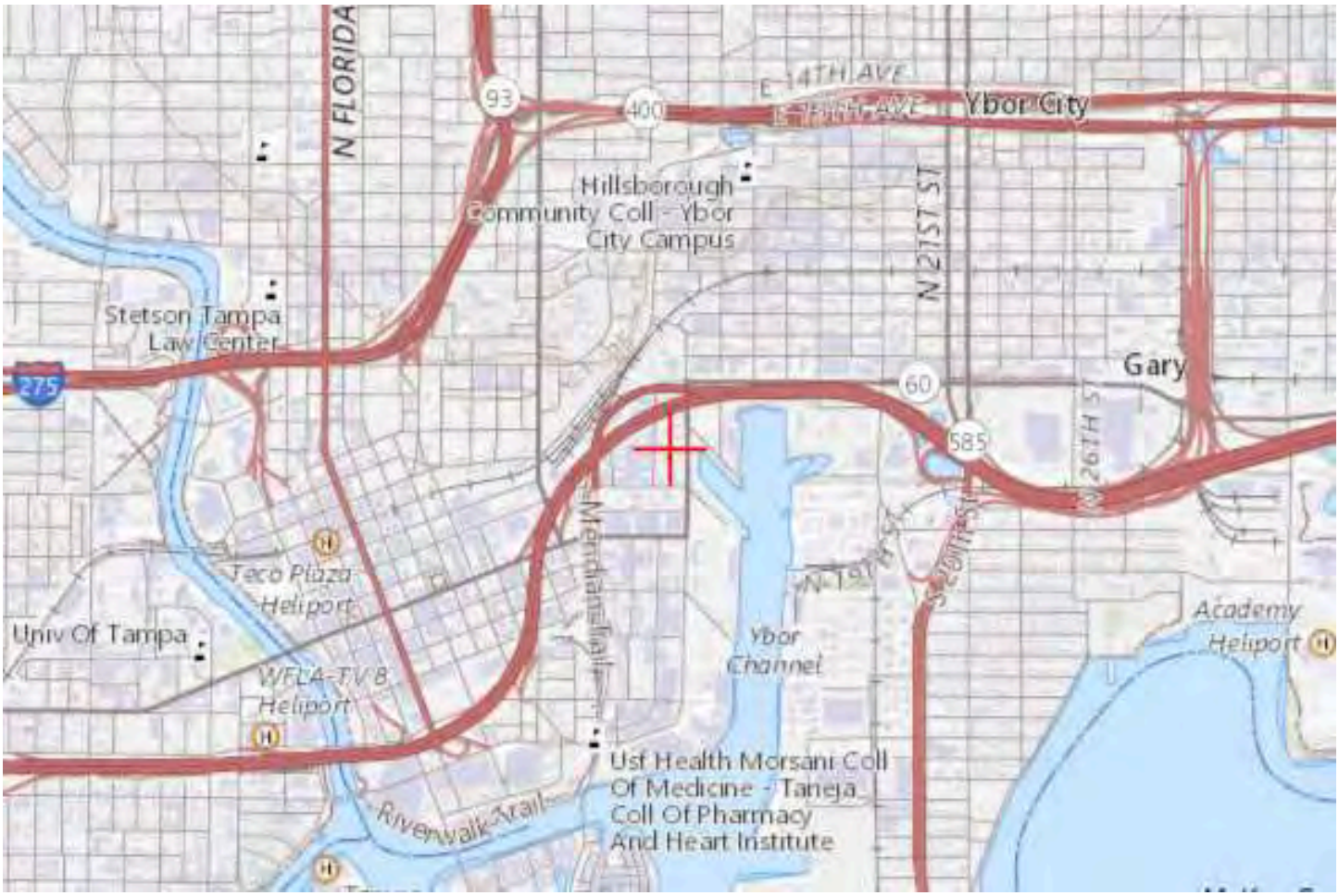
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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

TOPO Map for ASN 2023-ASO-28637-OE



Sectional Map for ASN 2023-ASO-28637-OE

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

Aeronautical Study No.
2023-ASO-28638-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 7
Location:	Tampa, FL
Latitude:	27-57-12.51N NAD 83
Longitude:	82-26-46.36W
Heights:	13 feet site elevation (SE)
	390 feet above ground level (AGL)
	403 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

This determination expires on 05/21/2025 unless:

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

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

This determination is subject to review if an interested party files a petition that is received by the FAA on or before December 21, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager, Rules and Regulations Group via email at OEPetitions@faa.gov, or via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW., Washington, DC 20591. FAA encourages the use of email to ensure timely processing.

