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:
Tampa General Hospital - Surgical Pavilion
13 Story new building on Davis Island (First Floor elevation - 14'-0" above sea level) (Top Elevation - 215'-4")
FAA Aeronautical Study Number: 2023-ASO-12067-OE

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

Permanent (Height Zoning) [X]
Temporary (Crane/Equip.) [X]
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: Florida Health Sciences Center dba Tampa General Hospital

Contact Person for Requested Activity: Dustin Pasteur Phone: 813-844-4850

Project Location: 6 Tampa General Circle, Tampa FL. 33606 Email: dpasteur@tgh.org

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: DUSTIN PASTEUR

Signature of Authorized Representative: [signature] Date: 2-16-24

STATE OF FLORIDA, COUNTY OF Hillsborough
Sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 16th day of February, 2024. by Dustin Pasteur

(NOTARY SEAL)

KELLY HUXTABLE
MY COMMISSION # HH 311492
EXPIRES: October 14, 2026

Notary Signature Kelly Huxtable
Personally Known ✓ OR Produced Identification — Type of Id Produced —

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

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2024-38 Variance Required: Yes

FAA Study Number 2023-ASO-12067-OE Recommend Approval: Yes

Associated FAA Study Numbers 2023-ASO-12068-12070-OE Coordinate with Airport Operations: No

Reviewed By: _____ Coordinate with ATCT: No

_____ Approved by Zoning Director _____ Date

Tampa International Airport

AVIATION AUTHORITY

* PETITION FOR VARIANCE *

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

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

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

Project Name: Tampa General Hospital - New Surgical/Neurosciences and Transplant Pavilion

Project Description: This Pavilion will be a new 13-Story tower on the Tampa General Hospital Campus (Davis Island). The proposed 1st floor elevation is 14' 0" above seam level and the top elevation at its highest point is 215'-4" (AMSL - 229'-0").

The new Pavilion is a critical piece of the TGH Strategic Facility Masterplan and important to the continued delivery of patient care within the institution. It is our belief that this new building will not create create a substantial detriment to the public good or an adverse effect on the utility of the Airport Authority.

The FAA Approved Aeronautical Study Number is: 2023-ASO-12067-OE

Applicant acknowledges receipt of the applicable procedures and/or provisions pertaining to the above request and agrees that in consideration of issuance of this 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 : 02.24.24 Nearest Airport: Peter O Knight Airport Overall Height (AMSL): 229'

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: Brian Adams

Signature of Authorized Representative: _____ Date: 02.26.24

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

STATE OF FLORIDA, COUNTY OF Hillsborough

Sworn to (or affirmed) and subscribed before me by means of ☑ physical presence or ☐ online notarization, this 26 day of February, 2024. by Brian Adams

(NOTARY SEAL)

KELLY HUXTABLE
MY COMMISSION # HH 311492
EXPIRES: October 14, 2026

Notary Signature Kelly Huxtable

Personally Known ___ OR Produced Identification ___ Type of Id Produced ___

THIS SECTION TO BE COMPLETED BY AVIATION AUTHORITY REPRESENTATIVE

Airport Study No. 2024-38

FAA Study Number: 2023-ASO-12067-OE

Associated Aeronautical Study Numbers: 2023-ASO-12068-12070-OE

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
2024-38	2438	242

Approval Date	Expires	Permit Type
	1/28/2025,	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 Airspace or Navaid impacts identified

Coordination with ATCT:	**No**	**Coordination with Operations:**	**No**
Emergency Use	**No**	**Hazard Marking and/or Lighting**	**Yes**
Objects affecting Navigable Airspace	**No**	**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 within 5 days after the construction reaches its greatest height.Notify the Airport at least 5 business days prior to starting construction at 813-870-7863.Follow all conditions specified in the FAA Determination to remain in compliance. Installation equipment (Crane) exceeding 242’ 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.

Recommended Approval **Yes**

Airport Study Number:
2024-38

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 within 5 days after the construction reaches its greatest height.

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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.

Distance from ARP

2/27/2024, 3:20:02 PM

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

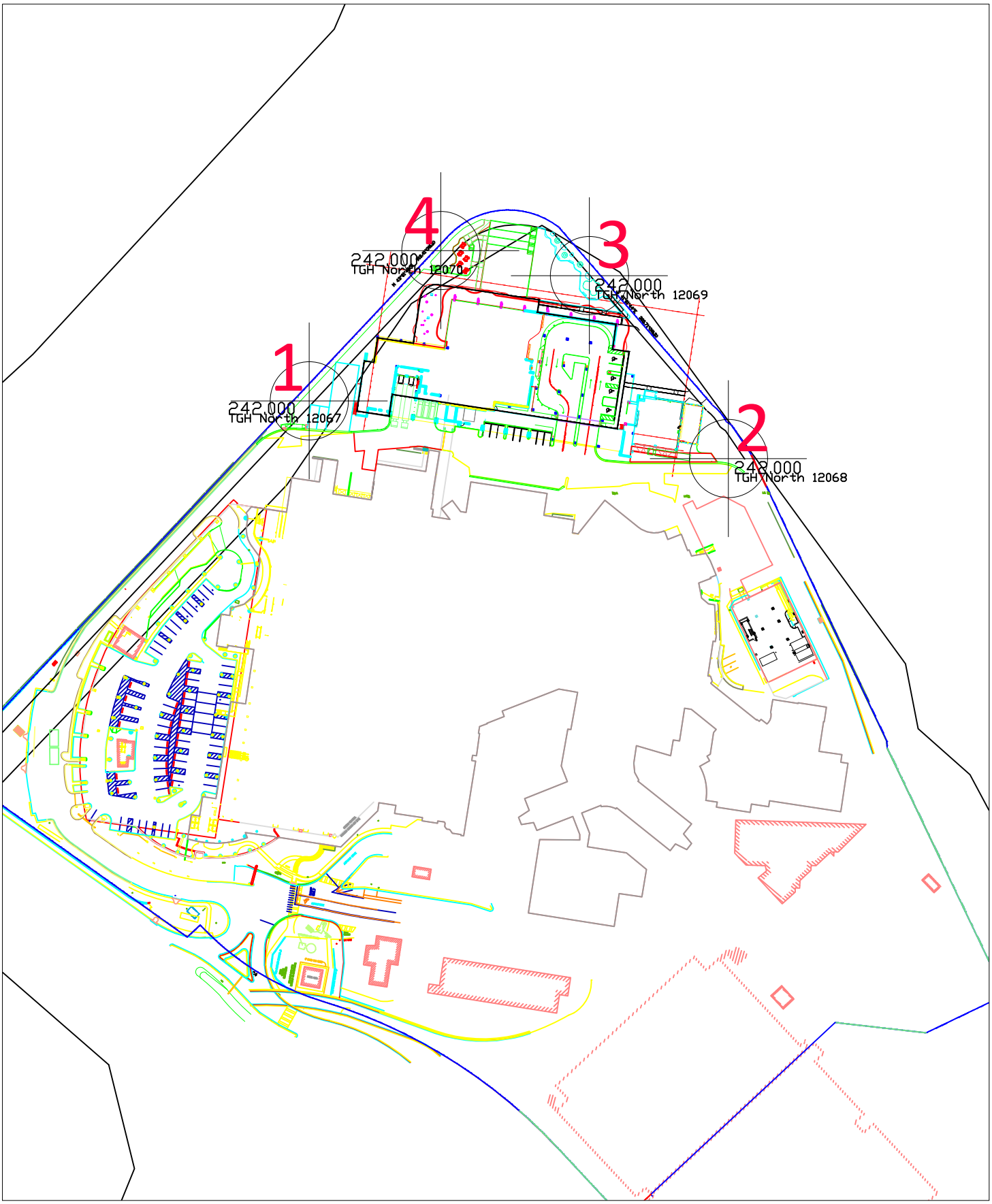
Associated Point Data						Report Created on					
Point	Structure	Latitude	Longitude	X	Y	Site Elev.	Struct Height	Overall Height	Dist. From RW end		
Number	Name					(MSL)	(AGL)	(AMSL)	RWY	Down/out	Over
1	TGH North 12067	27.93911389	-82.45970833	507,739.24	1,310,847.39	14	228	242.00	TPF 18	7369+	2863-
2	TGH North 12068	27.93891667	-82.45804722	508,275.30	1,310,773.68	14	228	242.00			
3	TGH North 12069	27.93955833	-82.4586	508,097.70	1,311,007.63	14	228	242.00			
4	TGH North 12070	27.93964444	-82.45918889	507,907.68	1,311,039.65	14	228	242.00			