This determination becomes final on December 31, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. Any questions regarding your petition, contact Rules and Regulations Group via telephone (202) 267-8783.

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

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

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

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

This aeronautical study considered and analyzed the impact on existing and proposed arrival, departure, and en route procedures for aircraft operating under both visual flight rules and instrument flight rules; the impact on all existing and planned public-use airports, military airports and aeronautical facilities; and the cumulative impact resulting from the studied structure when combined with the impact of other existing or proposed

structures. The study disclosed that the described structure would have no substantial adverse effect on air navigation.

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-28638-OE.

Signature Control No: 600761343-605252147 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
ASN = Aeronautical Study Number
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point
RWY = Runway

The proposed building project consists of eight points, represented by ASNs 2023-ASO-28632-OE through 28639. The project points were submitted at a height of 390 feet AGL, 403 feet AMSL. The project would be located approximately 2.28 to 2.32 NM north of the TPF ARP, Tampa, FL and from 3.58 degrees azimuth clockwise to 4.97 degrees azimuth from TPF.

The proposed building project exceeds the Obstruction Standards of Title 14, Code of Federal Regulations (14 CFR), Part 77 as follows:

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposed building points exceed by 190 feet.

Part 77 Obstruction Standards are used to screen the many proposals submitted in order to identify those which warrant further aeronautical study in order to determine if they would have significant adverse effect on protected aeronautical operations. While the obstruction standards may trigger further study, that may include circularization to the aeronautical public, they do not constitute absolute or arbitrary criteria for identification of hazards to air navigation. Accordingly, the fact that a proposed structure exceeds an obstruction standard of Part 77 does not provide a basis for a determination that the structure would be a hazard to air navigation.

The proposals were not circularized for public comment because current FAA obstruction evaluation policy exempts from circularization those proposals that exceed the above cited obstruction standard. This is provided the proposal does not lie within an airport traffic pattern. This policy does not affect the public's right to petition for review determinations regarding structures, which exceed the subject obstruction standards.