2863 Over
RW 18
7369 Down/Out

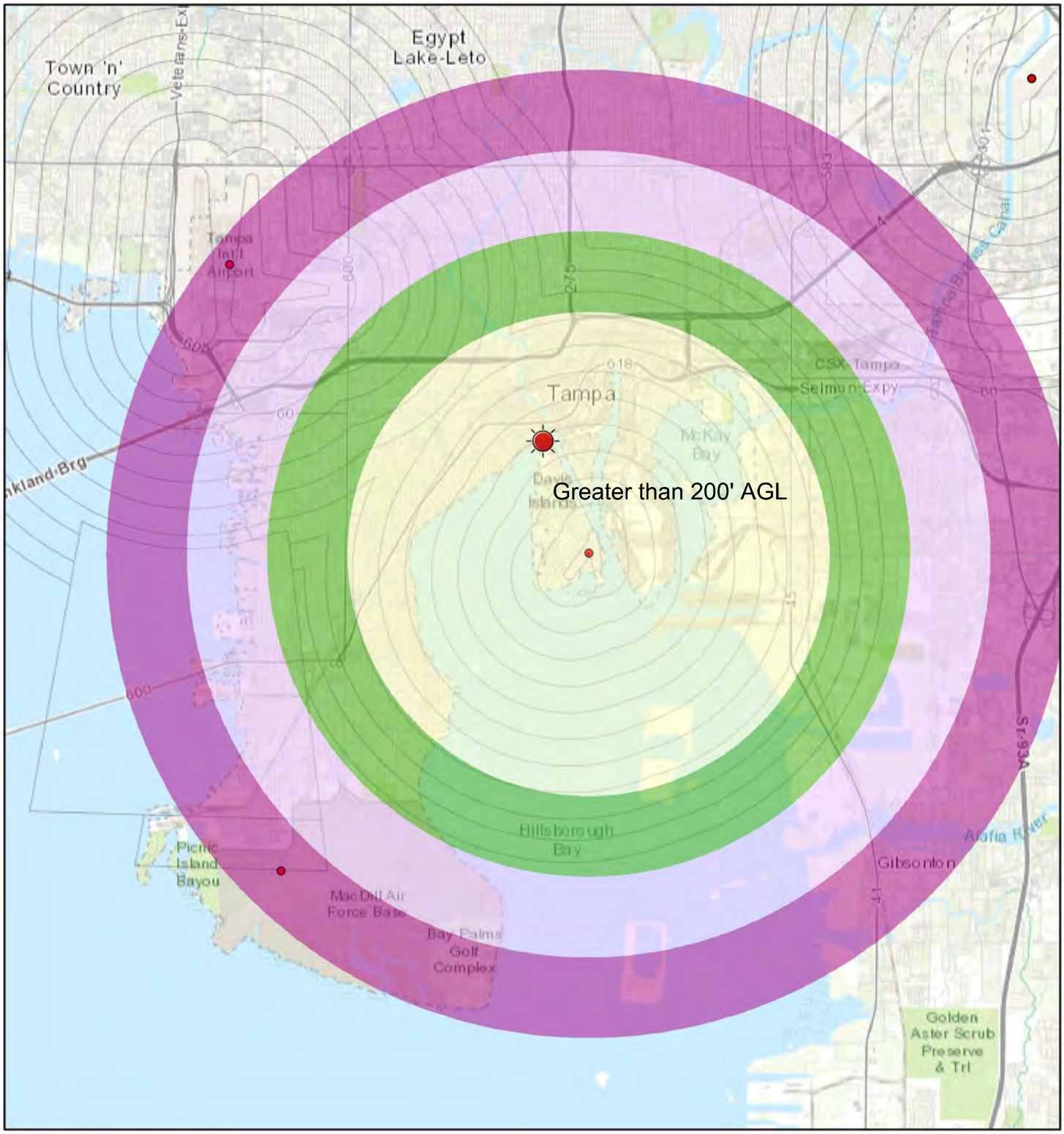
Down(+): 00 Over(+): 00

Down = (-) down RW (+) outward
Over = (-) Left (+) Right

Point Locations



Obstruction Standard 77.17



2/29/2024, 12:10:26 PM

1:144,448

0 1 2 4 mi

0 1.75 3.5 7 km

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

ArcGIS Web AppBuilder

Tony Mantegna | University of South Florida, City of Tampa, Esri, HERE, Garmin, USGS, NGA, EPA, USDA, NPS | Southwest Florida Water Management District | City of Tampa: GIS | City of Tampa:

Part 77 Conical Surface

2/27/2024, 3:22:11 PM

1:36,112

0 0.28 0.55 1.1 mi

0 0.42 0.85 1.7 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

Airports - ARP

TPA Height and Zoning

TPA Height and Zoning

TPA Height and Zoning

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

Aeronautical Study No.
2023-ASO-12067-OE

Issued Date: 07/28/2023

Brian Adams
Tampa General Hospital
Tampa General Hospital
1 Tampa General Circle
Tampa, FL 33606

**** 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:	High Rise/Sky Scraper Tampa General Hospotal North Tower
Location:	Tampa, FL
Latitude:	27-56-20.81N NAD 83
Longitude:	82-27-34.95W
Heights:	14 feet site elevation (SE)
	228 feet above ground level (AGL)
	242 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 01/28/2025 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 August 27, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 06, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-12067-OE.

Signature Control No: 578968972-594907370 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point 9
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-12067-OE through 12070, at a height of 228 feet AGL, 242 feet AMSL. The building points would be located approximately 1.48 to 1.54 NM north of the TPF ARP, Tampa, FL and from 338.83 degrees azimuth clockwise to 341.86 degrees azimuth from TPF.

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

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 28 feet.

The proposal was 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.

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.

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

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

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

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

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

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-12067-OE

Sectional Map for ASN 2023-ASO-12067-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-12068-OE

Issued Date: 07/28/2023

Brian Adams
Tampa General Hospital
Tampa General Hospital
1 Tampa General Circle
Tampa, FL 33606

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Signature Control No: 578968974-594907372 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

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The proposal was 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.

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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 en route routes, operations, or procedures.

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

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

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

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-12068-OE

Sectional Map for ASN 2023-ASO-12068-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-12069-OE

Issued Date: 07/28/2023

Brian Adams
Tampa General Hospital
Tampa General Hospital
1 Tampa General Circle
Tampa, FL 33606

**** 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:	High Rise/Sky Scraper Tampa General Hospotal North Tower
Location:	Tampa, FL
Latitude:	27-56-22.41N NAD 83
Longitude:	82-27-30.96W
Heights:	14 feet site elevation (SE)
	228 feet above ground level (AGL)
	242 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 01/28/2025 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 August 27, 2023. In the event an interested party files a petition for review, it must contain a full statement of the basis upon which the petition is made. Petitions can be submitted to the Manager of the Rules and Regulations Group via e-mail at OEPetitions@faa.gov, via mail to Federal Aviation Administration, Air Traffic Organization, Rules and Regulations Group, Room 425, 800 Independence Ave, SW, Washington, DC 20591, or via facsimile (202) 267-9328. FAA encourages the use of email to ensure timely processing.

This determination becomes final on September 06, 2023 unless a petition is timely filed. In which case, this determination will not become final pending disposition of the petition. Interested parties will be notified of the grant of any review. For any questions regarding your petition, please contact Rules and Regulations Group via telephone – 202-267-8783.

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

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

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

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

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

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

If we can be of further assistance, please contact Michael Blaich, at (404) 305-6462, or mike.blaich@faa.gov. On any future correspondence concerning this matter, please refer to Aeronautical Study Number 2023-ASO-12069-OE.

Signature Control No: 578968975-594907371 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
NM = Nautical Miles
ARP = Airport Reference Point 9
ASN = Aeronautical Study Number
RWY = Runway

The proposed building project consists of four points, under ASNs 2023-ASO-12067-OE through 12070, at a height of 228 feet AGL, 242 feet AMSL. The building points would be located approximately 1.48 to 1.54 NM north of the TPF ARP, Tampa, FL and from 338.83 degrees azimuth clockwise to 341.86 degrees azimuth from TPF.

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

Section 77.17 (a) (2) TPF: A height that is 200 feet AGL, or above the established airport elevation, whichever is higher, within 3 nautical miles of the established reference point of an airport, excluding heliports, with its longest runway more than 3,200 feet in actual length, and that height increases in the proportion of 100 feet for each additional nautical mile from the airport up to a maximum of 499 feet. The proposals exceed by 28 feet.

The proposal was 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.

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.

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

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

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

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

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

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

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

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

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

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

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

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

TOPO Map for ASN 2023-ASO-12069-OE

Sectional Map for ASN 2023-ASO-12069-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-12070-OE

Issued Date: 07/28/2023

Brian Adams
Tampa General Hospital
Tampa General Hospital
1 Tampa General Circle
Tampa, FL 33606

**** 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:	High Rise/Sky Scraper Tampa General Hospotal North Tower
Location:	Tampa, FL
Latitude:	27-56-22.72N NAD 83
Longitude:	82-27-33.08W
Heights:	14 feet site elevation (SE)
	228 feet above ground level (AGL)
	242 feet above mean sea level (AMSL)

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

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

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

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

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

See attachment for additional condition(s) or information.

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

This determination expires on 01/28/2025 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.

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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-12070-OE.

Signature Control No: 578968977-594907369 (DNH)
Mike Helvey
Manager, Obstruction Evaluation Group

Attachment(s)
Additional Information
Map(s)

TPF = Peter O Knight Airport
AGL = Above Ground Level
AMSL = Above Mean Sea Level
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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 en route routes, operations, or procedures.

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

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

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

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

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

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

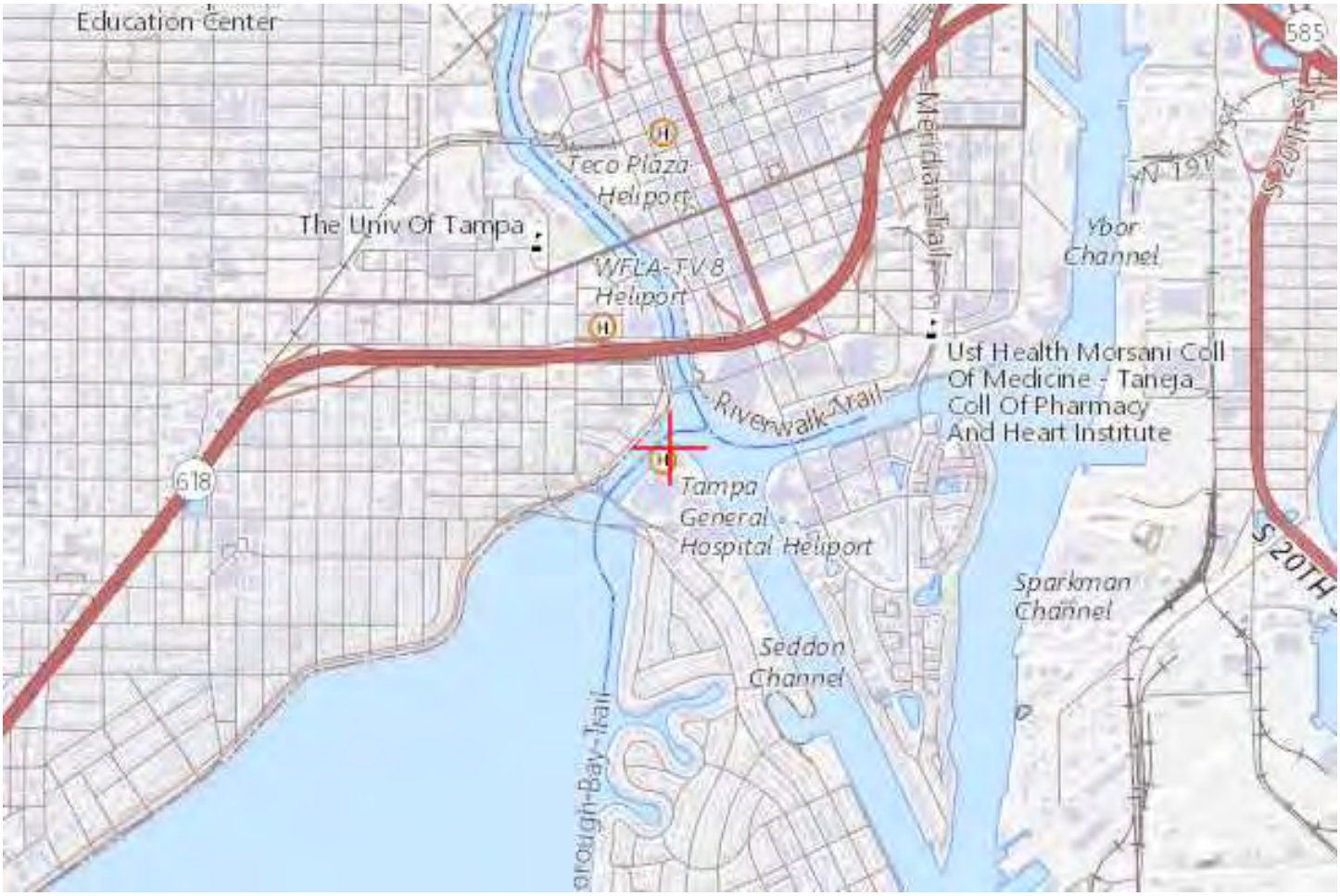
The proposed structures' proximity to the airport was considered and found to be acceptable.