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

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

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

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

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

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

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

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

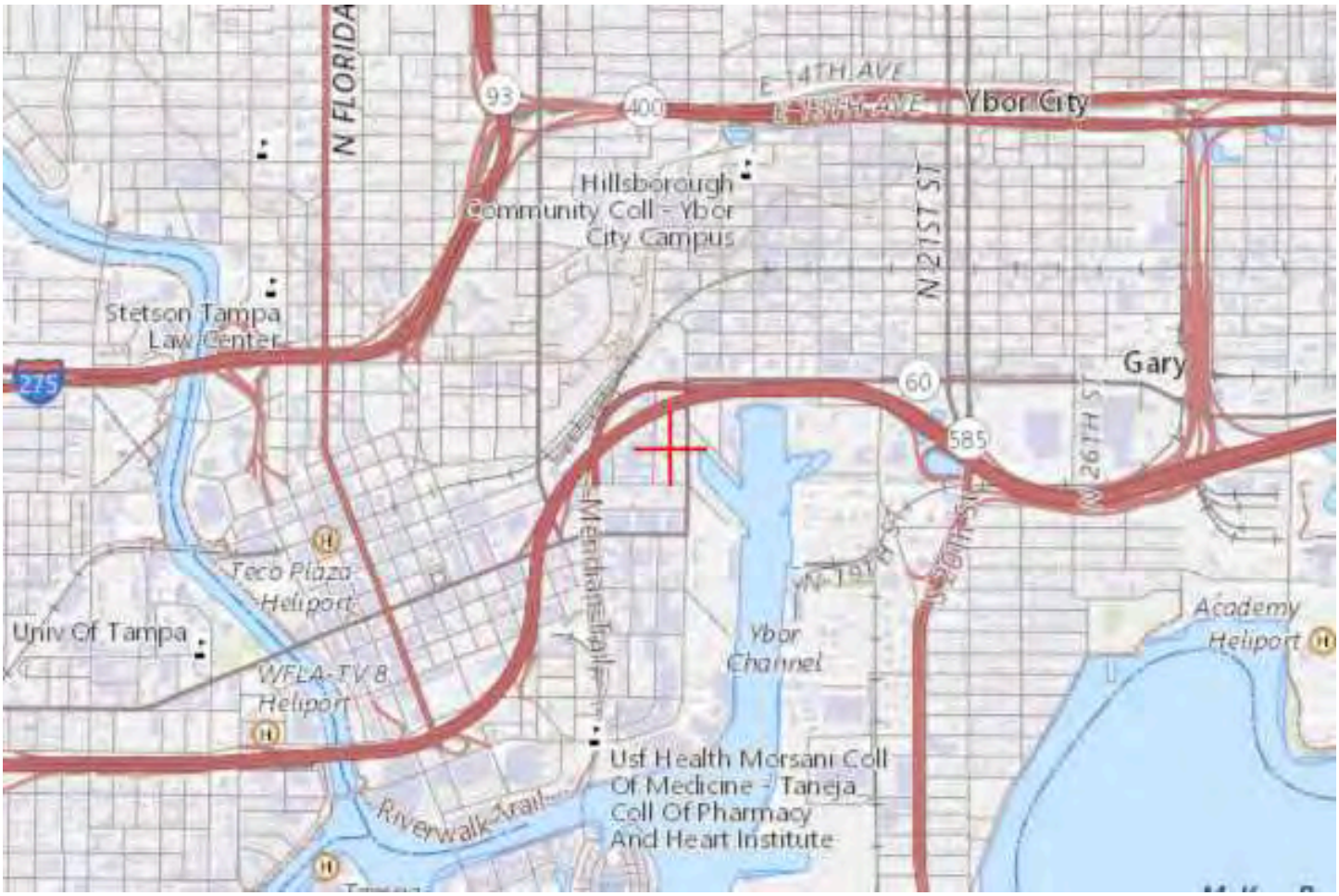
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

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

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

TOPO Map for ASN 2023-ASO-28638-OE



Sectional Map for ASN 2023-ASO-28638-OE

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

Aeronautical Study No.
2023-ASO-28639-OE

Issued Date: 11/21/2023

Brandon Masiello
Kimley-Horn and Associates, LLC
201 North Franklin Street
Suite 1400
Tampa, FL 33602

**** DETERMINATION OF NO HAZARD TO AIR NAVIGATION ****

The Federal Aviation Administration has conducted an aeronautical study under the provisions of 49 U.S.C., Section 44718 and if applicable Title 14 of the Code of Federal Regulations, part 77, concerning:

Structure:	Building Point 8
Location:	Tampa, FL
Latitude:	27-57-12.52N NAD 83
Longitude:	82-26-48.06W
Heights:	13 feet site elevation (SE)
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This aeronautical study revealed that the structure would have no substantial adverse effect on the safe and efficient utilization of the navigable airspace by aircraft or on the operation of air navigation facilities. Therefore, pursuant to the authority delegated to me, it is hereby determined that the structure would not be a hazard to air navigation provided the following condition(s) is(are) met:

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See attachment for additional condition(s) or information.

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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 2023-ASO-28639-OE.

Signature Control No: 600761344-605252146 (DNH)
David Maddox
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

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ASN = Aeronautical Study Number
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AMSL = Above Mean Sea Level
NM = Nautical Miles
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AERONAUTICAL STUDY FOR POSSIBLE INSTRUMENT FLIGHT RULES (IFR) EFFECT DISCLOSED THE FOLLOWING:

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-28639-OE

Sectional Map for ASN 2023-ASO-28639-OE

Tampa International Airport

Peter O. Knight Airport
Plant City Airport
Tampa Executive Airport

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

Date: January 30, 2024

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

Re: COMPLIANCE WITH HCAA HEIGHT ZONING REGULATIONS

Airport Study Number: 2023-192 FAA: 2023-ASO-28632-OE
Structure: New Building Height AGL: 390' Height AMSL: 403'

Dave:

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

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

Hearing is scheduled for March 21, 2024

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

Sincerely,

DocuSigned by:
Anthony S. Mantegna
6097433F9903455...

Anthony S. Mantegna
Height Zoning & Land Use Manager

Cc: Jeff Siddle
Michael Kamprath