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

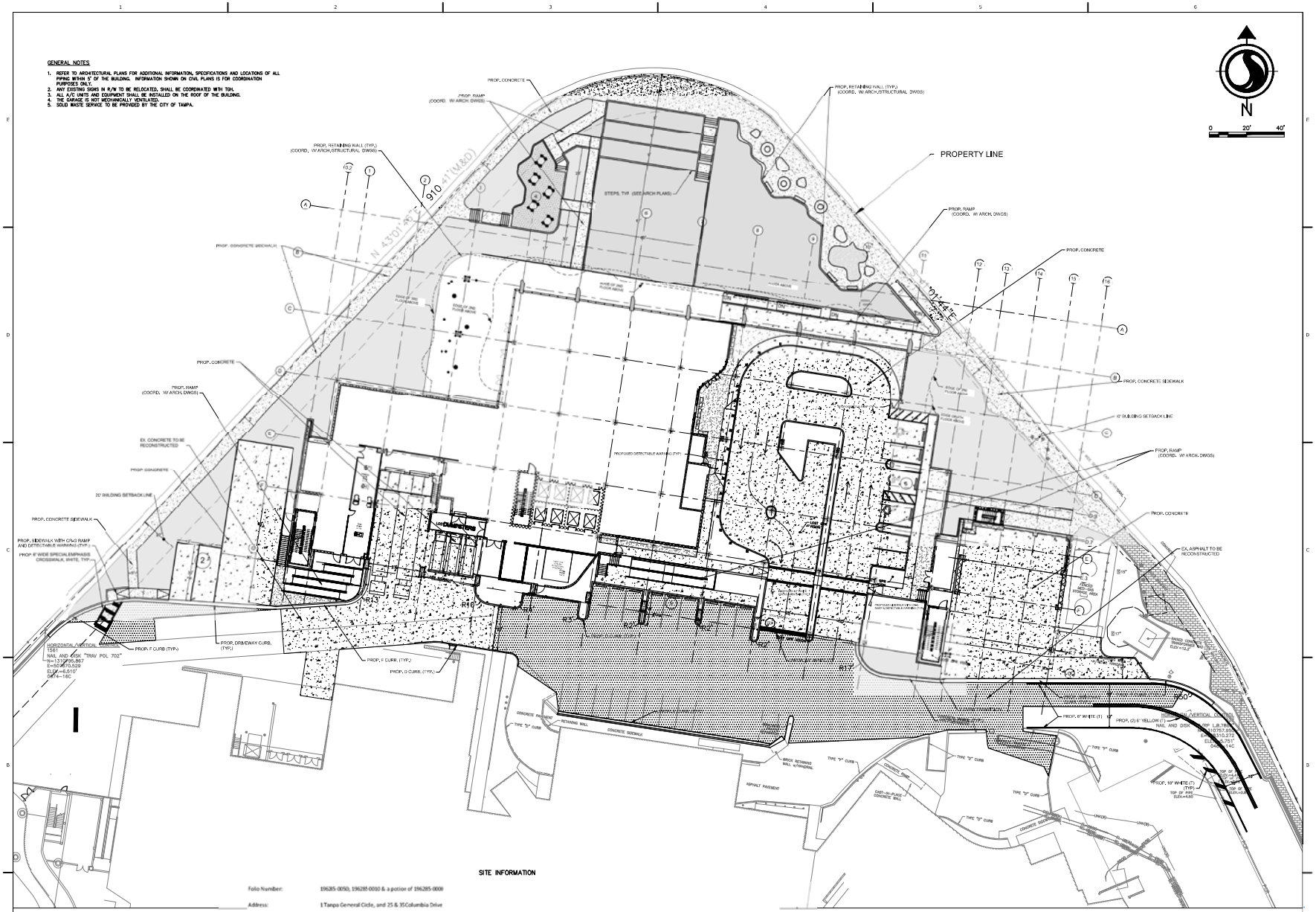
The cumulative impact (IFR/VFR) resulting for the building proposal, when combined with the impact of other existing or proposed structures was considered and found to be acceptable.

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

TOPO Map for ASN 2023-ASO-12070-OE



Sectional Map for ASN 2023-ASO-12070-OE



SITE INFORMATION

Folio Number:	196285-0050, 196285-0010 & a portion of 196285-0000
Address:	1 Tampa General Circle, and 25 & 35 Columbia Drive
Firm Map Panel:	Zone AE, Panel 0331G, 0332G, 0334G (Map Numbers: 12057C0331G & 12057C0332G) Base Elevation AE EL 13', 12' & 11' location dependent. Effective Date 1/26/21 & LOMR Effective Date: 3/27/23.
Existing Zoning & Use:	PD (Planned Development RZ22-11 Hospital & Office, medical)
Proposed Zoning:	PD (Planned Development: Hospital & Office, medical)
Future Land Use Category:	P/SP (Public/Semi-Public)
Site Area:	1,051,894 square feet (24.24 acres)
Allowable FAR:	N/A
Proposed Development:	2,591,090 square feet (excluding parking structures); FAR = 2.45 Existing Hospital: 2,086,890 sf Proposed Hospital Expansion: 262,900 sf Existing Office, medical: 241,300 sf
Proposed Height:	15 feet AMSL (min.) to 280 feet AMSL (max.) see site plan and building height table.
Permitted Uses:	Hospital: 2,340,790 square Feet (1,243 beds) Office, medical: 241300 square feet Total Project Area: 1,591,090 square feet
Loading Spaces:	18 required (8 large & 10 small); 20 provided (10 large & 10 small)
Building Setbacks:	
Principle Building:	Northwest: 20' min. (Hillsborough Bay); Southwest: 20' min. (Davis Boulevard and Columbia Drive; 20' min. Southeast: 20' min. and Northeast: 10' min. Seddon Channel). The proposed development will not change any of the building setbacks.
Accessory Building:	Northwest: 20' min. (Hillsborough Bay); Southwest: n/a. Southeast: n/a: Northeast 10' min. (Seddon Channel). The proposed development will not change any of the building setbacks.
Required Parking:	Use - RequiredSpaces Hospital - 1.4/b (1.2/bed (1,243 beds)) Office, medical - 1.4/dl (6 /1,000 sf) TOTAL - 2,940 spaces
Parking Provided:	A total of 4,778 spaces, with 95 handicap spaces provided. Up to 65% of the total spaces may be compact.

SITE LEGEND

- PROPOSED CONCRETE
- PROPOSED CONCRETE PAVERS
- PROPOSED ASPHALT AREA TO BE RECONSTRUCTURED
- PROPOSED GREEN SPACE
- (9) PROPOSED PARKING COUNT

100% DD 11/22/2023

Stantec
Stantec Consulting Services Inc.
777 S. Harbour Island Blvd Suite 600
Tampa, Florida 33602 tel. 813.223.9500
www.stantec.com fax. 813.223.0009
Certificate of Authorization #27013
FL Lic. # LC-C000170
FL Lic. # AA-26000733 / # IB-26001747

ENGINEER OF RECORD

Ben Prewitt, P.E.
Florida License No. 64681

BEN PREWITT, State of Florida, Professional Engineer, License No. PE 64681. This item has been digitally signed and sealed by BEN PREWITT, PE on date indicated here. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

PROJECT NAME:

TGH Surgical, Neuroscience and Transplant Pavilion : TGH Surgical, Neuroscience and Transplant Pavilion - Design & Construction Schedule : DESIGN WORK : Early Release Packages (ERP's) : ERP-02: Final Civil Work, Deep Foundations, Pile Caps

NO	DATE	REVISION/ SUBMISSION

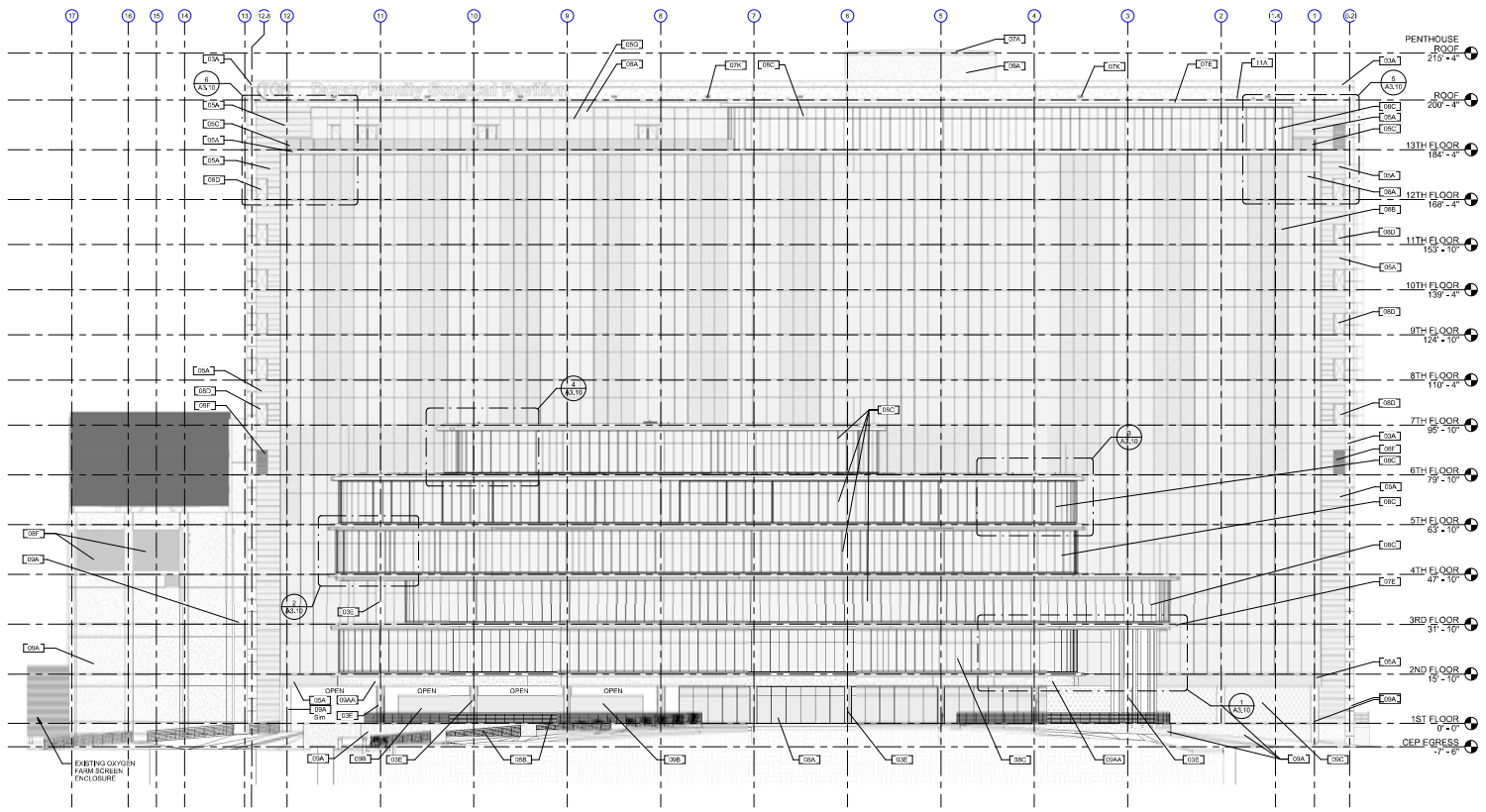
TO THE BEST OF THE KNOWLEDGE OF ENGINEERS
TO THE EXTENT THAT THE CONTRACT DOCUMENT SPECIFICATIONS COMPLY WITH THE APPLICABLE MINIMUM BUILDING CODES.

TAMPA
1 TAMPA GENERAL CIR.
TAMPA, FL 33606
813.844.7000
TGH.ORG

TAMPA GENERAL HOSPITAL
THE SURGICAL, NEUROSCIENCE AND TRANSPLANT PAVILION EXPANSION
1 Tampa General Cir,
Tampa, FL 33606

SITE PLAN

PROJECT NO. 215652315
SHEET NUMBER C–102

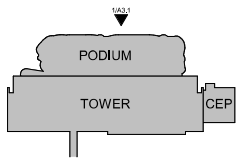


1 NORTH OVERALL ELEVATION
A2.1 1/16" = 1'-0"

ELEVATION KEYNOTES

KEY VALUE	KEYNOTE TEXT
03A	6" PRECAST WALL PANEL SYSTEM W/ 2" CONTINUOUS MINERAL WOOL BOARD INSULATION ON INTERIOR SIDE OF WALL AT CONDITIONED SPACES; INTEGRAL COLOR "A" SMOOTH FINISH
03E	ARCHITECTURAL CAST-IN-PLACE CONCRETE: ROUND COLUMNS B.O.D. "SONOTUBE FINISH FIRE" PAINTED WHITE. REFER TO STRUCTURAL DRAWINGS AND ARCHITECTURAL SPECIFICATION.
05A	PREFINISHED ALUMINUM COMPOSITE METAL PANEL SYSTEM (ACM) ON THERMALLY BROKEN Z-CLIPS; REFER TO TYPICAL ACM WALL DETAIL FOR INFORMATION
05D	PREFINISHED ALUMINUM GUARDRAIL AND HANDRAIL; ANCHOR TO CONCRETE RAMP OR STAIR; EMBED VERTICAL POSTS IN CONCRETE AND FILL WITH NONSHRINK GROUT
05C	PREFINISHED ALUMINUM AND LAMINATED SENTRY GLASS RAILING SYSTEM; TOP OF RAIL MINIMUM 42" ABOVE FINISH FLOOR.
05G	PREFINISHED ALUMINUM TRELLIS SYSTEM; BASIS OF DESIGN "STRUXURE PERGOLA X"
07A	SINGLE PLY ROOF MEMBRANE ON LIGHTWEIGHT INSULATING CONCRETE ROOF SYSTEM (MIN. R-25 CONTINUOUS INSULATION).
07E	CEMENT PLASTER FINISH SYSTEM WITH ACRYLIC WATERPROOFING COATING; BASIS OF DESIGN MASTERPROTECT C350/HS-200 SMOOTH FINISH OVER 2-COAT CEMENTITIOUS WATERPROOFING COATING; BASIS OF DESIGN MASTERSEAL 584 OVER MASTERSEAL 581 WITH MASTEREMACO A660 ADMIXTURE
07K	PREFINISHED METAL THRU-WALL OVERFLOW SCUPPER; COLOR TO MATCH ADJACENT FINISH
08A	IMPACT RESISTANT 4-SIDED SSG CURTAINWALL SYSTEM - VISION; BASIS OF DESIGN - WTG 900 SYSTEM, GUARDIAN GLASS SNX 51/23.
08B	IMPACT RESISTANT 4-SIDED SSG CURTAINWALL SYSTEM - VISION W/ METAL BACKPAN; B.O.D. WTG 900 SYSTEM, GUARDIAN GLASS SNX 51/23.
08C	IMPACT RESISTANT 4-SIDED SSG WINDOWWALL SYSTEM W/ CERAMIC FRIT; B.O.D. WTG 900 SYSTEM, GUARDIAN GLASS SNX 51/23, PROVIDE FRIT SAMPLE FOR AOR APPROVAL.
08D	IMPACT RESISTANT WINDOWWALL SYSTEM; B.O.D. WTG 500 SYSTEM, GUARDIAN GLASS SNX 51/23.
08F	PREFINISHED ALUMINUM LOUVER; SEE LOUVER SCHEDULE FOR SIZE AND TYPE.
09A	CEMENT PLASTER SYSTEM INTEGRAL COLOR ON CEMENTITIOUS WATERPROOFING (SEE 7E) ON CAST IN PLACE CONCRETE OR CONCRETE MASONRY, WITH 2" CONTINUOUS INSULATION ON INTERIOR SIDE OF WALL AT CONDITIONED SPACES.
09AA	CEMENT PLASTER SOFFIT SYSTEM ON METAL LATH ON 1.5" RIGID INSULATION BOARD, MIN. R-7.5 CONTINUOUS INSULATION OVER WATERPROOFING ON 5/8" EXTERIOR SHEATHING ON COLD FORMED METAL FRAMING.
09B	CRACKED PORCELAIN TILES OVER WATERPROOFING ON CAST IN PLACE CONCRETE OR CONCRETE MASONRY, CEMENT PLASTER SYSTEM (SEE 7E) ON BACKSIDE OF EXPOSED WALL.
09C	CRACKED PORCELAIN TILES OVER WATERPROOFING ON CAST IN PLACE CONCRETE OR CONCRETE MASONRY WITH 1.5" CONTINUOUS INSULATION ON INTERIOR SIDE OF WALL.
11A	ROOF TIE-BACK ANCHOR FOR WINDOW WASHING SYSTEM; ANCHOR TO CONCRETE PER MANUFACTURER'S RECOMMENDATIONS; ALL OSHA GUIDELINES SHALL BE FOLLOWED

KEYPLAN



Tampa General Hospital
1 Tampa General Circle

SEAL:

WHEN PRINTED FULL SIZE THIS SHEET MEASURES 30" x 42"

PROJECT LOCATION:
6 TAMPA GENERAL CIRCLE

PROJECT NAME:

THE SURGICAL, NEUROSCIENCE AND TRANSPLANT PAVILION EXPANSION CORE AND SHELL

DESIGN ARCHITECT:
ALFONSO ARCHITECTS

COMPANY:
TGH Architecture and Engineering, LLC
1 Tampa General Circle
Tampa, Florida 33606

PROJECT NO:	22-128
DRAWN BY:	Author
DIST:	STOP AND PLOT
DATE:	8/19/2024

REVISIONS

NO.	DESCRIPTION	DATE

CONCEPTUAL PLANS NOT FOR CONSTRUCTION

OVERALL BUILDING NORTH ELEVATION

A3.1

Scale: 1/16" = 1'-0"

2/9/2024 4:56:23 PM

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: February 29, 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: 2024-38 FAA: 2023-ASO-12067-OE
Structure: Hospital Expansion Height AGL: 228' Height AMSL: 242'

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 April 11, 2024

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

Sincerely,

DocuSigned by:
Anthony S Mantegna
609743E9903455...
Anthony S. Mantegna
Height Zoning & Land Use Manager

Cc: Jeff Siddle
Michael Kamprath